

DOCKLANDS NEWS

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Forever Free

Puzzles & Trivia P25



What’s the state of the freight bridge, Dan? With a proposed low freight bridge still threatening to choke Docklands out of existence, *Docklands News* cartoonist Michael Lindell poses 12 questions to Premier Daniel Andrews in a bid to seek some real answers. *Continued on page 5.*

Maritime vision for Central Pier revealed

WORDS BY *Sean Car*
PLANNING

A new Maritime Experiential Centre, dubbed the “maritime ACMI”, has been mooted as a permanent activation for a transformed Central Pier.

The Melbourne Maritime Heritage Network (MMHN), chaired by former City of Melbourne councillor Jackie Watts, is in talks with the pier’s custodian Development Victoria about its “multi-faceted” vision to optimise Melbourne’s rich maritime identity.

In stressing that its proposal will “not be a maritime museum”, MMHN says a Melbourne Maritime Experiential Centre at Central Pier would showcase history, environment, trade, innovation and science through a mixture of virtual reality and physical engagement.

In an effort to leverage Docklands’ waterways and

activate the “languishing” precinct, the MMHN proposes the centre to be an “architectural icon”, while transforming and repurposing the “degraded” heritage-listed pier.

In its proposal, seen by *Docklands News*, MMHN references international and domestic examples such as China’s National Maritime Museum in Tianjin, “Titanic Belfast” in Ireland and the Australian Underwater Discovery Centre in Busselton, Western Australia.

In offering a “clear point of differentiation from all existing maritime museums in Australia”, the proposal would use creative technologies to “attract, engage and educate the public” on diverse aspects of maritime heritage and marine industry.

“The Maritime Experiential Centre will not be a maritime museum, it will not include floating vessels and it will feature minimal conventional exhibits,” the MMHN proposal states.

Continued on page 7.

Historic *Alma Doepel* makes victorious return to water

After 10 arduous years of restoration, Docklands’ favourite historic tall ship, the Alma Doepel, is finally back on the water.

WORDS BY *Brendan Rees*
MARITIME

The 119-year-old three-masted schooner was relaunched into Docklands’ waterways on October 16, marking a “triumphant return” to the precinct.

The vessel, which is Australia’s oldest surviving wooden tall ship, was quietly lowered into Victoria Harbour, where waves gently lapped her newly painted red hull for the first time in a decade.

It was a major milestone savoured by the ship’s dedicated team of volunteers who have poured their hearts and souls into making sure the ship’s restorative journey has been a success.

While only a small gathering of media personnel and dignitaries including the Lord Mayor were able to witness the ship’s homecoming event in person due to COVID-19 restrictions, the milestone was live-streamed from a drone, attracting some 4000 viewers.

The majestic ship was towed from her custom-built barge and out past the Bolte Bridge before being lifted into the water by a crane vessel, the *AAL Shanghai*, which was at Melbourne’s Appleton Dock.

There were loud and jubilant cheers from the balconies of residential buildings to celebrate the spectacle with Dr Peter Harris, the *Alma*’s restorative director, describing the long-awaited moment as “magic”.



▲ *The Alma is back in the water.*

“You imagine all these things – all your logistic spreadsheets, making thousands of project sheets ... raising the money and putting it together, and all with this idea that there’s one day to head for and that’s putting it in the water,” he said.

“This project is one of the most authentic, historic ship restorations underway anywhere in the world – bringing together a mix of heritage, youth development and traditional craftsmanship.”

“[It] is a significant gain to the public space, and returning history to the community.”

While ominous clouds threatened on the morning of the big relaunch, the skies cleared with just some wind blowing by the afternoon “but not too much to disturb the lifting process,” Dr Harris said.

During the past decade, the vessel has been on a barge at North Wharf Rd in Victoria Harbour undergoing

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Speed zones drop outside Docklands Primary School

WORDS BY *Brendan Rees*
SAFETY & SECURITY

The speed limit along a busy road near Docklands Primary School has been slashed and a 40km/h speed zone introduced after the school community lobbied for improved safety.

In October, the Department of Transport dropped the speed limit on Footscray Rd between Pearl River Rd and Dudley St from 70km/h to 60 km/h to improve safety for pedestrians, students, and parents.

A 40km/h speed limit during school times was also introduced on Footscray Rd between Waterfront Way and Wurundjeri Way “to improve safety for children, parents and other pedestrians who use the footpaths around Docklands Primary School,” the Department said.

The new measures follow concerns raised by the Docklands Primary School community regarding student safety along Footscray Rd, which has seen three crashes resulting in injuries near the Docklands Drive intersection in the five years to December, 2020, according to the Department’s data.

Backing the school’s call for improved safety was Northern Metropolitan Region MP Sheena Watt, who said she had spoken to principal Adam Bright earlier this year and “knew something needed to be done quickly to ensure the safety of the students”.

“With the support of the Minister for Roads and Road Safety Ben Carroll, I’ve been able to ensure interim traffic management signage is in place and have secured a long-term package of works that will prioritise student safety for the future,” she said.

Mr Bright said the school was “really pleased” to see traffic management signs installed on Footscray Rd and thanked the school council which raised the issue and for Ms Watt in “listening and acting quickly to provide a solution”.

State MP for Melbourne, Ellen Sandell, welcomed the safety upgrades after working close-



▲ Northern Metropolitan Region MP Sheena Watt (right), celebrates a new 40 km/h speed zone on Footscray Rd with Docklands Primary School principal Adam Bright (centre), and teacher Biljana Stavreski (left).

ly with the principal and the school community to advocate to local and state governments for road safety improvements at the school.

“The safety of our kids is so important. I’m thrilled that I’ve been able to help the school get 40km speed signs installed outside the school, and an additional crossing supervisor at the busy intersection,” she said. “However, with so much traffic around now, there are still a lot of pedestrian safety issues that need to be fixed at the intersections around the school.”

The new speed limits come just in time as students return to onsite learning after a 74-day absence during the state’s sixth lockdown.

A City of Melbourne spokesperson said the council had appointed three new school crossing supervisors on Footscray Rd and Docklands Drive, near Docklands Primary School.

It also plans to install speed cushions on Little Docklands Drive and a zebra crossing on Anchor Lane, and reduce the speed limit on streets around the school.

“We’re doing everything we can to ensure people can move safely around our municipality, whether it’s by public transport, car, bike or

foot,” the spokesperson said.

The City of Melbourne said it had invested \$1.1 million this financial year on a range of pedestrian safety projects including raised zebra pedestrian crossings, and an additional \$450,000 to install 40 km/h speed limits on local roads.

According to the Department of Transport, speed limits are subject to a “rigorous review process and assessed on a case-by-case basis”.

“Factors considered include the road environment, traffic volume, council recommendation, community sentiment, types of road users and crash history to ensure appropriate set limits,” it said.

Roads and Road Safety Minister Ben Carroll said, “We’ve made it safer for pedestrians and drivers around Docklands Primary School, ahead of the return of students to in-classroom learning”.

Ms Watt said while Docklands Primary School was still less than a year old, the “community is thriving and I look forward to continuing to work with them over the coming years” ●

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Plans revised for Docklands’ tallest apartment tower

WORDS BY *David Schout*
PLANNING

Developer Mirvac has re-submitted plans for a 45-storey apartment tower at Yarra’s Edge, in what is set to become Docklands’ highest residential building.

The revised planning application includes a reduction of apartments from 222 to 191 and a halving of commercial space.

The proposed building at 118-122 Lorimer St, known as Tower 9, would rise 158 metres with a 10.8-metre crown.

It would surpass the recently completed Voyager tower nearby, which sits at 43 storeys and 138 metres, as the area’s tallest apartment tower.

The recently completed Victoria Police headquarters on Spencer Streets is Docklands’ overall highest building, at 180 metres.

Key changes from a previously-approved permit at Tower 9 include: an overall height increase of 10.2 metres, a reduction of dwellings from 222 to 191 (due to increased floor-to-ceiling heights) and — perhaps unsurprisingly given the shift to working from home arrangement during COVID-19 — a reduction in the number of ground level commercial tenancies from five to three.

This would more than halve the total commercial floor space from 361 square metres to 169 square metres.

There are also changes to the proposed publicly accessible areas around the building.

Most notably, according to the revised application, was “the deletion of the previously proposed wharf (as generally agreed with the relevant authorities) and a more natural and less formal approach to the waterfront promenade.” Overall, however, it noted that “the architectural expression of the building remains largely

the same, including the proposed materiality, building setbacks and overall building form”.

Promoted as “book-ending Collins St, with a north-facing riverfront aspect”, Mirvac expected Tower 9 to attract purchasers searching for luxury apartments at the premium end of the market.

The group’s Victorian general manager for residential Elysa Anderson said it would “connect residents with nature and promoting a sense of health and wellbeing”.

“This spectacular building is planned to rise from the bank of the river creating a new legacy for Yarra’s Edge and a new icon on Melbourne’s skyline, with its enviable location at the end of the Collins St axis,” she said.

Mirvac confirmed that 82 per cent of the nearby Voyager building had been sold.

Almost four in five buyers (78 per cent) in the first half of 2021 were owner-occupiers.

“We are seeing continued resilience in the Melbourne property market, with Voyager receiving strong demand from owner occupiers for quality apartments, supported by exceptional amenity,” Ms Anderson said.

Head of residential Stuart Penklis said the development reinforced Mirvac’s confidence in the Victorian apartment market as the state looked to further ease restrictions at the end of 2021.

“Mirvac is focused on accelerating our supply of high-quality apartments in Victoria as we anticipate there will be a shortage of owner occupier residences in premium locations in the future,” he said.

“The strength of the established housing market and the opening up of international borders will continue to drive very strong demand for well-designed and quality constructed apartments just like Voyager and Tower 9.”

Tower 9 is one of Mirvac’s final buildings in its two-decade project at Yarra’s Edge; the only Docklands precinct south of the Yarra River ●



▲ An artist’s impression of the Tower 9 proposal.



▲ The rooftop of the recently-completed Voyager tower.

Residents invited to have their say on proposed flood overlays

PLANNING

The community is being invited to provide feedback on a proposed planning amendment until November 29, which revises the City of Melbourne’s flooding overlays.

The council has been given approval by Minister for Planning Richard Wynne for Amendment C384 to be prepared, which aims to identify areas prone to flooding, sea level rises, increased rainfall intensity – “that are predicted to influence inundation in the near future”.

The City of Melbourne has partnered with Melbourne Water to update its flood modelling for a number of areas in the municipality.

The proposed changes to Land Subject to Inundation Overlay and Special Building Overlay apply to land affected by riverine flooding and drainage flooding respectively, including corresponding changes to the relevant schedules and mapping in the Melbourne Planning Scheme.

The amendment also includes a background document, the *Design Guide for Flood Affected Areas in Fishermans Bend, Arden and Macaulay* which seeks to provide guidance for how to design flood resilient buildings in these areas.

According to a letter sent to residents by the council, the “patterns and intensity” of rainfall and possible flooding has changed “over the years”, with climate change and more intense development being contributing factors.

All affected property owners have begun receiving letters advising them of the changes and are encouraged to view the amendment and documents online free of charge ●

For more information:
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Iconic Melbourne Star could turn again as rescue buy is sought

WORDS BY *Brendan Rees*
BUSINESS

Just weeks after being destined for the scrap heap, Docklands’ much-loved Melbourne Star Observation Wheel could shine bright again with multiple parties expressing interest in buying the landmark structure.

Last month, directors of MB Star Properties, which owns the 120-metre-high wheel, said it was with “heavy heart” that the ride would permanently close after revealing the company was going into liquidation.

Citing travel restrictions and repeated lockdowns imposed by the pandemic among other challenges, the company said this had “made it impossible to sustain the business”.

However, in a sudden turn of events, the giant observation wheel could be thrown a lifeline after liquidator Grant Thornton announced it had launched a sales campaign for the iconic wheel in October.

Speaking exclusively to *Docklands News*, liquidator Andrew Hewitt said a “number of parties” both locally and internationally had expressed interest in the tourist attraction which has been a part of the Melbourne skyline for 15 years.

He said while it was “hard to say” whether a buyer would emerge, he had hoped offers would be made by the end of November.

“We’ve had a number of parties reach out to us independently but we’ve also identified some operators and some people who we think [the wheel] may be of interest to. We’re in the middle of that process at the moment,” he said.

“We’re pleased that parties were interested in it and they’ve now got to assess the information and data and run their numbers and see if it works for them,” Mr Hewitt said.

Asked if Grant Thornton was confident of securing a rescue buyer, Mr Hewitt said, “It’s hard to say, we’re really only asking parties at the moment to sign the confidentiality agreement



which will give them access to the information brief which has got some financial data in it and the lease arrangements and the details of the assets, etc.”

Speaking to *Docklands News* in late October, he said it would be about “two to three weeks’ time whether we’re going to get an offer”.

While he could not say who had expressed interest in buying the wheel, he confirmed there were about 10 to 12 parties who had registered their interest, with a “mix of local and international groups,” adding “some of them are only interested in specific assets, others are interested in the whole lot”.

“We’ve also identified about another ... dozen to 15 parties that run other tourism type-assets that we have connections with, and so we’ll be talking to them about the opportunity.”

Asked if he’d estimated how much the wheel could fetch, he said “No, we haven’t”.

“I don’t know what those offers will look like when they come back.”

“We’re pleased that parties were interested in

“

We’re pleased that parties were interested in it and they’ve now got to assess the information and data and run their numbers and see if it works for them.

”

it. In dealing with the asset, you’re always going to need to advertise it and we spent a couple of weeks looking at the best ways to work through it.”

Mr Hewitt said it was also too early to speculate whether the wheel would stay grounded or dismantled if it was snapped up by a buyer.

“It’s too early to say yet,” he said, adding “there are some complications ... there’s a lease in place with Ashe Morgan who runs the precinct and there’s obligations around running the wheel in that lease.”

“Parties need to wrap all their minds around that and work through how they can make it work.”

The iconic attraction originally opened in 2008 under the name Southern Star at a cost of \$100 million.

It operated for about five weeks before being forced to shut down 40 days later after cracks appeared in the structure’s bracing.

The wheel was out of action for almost five years after being beset by another major safety

incident and problems such as not being able to operate in bad weather.

After reopening in February this year after enduring a 231-day closure following Victoria’s second wave of COVID-19, Sanoyas Group sold the Melbourne Star to Swiss-based group Robu Group for an undisclosed sum.

It’s understood the Melbourne Star has accumulated a debt in excess of \$3.9 million.

Johanna Maxwell, president of Docklands Chamber of Commerce, said it was exciting that the Melbourne Star could remain in Docklands “as it’s an iconic drawcard that pulls visitors from interstate and overseas”.

“The vista of seeing the beautiful Star being lit up at night and highlighting the Docklands sky will be sorely missed should it depart permanently,” she said.

“Docklands sorely needs permanent activations like the Melbourne Star as we’re fully aware that we can no longer rely on the corporate workers to support the local businesses.”

City of Melbourne councillor and Docklands resident Jamal Hakim said he was also excited by the prospect that the Melbourne Star could shine bright again.

“The Melbourne Star has been an iconic part of the Docklands and city skyline, and it is sad to see it in darkness right now,” he said.

“I share the excitement of the Docklands community with the possibility of the wheel remaining in Docklands and shining bright in the night.”

“No matter what happens, I’m confident that Docklands will come back stronger than ever and I am excited about what is in store for the future of Docklands.”

“We have a resilient community and boast such fantastic infrastructure and links to the water and the city, a recipe for a thriving place into the future.”

Before the pandemic, the observation wheel attracted 300,000 visitors every year, nearly half of which were international and interstate tourists ●



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Mr Premier ... 12 questions

The threat of an ugly low freight bridge running parallel with the Bolte Bridge continues to haunt Docklands, with the Port of Melbourne ramping up its advocacy for a freight link between its two disparate docks. The state government has been coy as to its intentions for too long, and focus must now be squarely laid on Premier Daniel Andrews and his colleagues as to whether they want Docklands to become a thriving city harbour, or an unviable, tarnished backwater. Docklands News cartoonist Michael Lindell poses 12 questions to the Premier, and we hope to publish his responses in next month's edition ...

A cartoon illustration of a man in a suit holding a large key, standing next to a sign that reads "DANNY DONT ASK!". The signature "MIKKO" is at the bottom.

1. Do you plan to build a low rail freight bridge beside the Bolte?
2. Permanent?
3. Openable?
4. What clearance at high tide? Six metres?
5. How many trains per day?
6. How many trains per night?
7. Trains five kilometres long?
8. Single track, double track?
9. Train speed, noise, vibration, exhaust?
10. Warning alarms?
11. Why build high-clearance Bolte Bridge?
12. Was a tunnel considered?

A cartoon illustration of a woman sitting on a machine labeled "MADAM DOCKLANDS". The signature "MIKKO" is at the bottom.

Three small diagrams illustrating different bridge and train configurations. The first shows a bridge over water with a small boat. The second shows a train on a bridge with a double-headed arrow indicating movement. The third shows a train on a bridge with a single-headed arrow indicating movement.

A large yellow quotation mark graphic.

A signature that reads "MIKKO".

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MELBOURNE / FASHION WEEK

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A photograph of a woman wearing a large, wide-brimmed white hat with orange patterns. She is wearing a yellow and white patterned dress. The text "M/FW" is overlaid on the image.

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Your City of Melbourne community update

REIGNITING MELBOURNE AS THE CITY REOPENS

Melbourne is open. Thanks to so many Melburnians getting vaccinated to help stop the spread of COVID-19, there is lots to look forward to in the city in the coming months.

A big, bold events line-up is set to welcome visitors back to Melbourne, reigniting design, sport, arts and entertainment right across the city.

The City of Melbourne has been working hard to ensure people can experience the city safely, while exploring and connecting with family and friends.

Melbourne is famous as an events capital, the home of superb theatres and galleries and the best place to discover the finest in live performances and art.

As Melbourne opens up, visitors have more reasons than ever to come into the city and see the streets and laneways in a new light, while enjoying art and events in a COVID-safe way.

Here are eight ways to make the most of Melbourne as we reignite the city with activations and events.

MELBOURNE MONEY

We're working with the Victorian Government to bring back a second course of the Melbourne Money dining scheme to help the city bounce back from the latest lockdown.

Melburnians claimed millions in cash back through Melbourne Money when it launched in June, with funds from the \$8.4 million scheme exhausted in less than five weeks.

More than 270,000 meals were rebated, amounting to \$40 million flowing to more than 3000 city restaurants, cafes and bars.

Watch this space for more information coming soon melbourne.vic.gov.au



MELBOURNE ATTRACTIONS KEYPASS

This summer, the City of Melbourne is teaming up with local tourism operators to offer discounts at some of the city's most exciting attractions and experiences, like the SEA LIFE Melbourne Aquarium and the Old Melbourne Gaol.

From fun family activities, to walking tours and foodie experiences, the Melbourne Attractions Keypass will unlock great deals for a terrific day or night out.

There's never been a better time to rediscover the city and visit the world-class attractions right here.

OUTDOOR TRADING, DINING AND ENTERTAINMENT

The city is being turned inside out to bring indoor trading, dining and entertainment outdoors and into the streets of Melbourne, leveraging the city's iconic laneways and eclectic, thriving nightlife.

Inside Out is designed to capitalise on the Victorian Government's roadmap out of lockdown, which will allow retail and hospitality businesses to trade outdoors.

Look out for all the fun of Inside Out on Thursday, Friday and Saturday nights around town.



MELBOURNE FASHION WEEK

A springtime highlight, Melbourne Fashion Week from 15 to 21 November shines a light on local designers and retailers.

Half the program is free so look out for pop up runways across city locations as well as eight Fashion Capsule exhibits, which showcase the work of local designers, weavers, artisans, Aboriginal artists, stylists and more.

To view the full program or to purchase tickets, visit melbourne.vic.gov.au/mfw



FLASH FORWARD LANEWAY ART

Feeling starved of art? Visit the city to see the best of Flash Forward, a program that casts laneways into a creative canvas.

Having commissioned 40 of the city's finest, most experimental and provocative artists to create brand new large-scale works, Flash Forward welcomes Melburnians back into the CBD to reinvigorate and re-energise our world-renowned laneways.

Extraordinary murals, shimmering colours, an ominous digital clock and a figure striking dozens of poses now enliven the walls of many Melbourne buildings.

All the artworks are new and free to visit.



NEW YEAR'S EVE LIGHTS UP

Plans are underway for a safe and creative City of Melbourne celebration to ring in 2022, Lord Mayor Sally Capp said.

"We know locals and visitors love our annual New Year's Eve celebration. The event showcases our city, our identity, and our sense of community," the Lord Mayor said.

"We are definitely planning to deliver a celebration – because more people in the city means keeping people in jobs and our restaurants, bars and cafes full.

"We're in active discussions with the Victorian Government and will ultimately be guided by the health advice to ensure the safety of everyone."

Revellers are encouraged to book in to city venues and celebrate responsibly at one of the many cafes, bars and restaurants that are throwing open their doors for a night of fun and festivity.

Or perhaps plan a staycation at one of the many new city hotels and make it the ultimate Melbourne holiday.

For more information about what to see, do, eat and explore in Melbourne, visit whatson.melbourne.vic.gov.au and subscribe to the newsletter for weekly updates in your inbox.

MELBOURNE MUSIC WEEK

Melbourne's signature music event supports the live performance sector that helps make the city unique. As music venues reopen and live music returns, keep an eye out for a program celebrating local artists.

Melbourne Music Week from 3 to 12 December will take over Melbourne's venues, partner with iconic cultural organisations and spill out onto the streets and laneways to revel in the local music scene.



FESTIVE FAMILY FUN FOR CHRISTMAS

Melbourne can look forward to a COVID-safe Christmas experience in the city, to lift spirits after a difficult year.

The City of Melbourne's Christmas Festival is being expanded by an extra fortnight this year, for maximum enjoyment.

The six-week \$5.8 million festival features free and family-friendly entertainment, including lighting projections, festive installations and an outdoor Christmas cinema.

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Maritime vision for Central Pier revealed

Continued from page 1.

“A Maritime Experiential Centre is not only an historically appropriate re-purposing maritime heritage infrastructure (Central Pier), but importantly, it is a concept which will generate permanent visitation to Docklands, in a precinct widely recognised as being devoid of adequate and diverse commercial activation.”

“The Maritime Experiential Centre will become a ‘destination’ in Docklands whereas there is very little to stimulate or sustain public interest in Docklands now (for example – the economic benefit flowing from MONA in Hobart).”

Described by Jackie Watts as a “maritime hybrid of ACMI and IMAX”, the centre would showcase a range of experiential learning tools, methods and technologies, including virtual and augmented reality, simulations, virtual experiences above and below water, as well as internal and external projections.

The mixture of “virtual and actual” experiences would allow visitors to engage with the industry in new ways on a range of important themes including commerce and trade, specialist shipping, marine research, energy generation (wind and wave), offshore extractive industries, stevedoring, logistics, ports management, innovation, new propulsion, aquaculture, marine archaeology, oceanography, marine environmental sustainability and much more.

The centre would also enable a number of authorities and agencies, such as Melbourne Water, Environment Victoria, CSIRO, Parks Victoria, Maritime Safety and universities to showcase “cutting edge” work, while facilitating public engagement.

In its proposal, MMHN said that the initiative would provide overdue recognition of Melbourne’s maritime heritage, as well as a “symbolic infrastructure project investment” to announce the city’s return from pandemic.

“Across the globe, cities optimise the value of their maritime heritage, major economic strength and future ambitions. Melbourne has



▲ China's National Maritime Museum in Tianjin, designed by Australian practice Cox Architecture.

neither strategically nor sufficiently promoted its maritime success ‘story’,” the proposal states.

“Iconic architecture has the capacity to inspire – especially so on a highly visually prominent site as Central Pier which eloquently and prominently reflects Melbourne’s prosperous past flowing from maritime trade, industry and innovation.”

“Maritime endeavour has been and still is, the foundation of Melbourne’s economic prosperity. Despite Melbourne’s comparative wealth and culture, the state has not ambitiously invested in any internationally acclaimed construction in recent decades.”

“A Maritime Experiential Centre will enable Melbourne to showcase its rich maritime heritage as well as reflect the current strength of Victoria’s maritime industry sector and the



▲ The Australian Underwater Discovery Centre in Busselton, Western Australia.

“

... cities optimise the value of their maritime heritage, major economic strength and future ambitions. Melbourne has neither strategically nor sufficiently promoted its maritime success ‘story’.

”

marine-based innovative technologies which are shaping our future.”

In May, the state government included \$3 million in its latest budget for a concept design and business case for demolition and redevelopment of Central Pier.

Development Victoria was due to begin a public consultation process on the pier’s future earlier this year, but ongoing lockdowns have meant this has yet to occur ●



Sean Car
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▲ Photos captured by John Tadigiri and Murray Enders on October 16 of the Alma Doepel's long-awaited return to water.

Historic *Alma Doepel* makes victorious return to water

Continued from page 1.

extensive renovations with the ship's planking stage having been completed earlier this year.

Built in 1903 by Fredrick Doepel and named for his youngest daughter Alma, the ship is the last surviving coastal trader from the early 1900s and originally sailed around the coast of Australia, carrying goods like timber, wheat, and jam.

The ship's relaunch has been a long time in the making with lockdowns resulting in setbacks and the project team facing challenges.

Dr Harris, who is also the founding president of Tall Ships Victoria, and is a recipient of the Medal of the Order of Australia (OAM) in this year's Queen's Birthday honours, said while the *Alma's* return to the Victoria Harbour was "extremely exciting" there was "still a huge amount of work to do" on her restoration.

He said the ship would again be used for sail-training purposes with a focus on helping young Australians at risk, which was projected

to be in about two years' time.

The community has thrown its support behind *Alma's* restoration with the City of Melbourne having pitched in \$300,000 towards the works and waiving berthing fees for 12 years.

Development Victoria has also been a big supporter by providing 100-year-old timber from under North Wharf, which was recurved and laminated into structural parts of the ship.

Dr Harris said an impressive \$3.5 million had so far been raised for the grand vessel's restoration with another \$1.5 million needed to finish the deck, rigging, interior fit-out and engineering.

This included installing water tanks, fuel tanks, and sewerage tanks – and "all the exciting bits to make the ship work, and then the engines will go in".

Melbourne Lord Mayor Sally Capp said the *Alma* was a historical maritime asset to the precinct.

"The City of Melbourne is committed to



▲ Matt McDonald and Peter Harris.

making sure the Docklands maritime heritage is recognised," she said.

"We are very excited to see the *Alma Doepel* make its triumphant return to Victoria Harbour Docklands." ●

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Tell us what you want to see
in Docklands community
post-COVID

Barge bar set for summer launch

WORDS BY *David Schout*
PLANNING

The launch of a twin-deck floating bar in Docklands could be just months away, with on-site construction set to begin soon.

Plans for the 550-patron event space near the Bolte Bridge, which could become one of Melbourne’s most unique venues, are awaiting approval from the City of Melbourne.

The bar, called ATET, will be located on the former barge of the *Alma Doepel*.

After the *Alma*’s long-awaited lift into local waters on October 16, its barge was returned to Victoria Harbour where it was transferred to new owner and ATET director Jake Hughes.

And while there were still several hoops to jump through before the floating venue welcomes its first patrons on board, Mr Hughes told *Docklands News* he was certainly not worried about any post-lockdown hesitancy from Melburnians.

“To be honest I think we’re at the beginning of a special time, in terms of the energy and excitement around people,” he said.

“Everyone will be out there celebrating life, celebrating freedom and being together again doing things we love. I think it’s going to be quite the opposite, really. We’re super excited to be part of this re-birth.”

Designed as an open-air space with a fully retractable roof and blinds to cater for any weather conditions that Docklands throws at it, ATET will largely be a fixed events space at the western edge of North Wharf, underneath the Bolte Bridge.

It would operate from 6am to 11pm Monday to Thursday, and 7am to 1am Friday and Saturday.

Off-site prefabrication work has taken place in recent months, including for the bar itself and toilet blocks.

Speaking with *Docklands News* in late October, Mr Hughes said they had hoped to get sign-off from different stakeholders in November before accelerating through the build.

By their own reckoning, it is somewhat of a miracle that ATET (a name derived from ancient Egyptian mythology) was set for a summer launch in the first place.

Mr Hughes said the team was “almost 100 per cent ready to put the project on ice for a year” as COVID-19 again placed Melbourne into an extended lockdown from early August.

So, while he’d been hopeful of a December launch in time for the busy Christmas period, he was happy to just take things as they come.

“We’re hoping for that [before the end of the year], but it’s very much a moving target right now,” he said.

“We’d love to be ready to go as soon as possible. But the reality of what we’ve been through with COVID, and how much uncertainty there’s been, means it’s been tough.”

As lockdowns dragged on through August and September, the team made a few design changes to ensure the project could get off the ground.

Several of these were operational, meaning that the “patron experience” won’t change.

However, the venue’s capacity will, at least in the early



▲ A new open-air floating bar near the Bolte Bridge could become one of Melbourne’s most unique nightspots.

stages, drop from 700 to 550.

“That’s when we really had to reassess the build and see whether we could do things in a slightly more cost-effective and efficient way,” Mr Hughes said.

“To be honest, to come up with what we have, and be that close to the original concept in a way that we can get up and running this summer, that in itself is probably a miracle, really, considering what we were expecting a few months ago. So, while yes, it would be good to be up and running in time for the start of December, given the circumstances we’re just happy to be able to get going at all this summer.”

While the new space — touted as a “floating, open-air oasis designed for the ultimate party” — will be capable of hosting a diverse range of events, Mr Hughes said weekends would be for everyone.

“We’re sort of committed to not accepting private bookings on weekends. There might be the odd exception, but week-to-week there’ll be public events on weekends that everyone’s welcome to,” he said.

There was good news for Docklanders, too.

“We’re planning on doing a locals’ night where there’ll be specials for anyone who lives or works in the area and try to bring the local community into the space and make them feel at home.”

Above all, though, they hoped to provide a space people will enjoy spending time with those close to them, something denied to Melburnians for long periods since the start of the pandemic.

“It’s a pretty major thing, for society to be more or less locked down for the best part of 18 months — I know we’ve had little windows where we haven’t been — it’s been a more turbulent time, for people in our generational, than they’ve ever experienced. Often you see after turbulent times there’s a period of growth, so we think it’s going to be pretty exciting. And to be able to provide a space for people to get outside especially, rather than being in bars or nightclubs, and enjoying a drink and each other’s company in that sort of environment is going to be pretty special.” ●

Precinct support to provide a busy summer for Docklands

WORDS BY *Jack Hayes*
BUSINESS

The return of the hugely successful Docklands Dollars program and a Summer at The Docks market series headline a big summer ahead for the Docklands Chamber of Commerce (DCC).

The recommencement of the Chamber’s flagship Docklands Dollars program is estimated to stimulate \$3-5 million in local spending, and with support from Development Victoria, the program is looking likely to be here to stay.

DCC executive officer, Shane Wylie, told *Docklands News* the program, along with a jam-packed summer schedule, would come as welcome relief for a precinct devastated like no other in the country.

“In the coming months Docklands is going to come to life with a great raft of activations,” Mr Wylie said.

“We’ll be leading it off with Summer at The Docks supporting a maze activation from the City of Melbourne and amplified summer markets at The District Docklands.”

“We’re planning to activate NewQuay Promenade over consecutive weekends in December in the lead up to the Christmas Markets at The District Docklands.”

“Along with amplifying the summer markets, the latest round of Docklands Dollars registration is now open. If the first few allocations of Docklands Dollars is anything to go by, they will snapped up in no time.”

The Summer at the Docks market series will run over three consecutive weekends on December 4 and 5, then the following weekend December 11 and 12, culminating on December 17 with the District Docklands’ Christmas night market.

During a “Bounce Back Briefing” hosted by the City of Melbourne on October 21, Docklands resident Cr Jamal Hakim expressed his excitement for the many activations planned for the precinct, including the “Docklands Christmas Maze”.

Lord Mayor Sally Capp said the council’s extended six-week Christmas Festival would deliver more free and family-friendly enter-

tainment than ever before.

The DCC plans to continue the activation through January and February finishing off summer with the World Press Photo awards hosted at Magnet Galleries and the Docklands Gift again being run on Ron Barassi Senior Park in late February.

According to DCC president Joh Maxwell, one of the few silver linings to come out of successive lockdowns had been unprecedented level of collaboration between businesses and stakeholders throughout Docklands.

“The City of Melbourne and Development Victoria are right behind Docklands’ re-emergence and we’re so thankful for their support,” Ms Maxwell said.

“The other positive out of this lockdown is that it has clearly shown that the Chamber’s priority of a permanent world-class activation of Victoria Harbour is exactly what is needed. We aren’t going to stop pushing that agenda.”

Docklands is also set to become a key beneficiary from the City of Melbourne’s \$1.85 million grants program to activate precincts and bring business events back to the city.

To be funded through the \$100 million Melbourne City Recovery Fund, a collaboration between the City of Melbourne and the Victorian Government, the grants will provide funding of up to \$50,000 for initiatives that drive visitation to areas of the city severely impacted by COVID-19.

Mr Wylie said the City of Melbourne had urged the DCC to assist businesses and their applications, ensuring they aligned with the chamber’s and the council’s existing activation strategies.

Businesses who have already consulted the DCC in their application process include Magnet Gallery, Docklands Gift, ATET and consortium buskers and street performers.

Applicants will need to demonstrate their commitment to deliver COVID-safe events to entice professionals back to Docklands.

According to Lord Mayor Sally Capp, the program would support bold ideas from businesses, interest groups and local enthusiasts to activate city neighbourhoods ●

Glenn Harvey answers your legal questions

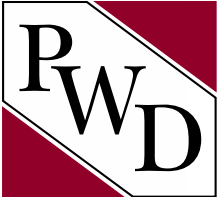
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Some of your ideas for Docklands ...

In the October edition of Docklands News, we asked you, members of the local community, to share some of your thoughts and ideas for the future of our precinct post-COVID. As we emerge from the pandemic, we invite as many locals as possible to add their voice to the discussion by emailing admin@hyperlocalnews.com.au. Enjoy just a smattering of responses received this past month ...

My thoughts on Docklands

Hello, I'm Cliff Steele, a resident of Victoria Point on Harbour Esplanade for eight years now. The *Docklands News* asked for local feedback on Docklands. Here are my thoughts.

I don't see Docklands as a suburb. It may be semantics but suburbs to me are the outlying districts of a conurbation. Places of little houses with gardens and people mowing their lawns on Sunday. Docklands is not like that. It's a very urban environment on the west side of the Central Business District. It may be outside the Hoddle Grid but it should be seen as much a part of the city centre as Spring St on the east side is. That's what makes Docklands unique. It's where the city centre meets the water.

The first thing that should happen to make Docklands better is to fix up Harbour Esplanade. It should be the jewel in the crown of the district but it's a forlorn mess. Remnants of the first aborted attempt to create a grand avenue are still visible. Old tram lines, abandoned street furniture and cheap, nasty coloured patches of concrete, gravel and bitumen look terrible. Attempts to patch things up over the years with pockets of lawn and cheap structures haven't helped at all. It's a bleak place that is even bleaker when it's raining and the wind is blowing off the harbour. From LaTrobe St to Bourke St on the east side of Harbour Esplanade there are just the blank windows of Marvel Stadium offices and the Bendigo Bank. This part of the street overlooking the harbour should be activated with shops and cafes. It would mean liaising with the owners for a change of use but it's feasible. The views are good and the wide footpath could take plenty of outside seating. The pine trees are growing well and would be beautiful to sit under on a hot day.

It may be an unpopular view, but I really think that Central Pier should be demolished. It's not an attractive structure at all. The ugly sheds with cream brick walls and tin roofs have no architectural merit and the stained concrete deck is hideous. It would be far better to clear away the piles and have an open expanse of water. I know there are many who would see the loss of the pier as a loss of heritage but the rotting piers the structures stand on are the only things of real heritage and they're finished.

There is a genuine piece of living heritage operating on North Wharf Rd, and that's the boat builders. Their workshop should be incorporated into any new development because what they do is the only original Docklands activity that still survives.

The new transport hub that will be erected on the harbour should be an exceptional piece of architecture but I doubt that it will be. That's a shame. Exceptionalism is lacking in Docklands. The hub is a great idea and perhaps a ferry to Frankston and Mornington could be added to the services already operating to Geelong and Portarlington.

The car museum on Collins St and Harbour Esplanade, as it stands, is an eyesore. Collins St is arguably the best street in the entire city and this museum lets the street down badly. The building itself is attractive but shabby and unloved and the landscaping is non-existent. It has the potential to be something really nice but a bit of lawn, a high fence sometimes covered in graffiti and a gravel surface car park doesn't belong on such a lovely street.

There is a severe lack of diversity in Docklands shops. Where are the fine food delis, patisseries, clothing shops or gift shops that are found in places like South Yarra and Carlton? Where are the types of shops one finds on any suburban high street? Estate agents and fast food outlets seem to be the only places operating here. There is also a lack of quality in the shops that are here. There is no shop or restaurant in Docklands that people would cross town for. There are a few exceptions, like Saluministi, but it seems that many owners think that a good view of the water is enough. It's not.

Car parking is another self-made problem. In Carlton, parking is free after 12pm on Saturdays right through to Monday morning. In Docklands people have to pay high prices for parking on weekends or have limited times even though few shops are open. It turns people away.

The tram bridge and the freight bridge proposed to run along the Bolte Bridge should never be allowed to be built. There is a genuine need to span the river but it should be done with tunnels. If the Bolte Bridge had been built higher, Victoria Harbour could have had a cruise terminal like Circular Quay in Sydney. That would really activate Docklands.

Unfortunately, the bridge is too low for that now but as a result of COVID, there may be a trend in the future for smaller cruise ships of a size that can fit under the Bridge. Closing off that stretch of water by building a low bridge for freight trains would literally turn Victoria Harbour into a backwater. Even sailing boats couldn't visit. It can't be allowed to happen. As for the tram crossing: Charles Grimes Bridge might be able to be re-engineered to take trams. Alternately a lifting or swing bridge could be built in the position already allocated but a tunnel would be better. All of these things have been done in cities abroad.

The pedestrian bridge between Spencer St and Marvel Stadium on the northern side of Southern Cross Station could be made into a far more welcoming thoroughfare with new paving and landscaping. The striped two-tone bitumen might look interesting when viewed from above but at pedestrian level it looks dated and very unwelcoming. A good example of what can be done is the private gardens at the base of the Medicare office building adjacent to the footbridge. If these gardens were continued all along the pedestrian bridge, the bridge, like the Highline in New York City, could become a

destination in itself and a perfect way to entice people to explore deeper into Docklands.

On a map, Docklands looks like it must be the best area in Melbourne. It's the centre of the metropolis but it's on the edge of a harbour that leads to the sea. The building stock is shiny and new and the streets have been well planned with underground power. It has such potential but things need to be done to realise that potential and they need to be done now. Not in five or 10 years' time. We've waited long enough already.

Cliff Steele



We need alfresco dining!

We need to activate alfresco dining along the harbour (piggyback Melbourne's CBD which will use laneways for COVID-safe dining). But we have a phenomenal harbour ... I know which I would prefer!

The Docklands Chamber of Commerce needs to engage with the City of Melbourne to get the correct licensing to use the existing NewQuay Promenade for dining. It must be right on the harbour.

One row of tables (similar to the picture above), should be placed right on the water to guarantee waterfront views (plus we have the length to offer many patrons this experience), with tablecloths that are the same regardless of restaurant to create a unified look along the waterfront. Portable gas heaters and umbrellas optional. Bring European alfresco dining to Docklands!

Implement QR ordering and payment from your table (like what Cargo and Berth were doing prior to the latest lockdown, it worked really well). You simply take a seat and order what you like from that restaurant for food and beverage with table service. It could be Renzos, BHOJ, Solitaire, Stakehouse, etc). This will work along Victoria Harbour Promenade too (Squires Loft, etc).

We don't have time to wait for lightshow/laser activation, that will come in and will assist with visitation during the winter months. From November 5 we will be welcoming back dining, particularly outdoors, so we have enough time to arrange this. Clean up the promenade (pressure wash and scrub) so it presents nicely. There is no better place than right on the water between 5pm and 10pm when daylight saving kicks off.

Yes, weather dependent, but we will have a

run of good weather over the coming months. This is a tourist attraction and like the places below, they have a peak season of trading which is summer. Cost effective, quick to activate, and we have the F&B operators who desperately need to hit the ground running when dining is allowed.

EUROPEAN DINING @ DOCKLANDS! We can do this and show Melbourne what alfresco dining is all about ... just imagine.

Stacy Androikos

Activating our waterways

It was interesting to read your article "Docklands: We need a plan" in the October '21 issue and read what the thoughts are around the lack of activity by Development Victoria.

You are right in that the main subjects about Central Pier and Harbour Esplanade are points that should have been corrected and/or activated long ago. There seems to be very little if any interest by the governing bodies. When we came here into Docklands, the southwestern part of Central Pier was used heavily as car parking, which was quite handy for some of the visitors coming here. Now it is sometimes used quite easily for large numbers of seagulls.

This is the most horrible spot in Victoria Harbour. Central Pier by now should have been corrected and opened up long ago as well.

My next subject needs to be the use of the waterways into and out of Victoria Harbour. I attended a meeting some months ago led by Jackie Watts about Victoria Harbour and the usage of the waterways. I was able to let them know my thoughts about the ferry service. Some time ago I worked in Sydney and I was, and still am, impressed how Sydneysiders are able to use their ferry service. I told the meeting that I have been watching how many people arrive here coming out of Geelong and Portarlington early in the morning.

The Portarlington ferry carries about 60 to 90 people depending on the days. Whereas the Geelong ferry gets here with about 10 to 20. My suggestion was to somehow get those small numbers over to Portarlington and rename one of the boats with the name "Mornington" and let the ship come here from the other side of Port Philip Bay. The ferry could run from Mornington via Frankston, Sandringham and/or St Kilda and into Victoria Harbour. Okay the ferries are privately-owned so you would need to talk to the fellow. But I look at the road traffic up into Melbourne out of that Peninsula, it is huge in the morning and the same on the way back home in the evening. A large number of people could and would use that kind of transport. This would even help with current discussions of climate change.

The railway crossing over the Yarra River will need to be discussed a lot if we want to keep Victoria Harbour an interesting place for visitors to come to in the future.

Karl Berberich ●

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Twin towers next to Marvel Stadium approved

WORDS BY *David Schout*
PLANNING

Dual build-to-rent towers measuring up to 100 metres have been approved by the state government for construction next to Marvel Stadium.

The 28- and 30-storey developments, wedged between the stadium’s northern concourse and La Trobe St, were set to house 676 new apartments.

All of these, according to Minister for Planning Richard Wynne, were “designed to be held for long-term rentals” and would “help create more living options” for those looking at living in central Melbourne.

“It will also boost urban renewal around Docklands, with high-quality architecture and design standards,” Mr Wynne said after he green-lighted the new towers.

Tenants will have access to lounges, a pool, gym, kitchen, games room, private cinema, pet centre, work hub and outdoor terrace.

The development will also have parking space for 421 bicycles, 136 cars and six motorcycles.

The state government’s approval for the twin towers came after City of Melbourne councillors strongly endorsed the project in June.

Lord Mayor Sally Capp had previously said it could have substantial benefits for both the city and Docklands.

“In our surveys we know that renters in Melbourne are among the most stressed cohort within our population, and this brings much-needed diversity of accommodation to our city,” she said at a June 15 Future Melbourne Committee meeting.

“Build-to-rent accommodation will help change the accommodation offered here in Melbourne to something that is more diverse, more engaging, and certainly helps create community.”

Unlike most apartment buildings where units are sold to prospective buyers, “build-to-rent” refers to a residential development in which dwellings are retained by the developer and



▲ The development will provide 676 new apartments “designed for long-term rentals” according to the Minister for Planning.

leased out.

Proponents have said the system can mitigate issues with housing supply, affordability and the private rental sector, while being a win for prospective tenants.

Urbis director Jamie Govenlock, speaking on behalf of the scheme’s owner and operator GFM Investment Management, said earlier this year the current parcel of land at 685-691 La Trobe St was a “bomb site”.

He argued the development created “a housing option not currently provided in Docklands”.

“There is a strong commitment to start the development and ensure the asset creates value not only for the client, but also for the future and surrounding emerging community,” he said.

Mr Govenlock said the proposal would also activate a 77-metre frontage on La Trobe St.

“The proposal will develop what has been a bomb site in La Trobe St, basically for the past 20 years. It will also assist in fulfilling a long-held planning objective of linking the city with the water ... [it] will create a quality pedestrian

environment with the Marvel Stadium precinct, particularly with the eastern laneway. This is a proposal that will create activity well beyond game days.”

Resident lobby group We Live Here has previously expressed its concerns with the proposed build-to-rent model, suggesting the towers could become “high-rise ghettos for short-stays”. “Without proper regulation, imagine the utter chaos of two new short-stay dominated towers with interstate visitors arriving from COVID hotspots around Australia. We can suggest an apt name for the new council-sanctioned project: COVID-Central,” a We Live Here spokesperson said.

Melbourne Maritime Heritage Network chair and former councillor Jackie Watts said the approval was detrimental to enhancing Melbourne’s connection with Victoria Harbour.

“Regrettably, the struggle continues to induce all responsible authorities – local and state – to enable and enhance connections between Docklands and the CBD,” she said.

“The recent ministerial and council approval of twin towers on the east of Harbour Esplanade at La Trobe St will further threaten entrenching the actual and visual segregation of Victoria Harbour and the CBD, forming a continuous ‘curtain wall’ of tall towers between the waterways and the city.”

Prior to COVID-19, the AFL had a multi-million-dollar deposit on the La Trobe St site it had earmarked for green space as part of a stadium redevelopment.

But the league backed out of the deal when the pandemic struck and offloaded the site to shore up its financial position after suffering a significant hit to operations.

It is believed the AFL could still become a tenant at the new development and could utilise the “large function space” proposed for the lower levels.

The AFL has stated that any overshadowing of Marvel Stadium will not detrimentally impact the playing surface ●

Neighbourhood House’s plans to revive Docklands

WORDS BY *Kaylah-Joelle Baker*
COMMUNITY

For Docklands’ Pop Up Neighbourhood House, the previous lockdowns have left the team more determined than ever to revive the heavily impacted community.

And while indoor activities are not set to resume until November 10, the volunteer gardening team is making the most of the new-found freedoms through starting up gardening sessions again.

From Thursday, October 28, the gardening team was able to move their weekly online video chats to in-person. And speaking on behalf of the team, one volunteer said the gardening sessions were vital in providing the community with “the opportunity to meet other nice people” in the area.

“I have been in Docklands since 2005 and it is only through the Pop Up Neighbourhood House that I have now met friends,” the volunteer said.

Meeting at the District Docklands Community Garden every Thursday and Sunday, the gardening sessions are one of the many programs that community development officer Jason Butcher is excited to see recovered.

Making plans to restart Bollywood classes and social events like morning teas, Mr Butcher said he was also discussing plans with Development Victoria to get the area looking “vibrant and fresh again” through the use of art projects. And while excited for the plans in discussion, Mr Butcher is most looking forward to speaking with residents in Docklands face-to-face.

“We just want people to come down and talk with us about what they want to see in Docklands and to help us make this space come alive again,” he said.

“We just want to rekindle this sense of community in Docklands.”

For more information facebook.com/pop-upneighbourhoodhouseindocklands ●



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DISCOVER MORE

Traders all smiles as they welcome back customers

WORDS BY *Brendan Rees*
BUSINESS

Traders in Docklands are pinning their hopes on a robust rebound after finally waving goodbye to the world's longest lockdown, which dealt a devastating blow to the precinct.

After months of being confined to their homes, residents and visitors flocked to the city on October 22 to celebrate their newly returned freedoms, giving a much-needed cash boost to businesses.

But for some hospitality businesses, the celebrations were short-lived with cafes and eateries telling *Docklands News* that while they were excited to welcome back diners, they were still desperate for the return of office workers who were their biggest clientele.

"For us at the moment, there's no change," Angelo Theo, who runs *Inner Rush* and *Focaccino* cafes in Bourke St with his wife Patty, said in the days after the city reopened.

"I would say there is a little bit more activity around the place ... but people still aren't back at work and really they're our customers."

"It might change after the Melbourne Cup where it's 80 per cent [full vaccination] and there's a bit more freedom and you don't have to wear masks outside. I'm hoping that might be a little bit of a difference."

Mr Theo added he was now working towards November 24 when the state reached its 90 per cent double dose milestone and further restrictions were eased, which he believed "we'll hit our stride and start seeing a massive difference".

Lou Simonovski, who co-runs the Swedish-inspired *GoKotta KAFFE* in Village St, said they were caught off guard by a surprise clarification that all workers in cafes, pubs, and restaurants had to be fully vaccinated – just days before the city reopened.

It meant he and his business partner could not book their second COVID-19 jab in time and were restricted to takeaway only during the days after the reopening.



▲ *Saluministi business partners Peter Mastro and Frank Bressi and their staff celebrate the return of diners*

"It wasn't only us, it caught everyone out; so stupid," Mr Simonovski said.

He also voiced his frustration at the City of Melbourne's new scheme of offering cheap parking in the CBD on weekends and after 4pm on weekdays which he labelled as "madness".

"It just targets people after 4pm – who's going to go to a café that serves brunch [at that hour]? None of it makes sense," he said, adding the precinct was already "dead" without office workers.

For Peter Mastro, who co-owns *Saluministi* in Bourke St, which specialises in breakfast and lunch, the end of lockdown was "really refreshing".

"Just the noises and the feels when you come towards the end of Bourke St and end of Collins St ... and see people sitting in chairs and the clatter of teaspoons is lovely," he said.

"What we've seen is probably a little bit more Docklands community than ever before because those who live in NewQuay and Port Melbourne have banded together in the sense that they're walking more, they're out more, they're knowing their local better."

But like many, Mr Mastro said the return



▲ *Patty Theo, who runs Inner Rush and Focaccino cafes in Bourke St, has welcomed the return of customers.*

of office workers was vital for their business, which he predicted wouldn't occur until "well after Australia Day".

In the meantime, he said the end of lockdowns had "allowed us to make more committed decisions and we want to grow and potentially open more stores".

"If things can only get better from here then we could take more risks."

Andrew Ward, who operates *PUSH! Fitness* on Collins St, said he had been booked out every day for six weeks for outdoor personal training, and looked forward to welcoming clients back indoors.

"There's this real need for health and wellbeing. There's a real catch up I think in the next three-to-six months for people to focus on the things that make them feel good," he said.

"The response to the opening has been really strong. We can't wait to open."

Johanna Maxwell, president of the Docklands Chamber of Commerce, said, "we're so excited to see the precinct coming back to light".

"We're fully aware that this is going to be a long hard road to recovery," she said.

"Docklands has been hit harder than any-



▲ *PUSH! Fitness owners Andrew Ward has had a strong response with clients wanting to get back into training.*

where else in Australia. We know that, the City of Melbourne knows it, Development Victoria knows it and the state government knows it. That's why we're seeing collaboration like never before."

"In the coming months Docklands is going to come to life with a great raft of activations. We'll be leading it off with Summer at The Docks supporting a maze activation from the City of Melbourne and amplified summer markets at The District Docklands."

Melbourne Lord Mayor Sally Capp she was proud of "what we have achieved together as a city".

"We've shown resilience, we've shown strength, and we've shown courage," she said.

Cr Jamal Hakim, who is a Docklands resident, said he was excited to see businesses reopen with the end of lockdowns allowing "us to move forward".

"What businesses keep telling me is that they want to operate again so that they can rebuild," he said.

"As we reopen, Melbourne will again be buzzing with everything that makes Melbourne the ultimate destination." ●

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Students celebrate return to class after months in lockdown

WORDS BY *Brendan Rees*
EDUCATION

It's been some weeks but students are finally back in class at Docklands Primary School.

Students from Prep to Grade 6 have been all smiles since resuming face-to-face learning and reuniting with their friends in a staged return from October 18 for the first time since June due to COVID-19 restrictions.

The school's literacy tutor Biljana Stavreski said the staggered return of students had been "really exciting" after being freed from online fatigue.

"We've had a good attendance rate from our community," she said. "It's been great to have the Preps back on site – they were really, really excited – just jumping up and down."

Ms Stavreski, who has been recruited under a \$250 million tutor learning initiative created by the state government to help students who may have fallen behind in their learning during the pandemic, said the school had been proud of all its students who showed resilience during remote learning and thanked parents for their support.

"It's been fantastic; teachers have really worked really hard to engage students online," she said.

"Kids have been really happy; they've been well supported."

While a computer screen was no match for face-to-face learning, she said its more than 260 students had shown great enthusiasm during virtual classes and had benefitted from teachers running Zoom sessions with a regular timetable.

They also enjoyed a "Welcome back" video created by staff in the days before returning to onsite learning, which Ms Stavreski described as a "wonderful" idea.

"I think that really helped the students, es-



pecially the younger ones, to familiarise themselves with 'oh that's the school again... and that was my classroom'.

"I think that was really good just getting them comfortable again in coming back to school."

"We know that setting routines and structures as well as supporting their wellbeing and addressing any anxieties and things like that really is a top priority."

Ms Stavreski said students had overall "really settled" well onsite and had no issue adapting to COVID-safe settings including wearing masks.

"It's a brand-new building so we have state-of-the-art ventilation throughout so that's not an issue for us. And we're quite lucky in that we have been able to spread things around because of the way the school is designed so that works really well for us."

It's been a tough journey for students who have endured the world's longest COVID-19 lockdown but teachers did their best to make online learning fun and engaging.

In August, Preps celebrated 100 days of learning which was packed with virtual activities and a costume parade to mark the milestone.

Parent Samba Murthy Nagidi said his son, Abhi (pictured), 6, was excited to resume Prep classes and see his friends again in person.

"He said he really missed all the fun at school and play time at the basketball court and play zone," Mr Nagidi said ●

No backing down as passionate resident continues to rid the streets of graffiti

WORDS BY *Brendan Rees*
COMMUNITY

A long-time Docklands business owner who took matters into his own hands by cleaning up graffiti has hit the streets again – only this time he has the community right behind him.

Andrew Ward, who operates PUSH! Fitness on Collins St, said he had bought some more paint – worth more than \$100 – to paint over graffiti on several light posts along Collins St, saying the problem was an "ongoing saga".

"Every light post in Docklands is still graffitied. I'm not going to wait for the council, so I just did it myself," he said.

"We've got workers coming back and I don't want Docklands to look like the Bronx."

His latest clean-up operation comes after Mr Ward spent hours out of his own time painting over graffiti at the corner of Collins St and Harbour Esplanade in September, which was published in last month's edition of *Docklands News*.

"It took me two half solid days not including my time to go buy paint and rollers," he said.

Unfortunately, the vandals returned and defaced a section of the same wall on October 22, but within 24 hours it was gone thanks to Mr Ward.

"Bad luck mate," Mr Ward wrote on Facebook to the culprit. "I am in Docklands for the next 10 years so don't waste your time."

Mr Ward has since won the support of the community – and even the local police – who have encouraged him "to keep it up".

"It's resonating with people. I've had people I don't even know in the street come up to me ... and thanked me for cleaning up Docklands."

"A police car drove past and wound down their window and said, 'G'day mate, how's it going?' I said, 'Yep, good, I'm just cleaning up this graffiti', and they said, 'Good on you'."

According to Mr Ward, he had raised the issue of graffiti with the City of Melbourne but



had heard "nothing" and was so far "\$450 out of pocket and counting", but reiterated he was not wanting compensation.

"I've got better things to do than [clean up] graffiti but at the same time when it comes to our amenity in Docklands, I don't want the immediate environment around our businesses to be at that standard."

Mr Ward said he also spoke on 3AW to voice his concerns about crime and graffiti in the municipality, saying the council was "letting the city go" – which earned him a \$200 voucher for being caller of the week.

In a statement, the City of Melbourne said it was "aware of ongoing graffiti issues at the Collins St site, and are currently reviewing available options for this area to prevent graffiti and expedite its removal".

Last month Lord Mayor Sally Capp said, "Getting the basics right is critical to ensure our city is clean, safe and welcoming for residents, workers and visitors," adding the council had "a strong stance against tagging and illegal graffiti".

She said the council had invested more than \$1.1 million into graffiti removal this year, including an additional \$300,000 to remove graffiti at heights, and "more frequent proactive patrols in hotspot areas" ●



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VIBRANT LIFESTYLE, STAMP DUTY SAVINGS TO ATTRACT PEOPLE TO LIVE IN MELBOURNE

Whether you're a first home-buyer, an upsizer or an empty-nester there's no place like Melbourne to call home.

The vibrancy, atmosphere and sense of community in the city are proving to be huge drawcards for property buyers.

Research commissioned by the City of Melbourne found more than half (56 per cent) of first home buyers surveyed are likely to consider buying in Melbourne, with many citing the allure of the city and a desire to be close to the action.

While 48 per cent of those already living in Melbourne said they were also considering buying property in the area.

Nearly half (43 per cent) of those looking to buy in the city were in the market for an apartment or unit, with features such as natural light, views and communal areas.

Lord Mayor Sally Capp said Melbourne continues to be one of the world's most liveable cities, despite the challenges it has faced during the pandemic.

"These results show that Melbourne has maintained its allure," the Lord Mayor said.

"This city has so much to offer, from its beautiful gardens and eateries, to the incredible festivals and sporting matches that will return now that we are out of lockdown.

"Nothing compares to Melbourne, and future home buyers know that."

With more than 6000 apartments in Melbourne for sale and rent, there's never been a better time to live in the city.

Until 30 June 2022, a 50 per cent stamp duty concession is available for new residential properties valued at up to \$1 million within the City of Melbourne.

A full 100 per cent stamp duty exemption is also available for new residential properties that have been on the market for more than 12 months.

Plus, if you're a first home buyer purchasing an off-the-plan property, until 30 June 2023, you qualify for a duty concession if the home is valued at up to \$1 million.



Enviably city skyline views

The discounts could amount to tens-of-thousands of dollars in savings.

"Now buyers have an even better shot at purchasing a home here, and we welcome them with open arms," the Lord Mayor said.

.....
"56 per cent of first home buyers surveyed are likely to consider buying in Melbourne."
.....

TAKE ADVANTAGE OF STAMP DUTY SAVINGS AND ENJOY INNER CITY LIVING

Take advantage of great stamp duty savings when you buy eligible properties in the city between now and 30 June 2022, and enjoy extraordinary everyday living. To find out how you can make the city your local, visit realestate.com.au/thisisyourlocal

CITY APARTMENT OASIS ATTRACTS DESIGNER DUO

A vibrant city lifestyle combined with the ability to retreat to their own space within it, proved an offer too good to refuse for designer duo, Josh and Matt.

Hailing from the suburbs of Sydney, the couple moved to their brand new apartment on the 50th floor of 380 Melbourne in February and say they have never felt more at home.

"Apartment living suits us perfectly. We love the views, the amenities and just having more time to enjoy our home," they said.

"We love the energy of the city. As soon as you step out of our building you're at the doorstep of amazing restaurants, beautiful art galleries and great shopping destinations. Not to mention all the greenery and parks throughout the city.

"We love exploring all the laneways in the city, there's so many great small businesses to discover and the street art you come across is always interesting and evolving. Being within walking distance to pretty much anything you need is also so handy. The city lifestyle is very convenient and can be really tailored to your individual passions and interests.

"We were able to sell both our cars and we now just walk everywhere or catch the free tram to points of interest."

Their apartment at 380 Melbourne in the heart of the CBD affords the pair an incredible 270-degree view of the city.

"We wanted to enjoy the city lifestyle and at the same time have an oasis we could retreat to. We chose our apartment specifically for the floor to ceiling windows."

Their enviable views of the city skyline feature prominently in the interior design and styling videos they share with their 157,000 followers on TikTok.

The couple run their home décor business [joshandmattdesign](https://joshandmattdesign.com), hand-making and shipping all their wares from their CBD apartment, which serves as a source of inspiration for their eclectic creations.

When not in their apartment creating designer décor, the pair can be found enjoying the city's enviable lifestyle.

"NGV is our favourite art gallery, we love all the beautiful plants in Guildford Lane, Vintage Sole for great clothing, Uncle Tetsu's cheese tarts are so yummy, the Botanic Gardens is always beautiful to explore, and the Queen Victoria Market has an amazing selection of food and vendors," they said.

"A perfect Melbourne day for us means waking up in the morning to

see the hot air balloons flying over the city. Taking Louis, our cockalier, for a run around at Flagstaff Gardens, a little shopping at local vintage stores, an afternoon exploring the amazing art at NGV and then coming home to watch the sunset from our apartment with some pizza.

"We really think the future of Melbourne is bright and exciting. We are especially excited about the Melbourne arts precinct transformation and think it's going to be an awesome addition to this beautiful city. Melbourne is definitely the place to be."



Josh and Matt in their 50th floor apartment in the heart of the CBD.

Photo: Josh and Matt

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THE CITY IS THEIR PLAYGROUND FOR THIS YOUNG FAMILY

Lighting designer Michael Chazan had never considered living in an apartment until he met his now wife Ying Ang.

Having spent most of her adult life flying around the world for work as a documentary photographer, apartment living had become the way of life for Ying, who valued the convenience of being able to lock up and leave at a moment's notice.

"When we decided to make a home together we resolved to do it in Melbourne, but in an apartment, as dipping in and out of town was still a big part of our lives and the relative convenience of apartment living was undeniable," Michael said.

"Despite this, I was initially sceptical about many other aspects of the apartment lifestyle and as such aspired to get a house somewhere as our family grew. Somewhat ironically, it was only with the birth of our son Oska Shūbi that I really became an inner-city apartment convert."

A three-bedroom apartment at the top end of town on Spring Street is now home for the young family who "love feeling entrenched in a vibrant, diverse and stimulating community".

"The city is a melting pot and exposing our family to such cultural and experiential diversity in the course of our daily routines is something we really value," Michael said.

"Over the years I have enjoyed living in many suburbs in Greater Melbourne, but often found a certain homogeny to them. Living in the heart of a metropolis like Melbourne tends to expose you to a more diverse set of people and more fluxing set of experiences.

"As our son grows, it has also been amazing to see him claim the city's streets as his own urban playground. To me it seems like a pretty amazing and stimulating environment to grow up in.

"During lockdown, the centre of Melbourne has taken on an altogether different feel. It has been interesting to see neighbourhoods transform and embrace this new identity. Likewise, the way we engage with our environment has changed too and we have found ourselves venturing to parts of the city we had not previously explored. As a consequence, we have stumbled across some favourite new little spots, like Bakemono on Drewery Lane, where we get our daily coffee and pastry fix.

"After our morning coffee, we usually wind our way up to the courtyard of the Melbourne Museum, where Oska Shūbi likes to skateboard. After that we might grab a banh mi for lunch and debate where our afternoon adventures should take us - Fitzroy Gardens, the Botanical Garden, the Tan, or a meander along the Yarra. Then at night, we head

downstairs to grab some amazing food. Even though eating out hasn't been an option lately, eating at home overlooking the city skyline isn't such a bad back-up plan."

And while their apartment is adorned with Ying's photography and Michael's bespoke furniture and lighting from his design studio, Moda Piera, it's also the urban masterpieces they can see from their windows that makes their space like no other.

"We're incredibly fortunate to have an amazing view across some of the most beautiful and iconic parts of Melbourne. From our windows we look directly on to Treasury Gardens, Parliament, the Royal Exhibition Building, the MCG, and all the way out over the Dandenong Ranges.

"We are also really lucky that some of our favourite bars and restaurants are literally downstairs from us: Kenzan, Cecconi's, Cumulus and Di Stasio Citta are all within a 30-second walk from our front door and we are glad to now call many of these people our friends.

"One thing people might not think about living in such a big city, is that there is a real sense of community. We have so many 'local' cafes, bars and restaurants where we feel like part of the furniture."

Suffice to say that after a reluctant start to apartment life, Michael now finds it difficult to imagine living any other way.



Michael, Ying and Oska Shūbi love the sense of community that comes with living in the city.

IN-BRIEF

FOOTPATH BLITZ

Pedestrians will have a spring in their step thanks to a footpath blitz to upgrade some of the city's busiest thoroughfares.

The City of Melbourne has carried out \$2.4 million in footpath repairs as the city prepares for the return of visitors.

Locally-sourced bluestone has been used to upgrade more than 2,600 sqm of footpaths across nine city sites.

MELBOURNE AWARDS

The Melbourne Awards are the City of Melbourne's highest accolade, celebrating inspirational people and organisations that help make this city a world leader.

The awards recognise significant contributions in areas including community, innovation, arts, events, LGBTIQ+ and sustainability.

See the winners announced in a television special on Channel 9 at 2pm on Saturday 13 November. melbourne.vic.gov.au/melbourneawards

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Find out how the City of Melbourne supported the city and the community in the 2020-21 Annual Report, available to read online now at melbourne.vic.gov.au/annualreport

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PRECINCT PERSPECTIVE (YARRA'S EDGE)

There is much happening

Life is slowly returning to the Yarra's Edge precinct.

Firstly, the Mirvac 43-storey Voyager complex is being completed and residents have started moving in, with 82 per cent of the building already sold.

The foyer and adjoining garden area look impressive and it all adds to the liveability of this sought after and progressive neighbourhood. Mirvac is planning to launch its Tower 9 development in mid-2022, which shows the confidence it has in Yarra's Edge. The 45-storey complex will contain 191 units with a mix of one-, two- and three-bedroom apartments and will rise to a height of 158 metres to make it the highest in the precinct and visible from the Treasury buildings.

The residents-only rooftop space will have amazing amenities including wellness centre, lounge and pool just to name a few things. Sadly for some residents of other buildings who face west towards the Bolte Bridge, their views will be somewhat impeded.

There has been so much happening in the area with tabletops being replaced at Point Park barbecue area and, of course, it's great that the kids' playground has opened up with lifting of some COVID restrictions.

Something that I have been banging on about for a while has finally been installed – the increased plastic flooring along the boardwalk.

But I'm not sure if it's finished? What I had been calling for is two separate zones – one for walkers and the other for bike and scooters – so as to avoid confusion and near accidents.

We're still waiting on the City of Melbourne to fix the low points of path along Yarra River, as it doesn't take much rain to form large ponds and create a problem for people with prams, etc.

I keep getting told it's on the council's program list, but enough time has elapsed so urgent attention is required. Also, the council said it would replace dangerous gravel along the front of Point Park which blows over footpaths and becomes quite unsightly and slippery.

The City of Melbourne has partnered with Melbourne Water to update flood modelling for a number of areas in the municipality. It appears that "LS103" referred to in their map affects the land by riverine flooding and drainage flooding in the Docklands area, and the council is calling for submissions by November 29. It would be good if a representative could meet with residents of both Docklands and Yarra's Edge and maybe meet at the Dock now that lockdown restrictions are over. This is obviously an issue that is going to affect many areas due to climate change and more intense development.

While talking about the council, I've raised



the suggestion that once we are out of lockdown it provide some sort of event at Point Park, whether it be live music with food vans, etc., or something else to bring the residents back out to utilise this fantastic space. Most nights from around 5pm it becomes a dog park and quite a social event for residents. Council do a great job mowing the lawns at the park

and maintaining the area, but sometimes we are the poor relations when it comes to events. With the lockdown over, it's good to see people out and about and supporting those businesses that struggled so much during the past 18 months. Also, it's great to see the constant work being done at the marina as much debris comes down the river after rainfalls.

Let's hope the government considers the marina when making its decisions about the proposed tram bridge and freight bridge as this location is one of the jewels in the crown and is becoming one of Melbourne's key tourist destinations. I'm quite sure that from the Webb Bridge it would have to be one of Melbourne's most photographed areas. I'm looking forward to seeing increased activity on the river. Sadly, we won't see the large water taxis taking patrons to the Spring Racing Carnival, but it's great seeing the rowers back after a long break.

What we have with the waterways of the Docklands area is something really special and we need to take advantage of that attraction. I can't wait to see the party boats back like *Lady Cutler*, as Melbourne comes back to regain its status as the world's most liveable city ●



Keith Sutherland
YARRA'S EDGE RESIDENT
KEITH@SUTHERLANDPROPERTY.COM.AU

COUNCILLOR PROFILE

Thinking big, acting local

For second term councillor and Deputy Lord Mayor Nicholas Reece, the ability to deliver on big ambitions at a community level is what inspires him most about working in local government.

As a father of three and husband to wife Felicity, Cr Reece is first and foremost a family man. But second to that, he is a self-described "workaholic". And with the number of hats he wears in the community, it's easy to see why.

When it comes to the City of Melbourne, Cr Reece is considered an influential figure within the current council team not only as Deputy Lord Mayor, but as chair of the "extremely busy" planning portfolio.

He is also the deputy lead of the finance, governance and risk portfolios, and represents the council on the Committee for Melbourne, Melbourne Action Plan Implementation (IMAP) Committee, Melbourne Sustainable Society Institute Advisory Board and the Melbourne Art Trust.



But away from the council, it doesn't stop there ...

In continuing his "Melbourne" theme, Cr Reece is an executive in Chancellery at the University of Melbourne, holds an academic position of principal fellow and teaches at the Melbourne School of Government as his day job.

Having also previously served as a director of the social enterprise street magazine *The Big Issue* for more than a decade, he continues his passion for giving back today as the current chairman of global men's health charity Movember – a not-for-profit founded by his friends here in Melbourne.

With his sense of duty to the community manifesting in so many ways, he said he had been raised from a young age to appreciate the importance of social justice – something which he carries into every aspect of his role as a councillor.

"I grew up in quite a religious family, so I would characterise my dad as a big influence on me," Cr Reece said.

"He was very much part of a Catholic social justice tradition. He still works as a volunteer for St Vincent De Paul to this day and those values of community service were instilled in me from a really young age."

"I think I was very much brought up to see that as part of who you are, you serve your family, you serve your community. So, I hope when I look back across my working life, people will say he was a person who dedicated his life to the service of the community. I really hope that's seen as something that defines me."

Cr Reece said his favourite part about serving as a councillor at the City of Melbourne, often considered as somewhat of a quasi-state government, was that "we get to think big, but act local".

It's a mindset that perhaps stems not only from his many community service roles, but from a more decorated history in politics than what many readers may know about ...

While having never been elected to political office prior to becoming a councillor, he's spent his fair share of time working in them as a highly regarded figure with the Australian Labor Party (ALP).

Not only has he previously served as state secretary and campaign director of the ALP's

Victorian Branch, but he was also a senior advisor to former Prime Minister Julia Gillard, and former Victorian Premiers Steve Bracks and John Brumby.

Before entering the political domain, he worked as a lawyer and a journalist, and he continues to keep his hand in the media with regular appearances on Sky News and contributions to *The Age*.

That ability and desire to always "think big" has had a significant effect on his approach as a councillor, and he said he was "fired up" to bring Melbourne back better than ever from the COVID-19 pandemic.

"The joy I get from serving at a local government is just as much as those other tiers of government, the work is different but it's just as satisfying and rewarding," he said.

"Melbourne is a great city. The world's best city because we've always had big ambitions for ourselves but those ambitions get delivered through actions that are taken at a local level and so I love the fact that you can bring those things together."

"Melbourne should see itself as a global hotspot, a global leader for architecture, design and sustainability. I'm really fired up. I've never been more fired up in my life. It's my mission to help Melbourne bounce back better."

But while he's so far enjoyed a successful career in public service, it didn't necessarily start off that way ...

In a stunning admission to *Docklands News*, he said that while he'd held many jobs over the course of his career, there had been few as important than his very first – dressing up as a fibreglass Smartie kid in the Moomba Parade in the '80s!

Working for the former chocolate company Rowntree-Hoadley, he said his promising career as a Smartie parading down Swanston St was tragically cut short after his "poo brown" colour was voted out in the "Great Smartie Elections" in favour of a new blue smartie.

"It was my first taste of election defeat," he said.

Nevertheless, that same thrift for events and passion for Melbourne will no doubt serve him well as the city recovers from COVID, and when it came to Docklands, he said he would love for the City of Melbourne to have greater control over the precinct.



▲ Photo evidence of Cr Reece during his days as a Smartie!

"It was a mistake made by the Victorian Government not having the City of Melbourne have oversight of Docklands from the very start and I think some of the mistakes made in the early development of Docklands was because you didn't have local government involvement," he said.

"The City of Melbourne does urban renewal and planning really well. That is our core business. We build cities for people. We are fantastic at placemaking and activation."

"If we had been involved from the very start, I think a lot of those early mistakes could have been avoided. Having said that, we're very involved now and we're very committed to making Docklands live up to its full potential as Melbourne's best waterside suburb and I think there's lots to look forward to." ●



Sean Car
EDITOR
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BUSINESS

Northside, Southside, Eastside, Westside — Up Side

“
Docklands. CBD. Southbank.
Or, as Falso Melbourne call it,
Melbourne’s Up Side.
”



Melbourne’s inner city holds a world of possibility — from the locals who pour their creativity into elevating your dining experience to seeing the urban landscape rapidly evolve over time; the progress of this city is defined by ambition and integrity.

And among all the tall skyscrapers and narrow laneways, one Melbourne real estate agency is taking luxury and listings to the next level. Founded by Joseph Falso, Falso Melbourne welcomes you to the fifth side of Melbourne, the *Up Side*, where real estate mirrors the burgeoning landscape below.

With a foundation grounded in 20 years of industry experience and involvement in some of Melbourne’s most iconic CBD projects, founder and director Joseph Falso was driven by “the lack of creativity within the Docklands, CBD and Southbank areas” to create an agency that is “fast-paced yet considerate, nuanced yet distinct”.

Having been a buyer and a vendor on multiple occasions, the “shortage of service, commitment and understanding of the local markets from other agencies” was obvious to Joseph.

“Anyone can list a standard two-bedroom apartment and passively wait for the right buyer to hopefully come along. But we act on the front foot — listening to the market and bringing select properties to the forefront through exceptional marketing campaigns involving high end photography, video and socials,” he said.

Combined with the aforementioned 20 years of living and listing in Melbourne’s inner suburbs, Falso Melbourne is “an agency unlike any other currently operating in the area”. The results? Well, “with number of days on market decreasing and record sales prices increasing”, it seems Falso Melbourne is matching talk with walk.

With demand for exceptional property on the *Up Side* on the rise, the Yarra is current in more ways than one — downsizers are trading backyards for balconies and first home buyers purchasing first class river views. And Falso Melbourne is “expecting to see this trend to continue for some time.”

So, what is next for Falso Melbourne? Joseph laughed, “*Up* and *Up* of course! Starting with our one year anniversary nearing. As for the rest, well, you’ll have to follow us on the socials to keep *Up* with that”. That’s [@falsomelbourne](#) for those playing along at, perhaps, a soon-to-be-new home.

If you are thinking of selling, take Falso Melbourne *Up* on half-priced marketing when you list your property FOR SALE before January 31, 2022.

* Conditions do apply ●

For more information:
falsomelbourne.com.au

HEALTH AND WELLBEING



How much caffeine is too much?

Every caffeine drinking Docklander will tell themselves that there is no such thing as “too much caffeine.” But that’s probably the addict talking, because caffeine is the most widely consumed drug in the world with some fairly unpleasant side effects of consuming too much — some of them are mild, others can be dangerous.

How does caffeine affect the body?

That delicious cup of coffee in the morning or that effervescent buzz you get when you down an energy drink begins affecting your body almost immediately. Caffeine is a stimulant that affects your central nervous system, making you feel more awake, alert, and focused. It’s mostly consumed through food and drinks such as:

- Coffee and tea
- Guarana-based energy drinks
- Cola
- Chocolate

What are some of the side effects of too much caffeine?

Some side effects of an over-consumption of caffeine can be mild and often mistaken for other causes. Some of the milder ways your body may tell you it’s had too much include:

Increased anxiety
Caffeine can trigger the release of adrenaline, putting your nervous system in a state of “fight-or-flight,” increasing your heart rate and heightening your senses. For some people, this state can cause anxiety and panic.

Digestive disruption
Caffeine is often used as morning trigger to stimulate the bowel and get things moving. Too much caffeine can in turn cause an over stimulation of the bowels and result in diarrhoea. It can also cause issues in the opposite direction with people experiencing heartburn and reflux after consuming larger quantities.

Fatigue

What goes up must come down and the same is true for your energy levels. Caffeine triggers a spike in energy, but as it begins to wear off, it can cause your levels to plummet and make you feel tired and exhausted, which some people attempt to remedy by consuming more caffeine — and a vicious cycle begins.

More trips to the toilet
Increased urination is one of those annoying side effects of consuming lots of caffeine. Since caffeine is a stimulant, your bladder is also in the firing line meaning you may be making frequent trips to the toilet.

How much caffeine is okay to consume daily?

There are a lot of factors at play when determining how much caffeine is acceptable to consume daily such as your body mass index (BMI), metabolism, tolerance, and other existing conditions. Current studies suggest that on a general level, around 400mg of caffeine per day is acceptable (around one to three coffees). Luckily, there are plenty of natural ways to get an energy boost without relying on caffeine! ●



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HISTORY

A Grand office

Now known as the Grand Hotel, more than a century ago the building at 67 Spencer St was not only shorter and considerably less grand, but also went under a different name and served a different purpose.

This photograph was taken somewhere between 1890 and 1910, and features what was then the Victorian Railways Administrative Office Building. Victorian Railways started as a department of Victoria’s emerging government in 1856, and, in 1884 the *Victorian Railways Commissioners Act* was introduced to give power to several selected commissioners. This meant the Department of Railways staff worked under the commissioners, who were responsible for the construction, maintenance and management of railways and their regulations within the colony.

The 1880s were a time of huge expansion for the railways driving the development of Melbourne’s suburbs. Railway mileage more than doubled from 2007km in 1881 to 4788km two years later. By 1888, more than £1.7 million was being spent on railways, with a return revenue of more than £2.7 million. Victorian Railways’ original offices appear to have been at the former site of Batman’s Hill in Spencer St, with the 1885 *Sands and McDougall* directory noting their goods sheds, offices and the engineer-in-chief’s office located on the station grounds.

The *Weekly Times* in 1886 (March 20) meanwhile suggested there were multiple offices, noting “the department is paying about £1500 a year as rental for offices remote from the station” and spoke of concerns of the officers risking injury in the “close rooms at Spencer St”. The same article also notes that the offices were “always in danger of fire” which threatened their archives.

In need of a new office to alleviate their problems, they first turned to William Henry

Greene, the engineer of existing lines (and grandfather to Dame Elisabeth Murdoch), to draw up plans. By September 1888, a contract worth £132,937 was given to builder James Moore to build and supervise the project. The building took five years to construct, the end result being a four-storey U-shaped building (which was shorter on the station-side due to the slope of Spencer St). Its facade was around 131m long, with each wing on either side being 46 metres long. Using an Italian style of architecture, the structure featured 137 rooms, bluestone staircases and at least four elevators. Despite initial plans to use bluestone for the whole structure, it was instead built from less expensive brick and stucco, with Stawell stone used for the entrances.

Decorating the building were several female statues, including a sculpture on the main pediment by Mr J. S. MacKenna, which represented science, and the entrance featured “Britannia and Victoria supporting the crown between them” (*The Argus*, February 2, 1891). Other statues erected represented engineering, architecture, commerce, pasturage and agriculture. To pay for the building’s construction, the Department relied on around £160,000 in government loans.

The floors were designed for various departments of Victorian Railways. According to the *Illustrated Australian News* in 1891 (March 2), the first floor was for commissioners and principal officers, the second “exclusively” for draftsmen, and the ground floor and basement for “officers who have to deal with the public.” Even though the building was finished by 1893, staff were already moving in as early as 1891,



with *The Australasian* (June 27) reporting that draftsmen and engineers were already there. By October, the commissioners were setting up office.

By the time the offices were officially completed, the 1890s depression was taking effect. Victoria’s Railways recorded drops in revenue and passengers. On April 21 1893, *Table Talk* reported that only half of the building had been occupied as the department were discharging staff.

Fortunately, Victorian Railways weathered the storm and before long the spacious rooms of the new offices became crammed with eager workers. By 1912, *The Argus* (July 10) reported that almost 900 employees occupied the building. To keep up with growing staff, an extra storey was built in 1912, followed by a neo-French style attic in 1922, and an extra storey in 1958 (by which time there were about 1800 employees working there).

The elegant structure would add some class to its dour Docklands surroundings, and, being near the viaduct, the metallic click-clack of trains was a common soundtrack to the business going on inside. For the near century it was in use, hundreds of workers occupied the building, including soon-to-be Prime Minister Sir Robert Menzies, who had a stint as Minister of Railways in the 1930s.

In 1985, the department (which had split into the Ministry of Transport, Metropolitan Transit Authority and the State Transport Authority), vacated the premises for 589 Collins St. The abandoned building was put up for sale, and after a couple of failed contracts, was finally sold, renovated and re-opened in 1997 as the Grand Hotel.

While COVID has all but destroyed the hospitality industry, the Grand Hotel eagerly awaits the reopening of the city, allowing many to climb its elegant stairwells once more ●



Ashley Smith
RESEARCHER
ROYAL HISTORICAL SOCIETY OF VICTORIA

MELBOURNE MARITIME HERITAGE NETWORK

Shipping and climate change

The media is awash with the politics of COP26. However, Melbourne Maritime Heritage Network (MMHN) views a “sideline” event of COP26 as more important than mere politics.

Few are aware that this “sideline” event *Shaping the Future of Shipping* will be the largest ever global gathering of corporate shipping and maritime states.

Shipping is an immeasurably critical element in the world’s economy – and climate action is inextricably tied to shipping. CEOs of the largest shipping companies in the world, climate representatives and maritime ministers will meet to identify actions and recommendations for all leaders at COP26 and the International Maritime Organisation.

Shipping should be acknowledged as the backbone of the global economy. This has never been more apparent than now amid the pandemic and rising global political tensions. As world leaders look to a green future, they must eliminate the political risk around decarbonisation policies. This starts with the energy transitions which underpin global trade. Maritime enthusiasts regard CO26 outcomes for global shipping as critically important to address Australia’s increasingly acute supply chain vulnerability, the humanitarian crisis for seafarers – and the climate crisis on this planet.

Maritime flags symbolise much in the world of shipping and seafarers. MMHN commends the advocacy being undertaken by Offshore & Specialist Ships Australia (OSSA) through the Red Ensign Initiative. Its objective is to have the Merchant Navy flag prominently flown on Merchant Navy Day on September 3 each year. And in these pandemic times the plight of the

Merchant Navy is so dire – stranded and unwell while continuing to supply the world with essential goods like fuel, food and pharmaceuticals. You may wish to support flying the Red Ensign. There is enough time make progress in Docklands before September 2022. Interested Docklanders are invited to share their thoughts on this by emailing info@mmhn.org.au.

History shapes our identities, engages us as citizens, creates inclusive communities, is part of our economic wellbeing, teaches us to think critically and creatively, inspires leaders and is the foundation of our future generations. MMHN’s strong advocacy for history has been recognised by the History Council of Victoria with the announcement on October 21 that MMHN was shortlisted for the inaugural Jane Hansen Prize for history advocacy. As the only organisation to receive such recognition, MMHN is honoured. MMHN was established as a network through which to endorse the value of history. Studying our past and telling our stories is critical to our sense of belonging, to our communities and to our shared future.



▲ Credit: Omer Serdar Oren.

From the historical perspective, the evolution of “modern” Melbourne is enmeshed in Docklands – from the early maritime trade along the banks of the Yarra, to the ambitious reshaping the river, draining the Blue Lake (swamp, lagoon) and excavation of Victoria Harbour, the Docklands Precinct is at the very “heart” of Melbourne. However, regrettably the struggle continues to induce all responsible authorities – local and state – to enable and enhance connections between Docklands and the CBD. Yet the recent Ministerial and Council approval of twin towers on the east of Harbour Esplanade at La Trobe St will further threaten entrenching the actual and visual segregation of Victoria Harbour and the CBD, forming a continuous “curtain wall” of tall towers between the waterways and the city. As the twin towers project unfolds, let’s hope those making the decisions concentrate their efforts on strengthening the “connection” and on optimising the

value of our magnificent, yet undervalued and poorly developed, waterways “asset” so close, and yet so far, from the CBD.

We have a magnificent opportunity to capitalise on Victoria Harbour’s unique qualities as an aquatic amphitheatre – the likes of which would be celebrated, not ignored, in comparable international port cities. We encourage all decision-makers to recognise the immense economic potential of Melbourne’s valuable waterways and ensure that such public assets are not marred by unsympathetic new developments which may overshadow the waters ●



Jackie Watts
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Emerald’s blooming good “friendship through flowers”

Through her passion in ikebana, the Japanese art of flower arranging, Emerald Leung of Docklands believes it’s “so easy to find beauty in everyday life”.

WORDS BY *Brendan Rees*

Using blossoms, branches, leaves, and stems, Ms Leung finds new life in her materials while also considering colour, line, and form in her artmaking.

“It’s also about minimalism, so every time I spot a fallen branch with beautiful curves, or a piece of bark twisted into an interesting form, I have to make sure I only collect what I can use in my arrangements since it’s so easy to become a hoarder,” she said.

Ms Leung discovered her passion for ikebana, a practice which dates back to sixth century Buddhism, while teaching English at a primary school in Japan in the early 2000s.

“I lived in a small town where I was the only ‘gaijin’ (foreigner) so I was in popular demand as a native English speaker,” she explained.

“One of the parents was an ikebana teacher so someone had the great idea that if they formed an English-speaking ikebana class they could practice their conversation with me. It was that or English karaoke and no one should be made to hear me sing, ever.”

“I have been pursuing ikebana ever since, both home and abroad, and with the motto of Ikebana International being ‘friendship through flowers’, I’ve made many great friends through this pursuit.”

Ms Leung is now a qualified teacher of the cultural artform and delivers classes from her home every fortnight on a Sunday.

During lockdown, she offered Zoom sessions to students and friends “as a fun way to stay in

touch”, but that said, she finds ikebana is better practised in person “since it is both tactile/ hands on and requires technical precision with both the selection and configuration of materials”.

“Careful and considered choices are what makes the difference between a pleasant display and a true work of art,” she said.

As a passionate Docklander who has called the precinct home for five years and one who loves the “brilliant sunsets” over Victoria Harbour, Ms Leung is also an advocate for reducing food waste in the community.

She hopes residents will jump onboard a Victoria Point Vertical Village Food Waste Audit this month, a program developed by Regrown, a social enterprise organisation, to look at how much food households throw out each week.

“Having seen a lot of usable items in the Vic Point apartment [building] ongoing in the hard rubbish collection area, I want to play my part in highlighting the ways we can reduce our landfill by giving away perfectly usable items or just buying what we need in the first place,” she said.

“I hate seeing things wasted and going to landfill unnecessarily. Maybe it’s the Japanese minimalist aesthetic, or maybe it’s just because I want to save money – but probably both.” ●

For ikebana class enquiries:
eleungda@gmail.com



WE LIVE HERE

Will short-stay infections force us into lockdown again?

With retail industry still shuttered, it beggars belief that short-stay operators are allowed to endanger residential buildings with potential COVID carriers.

We found one of the most iconic buildings in Melbourne is not immune to the short-stay problem. Even before restrictions were eased, an apartment in the building was listed on Airbnb. The multinational short-stay behemoth should be fined heavily for such a blatant breach of Victoria’s COVID restrictions.

The tower’s furious manager emailed us in frustration: “The Vic Government can enforce its restrictions on other commercial activity, but not for this. What an absolute joke.”

We need a properly considered, COVID-factored response from the government – before selfish short-stays send us into lockdown again.

COVID short-stay partygoers isolate with 1000 residents

On a recent weekend, two apartments on contiguous levels in the inner-city Platinum Tower hosted short-stay, out-of-control parties. The usual chaos ensued with the police arriving late at night, instructing some guests to leave. The ejected guests waited until the coast was clear and were buzzed back into the building, without masks and moving freely between floors.

The organiser of one party was a guest at the other and had undergone a COVID test earlier in the day. The test result came back positive after the party.

This party guest knowingly attended illegal gatherings after being tested and without isolating while waiting for the result.

More drama was to follow with the Department of Health instructing the positive case to isolate in one of the party apartments. A second party guest staying there also tested positive later and was given the same instruction. The owners’ corporation (OC) challenged the department’s edicts to no avail – the department insisted that the positive cases had to stay. The committee was incensed: “As in most high-rise buildings, air moves freely between apartments on the same floor and between floors via stairwells. There are 437 apartments in this building, and it is completely unsuitable to house a COVID-positive case who does not normally reside here and who clearly has no regard for doing the right thing.”

When will the government understand the difficulties faced by residential apartment buildings dealing with COVID?

In this instance, 1000 innocent residents ended up paying the price in anxiety and elevated risks. And it’s all because of a reckless party organiser who should have been isolating, not conducting an illegal COVID-fest. The residents are understandably angry and frightened.

Cladding update

We have an update from Cladding Safety Victoria (CSV).

Cladding rectification has been completed on 60 buildings in Victoria, funded by CSV.

Another 140 CSV funded projects are underway, while a further 53 buildings have funding agreements in place.

CSV chief executive Dan O’Brien said, “We will continue to work with owners of the highest risk buildings because that is the best way to reduce risk for Victorians overall.”

The CSV report said, “Buildings with the highest level of combustible cladding risk are referred to CSV by the Victorian Building Authority or local councils. CSV then carries out its own assessment to prioritise buildings for funding. CSV also offers advice and guid-

ance to owners of buildings that are not eligible for funding but need to take action to reduce risk.”

The total size of the funding pool remains undisclosed and we still trying to find out how much is left in the kitty.

If your building has flammable cladding, let us know how your remediation is going.

Committee-stacking scandal continues

Nerrida Blashki Pohl has provided us with an update on her stoush with pleonastic property developers and an incredibly clumsy council ...

“Shockingly, the resident furniture moving lift has been locked to residents for 10 years. All furniture removal goes through the front lobby and out the door to the street.”

“I have had three major robberies and my insurer refuses to cover me. I had purchased a property with secure, undercover loading on the plans. Because my OC managers denied me the right to use that access, I was in breach of my contract with the insurer.”

“It was revealed at the Tribunal that the car parking indents in the footpath, previously controlled by the council, now belong to my OC. That transfer happened because the council was unable to find the appropriate documents. The super fund can try again to show that unloading property on the street to my lobby – a single glass door – can be achieved safely.”

“In early 2020 I initiated an FOI request for council planning documents. After two unsatisfactory, redacted releases, FOI has allowed me to apply to VCAT for disclosure.”

“I want to know why the Minister of Planning in 2011 took over management of the Planning Permit and allowed the developer to strike out the word “resident” in so many places. The council verbally blames the minister.

“Sadly, the council had to sign off on whatever was returned to them by the minister for lodging the plan of subdivision.”

“The committee here is controlled by a real

estate agency that trades and leases apartments on my property while knowing, and failing to disclose, that the residential goods lift has actually been leased to a third party for 300 years.”

Nerrida has told us that the group in control illegally limits the committee to five members. This is the type of chicanery that should be easily defeated without having to mount a massive legal challenge.

Proxy farming crackdown

One comfort for Nerrida and other disaffected residents is that the OC Amendment legislation will proscribe proxy farming and make it harder for vested interests to stack the committee.

Under the *Owners’ Corporation and Other Acts Amendments Act (2021)*, a person must not vote as a proxy for more than 5 per cent of the lot owners in large apartment buildings. The Victorian Government says the restriction is intended to prevent the practice whereby an individual gathers as many proxies as possible and “wields an unfair and disproportionate influence.”

Campaign donations

As a not-for-profit organisation, donations from individuals and buildings keep our campaigns going. To register as a supporter of We Live Here or to donate, please visit welivehere.net. We Live Here does not accept donations from commercial tourism interests ●



Barbara Francis &
Rus Littleton

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MISSION TO SEAFARERS

Winners of Maritime Art Prize Awards revealed

Winners of the 2021 MSC Maritime Art Prize have been announced in front of an international audience via a live-streamed event at Dockland’s iconic Mission to Seafarers Victoria (MtSV).

WORDS BY *Spencer Fowler Steen*

The prestigious Maritime Art Prize and Exhibition competition has been hosted at the heritage-listed building for 19 years running, but due to COVID-19 restrictions, this year went online with winning entries on display at MtSV in early November.

Judges shortlisted 80 artworks from a highly competitive field – including a greater number of interstate artists than previous years – all of whom responded to the theme *The Relationship of Humanity to the Sea*.

The judges said the theme was “wonderful” for the exhibition and remarked that the artists, as always, embraced it by presenting their own “diverse and thought-provoking” twists.

“Laurel’s work provokes a range of emotions and interpretations,” the judges said about the top-prize-winning painting, *Lest We Forget*, by Laurel Foenander.

“She has captured the beautiful and yet horrifying colours of the skies during the bushfires and the desperation of fleeing and not knowing when, or if, they could return.”

While Ms Foenander took home \$10,000 for the Mediterranean Shipping Company Maritime Art Award, while \$5000 was awarded to Debra Marshall for her pen on paper drawing, *Sea Forest*, which won the Port Phillip Sea Pilots Best Traditional Maritime Art Award.

“*Sea Forest* embraced the connection between nature and the man-made built environs,” the judges said.

“The natural, and inevitable, decay of the pier that is home for marine life was also once a pier for fishing and sea traffic.”

The Neville & Co Runner-Up Award was given to Don Braben for his oil painting, *Once Were Lifesavers*, earning \$2000 for his depiction of life jackets and a life ring in an old dingy that had “seen better days”.

“Don’s work conjured for us strong sentiment of the fear, sorrow, waiting and loneliness that some people have been feeling during this pandemic,” the judges said about his painting.

Finally, the Gulf Agency Company Emerging Artist Award and \$1000 prize went to amateur artist, Antoinette Inguanti for her painting, *Men at Work*, depicting a pilot boarding a vessel.

Judges said the painting portrayed the “dangers of the pilots as they go about their daily work” ●

View the exhibition online until November 14: gallery.missiontoseafarers.com.au



Spencer Fowler Steen
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Antoinette Inguanti's Men at Work.



Debra Marshall's Sea Forest.



Laurel Foenander's winning painting, Lest We Forget.



Don Braben's Once Were Lifesavers.

SKYPAD LIVING

“Live Melbourne Campaign” for vertical villages ... or short-stays

December is traditionally move-out-month in our vertical villages – but if the City of Melbourne has its way, we may see many more move-ins!

Few would have escaped noticing our many empty shop fronts, and the impacts of these vacancies are well known.

From a consumer perspective, many retail vacancies signal less choice and a duller shopping experience. And this negativity tends to feed upon itself – with people not going there because people aren’t there. Visual decay then follows, marked by closure signs, graffiti and litter. To halt this spiral, business associations and local councils often initiate “shop-front” programs, typically offering rent-free periods for artists or fledgling enterprises.

Regrettably, this is not the only high vacancy rate confronting the City of Melbourne.

Residential apartment vacancies are also worrying.

And while empty apartments may not be as obvious as empty shopfronts, apartment vacancies also bring spiralling impacts. For just as the shoppers’ experience dulls with retail vacancies, so too the residents’ experience suffers when apartment buildings empty. The absence of neighbours and associated reduced services promote a sense of isolation (“will anyone hear me scream?”). Additionally, large concentrations of vacancies bring financial stresses. Unpaid owners’ corporation fees lead to reductions in expenditure, with garden maintenance and minor repairs being early cutbacks. Over time, this signals vulnerability and becomes an unintended invitation to the unauthorised.

The good news is that the City of Melbourne is paying attention to our high residential vacancy rates and in their *Bounce Back Event* (October 21) announced a “Live Melbourne Campaign”.

While details are scant, it appears that the City of Melbourne will be promoting the advantages of living in the city – and likely this will centre around the benefits of being close to all that the city has to offer. While

agreeing this aim, it is hoped that proximity is not the only feature promoted. Rather, it is hoped that, along with the benefits of location, that the *Live Melbourne Campaign* will promote our high-rise lifestyle and all this has to offer, including community. Indeed, and as has been highlighted by Residents 3000 (the residents’ association for Melbourne CBD), it has been the residents and their shared connections that have weathered COVID-19, stopping the inner city from becoming a real ghost town.

It is of importance, then, that the type of lived experience promoted by the campaign is a holistic residential experience, and not the more transactional short-stay experience. This would not be welcomed by the likes of We Live Here, nor by residents who want to see our vertical villages strengthened by fellow residents, rather than used by visitors.

So, assuming this campaign is about attracting new residents (rather than short-stayers), might we see rent-free trials (akin to the shopfront program) or, and more likely, vouchers for local experiences? But perhaps the council could be encouraged to include some specific value-adds designed to ease the transition into this new vertical lifestyle. By means of example, “deals could be done” regarding furnishings (as we all know the challenges here!). Perhaps discounts with furniture subscription services, such as Breeze Furniture, an Australian company which lets customers rent, keep or swap homewares on three- or six-month subscriptions.

But whatever the package, the residents’ associations – Residents 3000, Southbank Residents’ Association and Docklands Representative Group – will be taking a very keen interest in the *Live Melbourne Campaign* ●



Dr Janette Corcoran
APARTMENT LIVING EXPERT
LEARN MORE ON FACEBOOK.COM/SKYPADLIVING/

CHAMBER UPDATE

Welcome to the new world, at least what we know of it

During the first few weeks of November, I’ll be taking stock of how many member businesses have actually made it through and unrealistically hoping that this never happens again.

Summer at The Docks

We’re planning to activate NewQuay Promenade over consecutive weekends in December in the lead up to the Christmas Markets at The District Docklands on December 17. I’m currently sourcing entertainers and musicians to perform at the beer garden between Cargo and Berth so if you know of any who might be interested then please contact me – admin@docklandsc.com.au

Those consecutive weekends of December 4-5 and 11-12, then culminating on the evening of the 17th will see more than 20 performances. The goal is to get some amplified foot traffic in Docklands and casual spending to support our local businesses. We plan to continue that through January and February finishing off summer with the World Press Photo awards being hosted at Magnet Galleries, and the Docklands Gift again being run on Ron Barassi Senior Park on February 20.

Docklands Dollars

Our flagship program supporting the precinct is up and running again so if you have friends or family visiting and staying a minimum of two

nights in Docklands at one of our registered accommodation providers then they are eligible for up to \$210 in rebates. Have them head over to docklandsdollars.com.au to register.

Docklands Chamber annual general meeting (AGM)

Our AGM will again be virtual for the second straight year. Tuesday, November 9 will be the date, attendance is open to any member of the chamber with the executive committee appointed on the night and positions such as president voted on.

Social support

Finally, the easiest way for us to help you out with exposure on our social channels is by hash tagging #docklandsmelb and #docklandsi-loveyou. We follow both tags every single day and share them actively. Let’s get moving Docklands! ●



Shane Wylie
MEDIA DIRECTOR
DOCKLANDSCC.COM.AU



Indigenous artist creates jewellery to unite community

WORDS BY *Spencer Fowler Steen*

Indigenous artist Cassie Leatham’s exhibition at the Koorie Heritage Trust’s (KHT) *Blak Jewellery – Finding Past Linking Present* weaves together her experiences as a Taungurung woman in more ways than one.

As a bonafide master weaver, music teacher, traditional dancer, former paramedic and mother, Ms Leatham’s jewellery is delicately made by hand using ornate bone, organic thread and silver using techniques she has learned over a lifetime.

And despite facing multiple obstacles along her journey including racism, a medical condition in her right arm which requires surgery, and various accidents, Ms Leatham is as devoted as you can be to helping local communities – indigenous and non-indigenous.

Apologising for side-tracking the conversation, Ms Leatham begun the interview with *CBD News* with a story about how a car crash stopped her from teaching a Zoom lesson that morning.

“We live in a farming community rurally, and one of the farming trucks came flying past,” she said.

“I can see everything from my house, and I was setting up for my Zoom, and that’s when I saw the [Toyota] Camry coming down [the road]. Then I heard squealing brakes and then a bang.”

“An old farmer I know who’s half-blind drove around the corner and clipped the truck, bumped his head and got a bit of a concussion. He’s okay, but he’s 92.”

Having previously worked as a paramedic for 11 years in a small town where she was the first Aboriginal paramedic, Ms Leatham said the adrenaline kicked in, and before she knew it, she was running down the road to make sure everyone was alright.

Caring for people, art and teaching are all things Ms Leatham has always done exceptionally well.

It’s how she’s managed to become only the second indigenous artist ever to be commissioned to do a jewellery collection at the National Gallery of Victoria (NGV).

Her journey to the *Blak Jewellery – Finding Past Linking Present* exhibition currently showing at the KHT began in 2020, when the design team at NGV suggested she should apply for KHT’s Blak Design program.

Blak Design is an initiative to support First Nations Aboriginal and Torres Strait Islander artists, craftspeople and designers living in Victoria through a targeted professional development and mentoring program, developed



▲ Indigenous artist Cassie Leatham is dedicated to helping communities through art and teaching. Picture: Kelly Coleman.



▲ Cassie Leatham’s jewellery made from silver, bone and organic thread on display at the Koorie Heritage Trust. Pictures: Fred Kroh.



in partnership with the NGV and RMIT University.

Ms Leatham was accepted, and she immediately put her head down and started creating.

She said what started as three pieces of jewellery “manifested” into 80, selecting the ones on display today due to the stories and connections behind them.

“It’s called *Past Reflections* because when I look in the mirror, I see spirit with me,” she said.

“Spirit is with me every day – even when I’m asleep. Today I did weeding, I went hiking, and I collected crow feathers. I’ve come home and now I’m going to be weaving – every day is culture for me.”

Ms Leatham began her career as a music teacher in the coastal town of Loch Sport.

But as she moved from school to school, she noticed culture was lacking in the curriculum.

“From there, I became an ‘ambo’ and found racism was bad on the job, and I thought I

needed to heal the community and bring them art,” she said.

Ms Leatham was at one stage simultaneously working at the East Gippsland Aboriginal Art Corporation, as a paramedic and music teacher while raising a child as a single mother.

After finding something “had to give”, she dropped music teaching and started her own business, Wild Blak Arts, where she sells her artwork and teaches various indigenous workshops including traditional weaving, possum skin drum making and bush tukka.

“I’m here in the present to teach the future generation. It’s about the children, I want to be a great role model to non-indigenous and indigenous children,” she said.

Ms Leatham has a PhD and lectures at various universities. She also has degrees in archaeology, ampathology and has recently taken up silver-smithing. Her work has been exhibited around Australia and internationally, including the Melbourne Magistrates Court.

But when she’s not making artwork, weaving or teaching, Ms Leatham loves riding her bike.

She’s almost completed a 5000km bike ride raising funds and awareness for suicide in the Aboriginal community, as well as for cancer.

Ms Leatham said a large portion of the money she makes from her artwork goes towards Oonah Health and Community Services Aboriginal Corporation in Healesville, Beyond Blue, Lifeline and the KHT.

“I’m also donating three artworks to the hospital in Sale because they saved my dad’s life,” she said.

“I’d like to acknowledge specifically how grateful I am for the opportunity from the KHT, Laura Deakin, Blanche Tilden, Lindy McSwan, the NGV and RMIT. Without them, I wouldn’t have had this opportunity.”

Although a medical condition has left Ms Leatham needing surgery in her right arm, which she cannot use to weave now, she said luckily, she was ambidextrous and could still use her left arm. And if all of that wasn’t enough, she’s currently working on a book about her blue budgie, “Mr Beaky” who she said could speak in three different Aboriginal languages and liked to keep her company while she weaved traditional, Aboriginal mats.

The exhibition *Blak Jewellery – Finding Past, Linking Present* is open until Sunday, February 27, 2022 at the KHT, Fed Square ●

For more information:
koorieheritagetrust.com.au

OWNERS' CORPORATION LAW

What to do next with cladding

More buildings with high-risk combustible cladding have been added to the list, as the government ponders what to do next.

Cladding Safety Victoria (CSV), the state agency tasked with administering the rectification of residential apartment buildings affected by high-risk combustible cladding, has admitted that there are nearly 50 per cent more buildings in the high-risk category than previously reported.

The statement made by CSV in October, as reported by the *Australian Financial Review*, confirmed that there are now 735 buildings in Victoria with high-risk combustible cladding in need of removal. This is a large increase from the original estimate of 500 buildings that the Victorian Government estimated it would need to fix.

It has become increasingly clear to all involved in the industry that the government simply does not have the funds, nor the conviction to repair all of the affected buildings. Best estimates would be that between 150 to

350 buildings could be rectified over the next 24 months before the CSV is slated to be wound down.

To prepare owners of buildings for the upcoming disappointment, the Victorian Parliament passed an amendment to the *Building Act* (known as the *Building Amendment (Registration and Other Matters Act) 2021*) that now provides owners’ corporations (OCs) with an enlarged time period of 15 years (from date of completion) to bring a legal claim against the builder or developer or other stakeholders for contributing to costs to remove the cladding.

As readers of this column would remember from previous articles, I have long been taking pot shots at the *Owners’ Corporation Act* reforms, because under those reforms, an OC will still be required to pass a special resolution or interim special resolution to bring a cladding action (if the cost of the cladding rectification

will exceed \$200,000).

Most buildings will encounter repair costs in the region of \$500,000 to \$5 million depending on the size of the building, and the extent of the presence of the cladding.

The net result of all of this toing and froing is that there will be a large number of dangerous buildings of an extreme fire risk classification that will remain unrepaired for a very long time. There will also be a large number of buildings that will enter into very expensive remedial contracts to repair their buildings themselves, and the owners within those buildings will face massive costs and high annual fees. There will also be a large number of buildings that will embark upon lengthy and costly litigation to hedge their bets against the high remedial costs, and these legal cases will take years to resolve.

All in all, it is a bonanza for lawyers, insur-

ance firms, remedial builders, project managers and scaffold-hire companies. And this will be to the great detriment and frustration of all those Victorians who own or live in an affected apartment. This will cost countless livelihoods and will place incredible strain on communities.

The government has a bigger role to play here, and they are failing. The people of Victoria await the government’s response to this issue ●



Tom Bacon
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STATE MP

Making access to the vaccine as easy as possible

Our community is just the best. Victoria is set to become one of the most vaccinated places in the world, and we're doing it at record speed.

But not everyone in the community has the same access to vaccination and information. Some people face additional barriers to getting vaxxed – maybe language barriers, maybe logistical barriers or difficulty accessing the right kind of information.

That's why it's so important to set up culturally appropriate and local community pop-up vax clinics, to help give access to people who might face additional barriers, and make sure people get vaccine information from an organisation or person they already trust.

I recently visited the vaccination clinic at 100 Drummond St Carlton, which is doing exactly this. The pop-up clinic was an initiative of a whole host of community organisations, including Drummond St Services, Cohealth, Queerspace, YSAS, Switchboard, Odyssey House, Transgender Victoria and more.

The clinic welcomed everyone but was especially set up for people who may have found it hard to get a vaccination earlier in the roll-out. I was so pleased to see that dozens of young people from residential rehab and detox services attended the clinic, as well as young people from the nearby public housing towers, and members of our trans community, who already have a relationship with many of the services running the clinic.

It reinforced for me just how important these local on-ground organisations are. They're deeply embedded in and trusted by local communities and that is so important when it comes to conversations around healthcare.



I mentioned in my column last month that staff from Cohealth had also done an amazing job running the Melbourne Town Hall vaccination centre and setting up pop-up vaccination clinics at public housing towers and providing health advice in local languages.

While we know our vaccination rate is improving at a great pace, we also know that our

health system is about to face a huge challenge, with more people in hospital and ICU. Our nurses are simply exhausted, having to work double shifts in full PPE caring for COVID-19 patients, on top of all the work they've done to date.

That's why the Greens and I recently called for the government to provide a bonus payment

for healthcare staff working on the front lines of COVID, and I'm really glad the Victorian Government recently introduced this, with a \$60 extra payment per shift for several categories of healthcare workers.

Our vaccination rate in the City of Melbourne is almost certainly a lot higher than the figures the Federal Government releases, since the figures still count international students, temporary migrants and other students who have left the inner city since the pandemic started. But despite this, there is still more we can do to reach those last few percent of people who are yet to be vaccinated. The best way to do that is with services they are already connected to, or in places they already visit, like local shopping areas. You are likely to see more of these "mini pop-ups" over the coming weeks, and it's something I'm working to make sure the government delivers locally at places like Melbourne Central and other shopping centres.

Enjoy your new-found freedoms, Melbourne, and seeing our city spring back into life. You've earned it.

As always, feel free to get in touch ●



Ellen Sandell
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FIONA PATTEN MP

My first column ...

Hi. This is the first of a regular column I'll be writing for Docklands News, and I am grateful for the opportunity to communicate directly to the community and would welcome feedback, ideas, suggestions and comments.

The joy and relief are so beautifully evident as people burst out of lockdown. There's a lift in community spirits as people burst out of lockdown. Our city is like a plant starved of water. Well, the rain has come.

But, it's not only a time for celebration. It's also a time for compassion, for kindness.

Not everyone has bounced back out with gusto and a grin. Far from it. There is a loneliness epidemic – and it existed before COVID.

The Reason Party and I will within days launch a campaign to raise awareness of this silent mass killer, and to push for a range of mitigating policies. Loneliness affects 25 per cent of our community! It is as big, if not bigger, threat as obesity or smoking 15 cigarettes a day. Loneliness is a significant risk factor for depression, heart disease, stroke, and dementia.

Also coming up, of course, is the Parliamentary debate on pandemic-specific legislation to replace the State of Emergency (SoE) provisions that always had a strict cut-off (mid-December), unlike other states and territories – which simply keep extending SoE powers without apparent desire to move to reducing governmental power by increasing the transparency and accountability of executive government. The Bill passed the Lower House a week ago, amid ugly shouting, misinformation and abuse. It will now come to the Upper House, where I sit.

There has been a shrill overreaction, encouraged by shock jocks and the opposition. Sadly, this has created significant fear in our community that somehow these new laws will lock us down forever and they are some crazy "grab for power". They won't and they are not.



I am going through the Bill line by line and will seek to amend it if needed. For example, I successfully advocated for the Independent Pandemic Management Advisory Committee but we must ensure that it has the resources and powers that it needs.

The government will no longer be able to conceal its decisions and responsibility behind "health advice". At last, we shall all be able to see all the advice behind public-health decisions and we will the first state to do this.

Finally, the buck stops with the Premier and Health Minister, as it should have all along, rather than with unelected officials – notwithstanding their ability and focus on the public interest.

My simple question to those who are misunderstanding this proposal is: if you don't want the Premier and Health Minister accountable for these decisions, who might you prefer? ●

For more information:
fionapatten.com.au

10 YEARS ON

Looking back at Docklands News - 10 Years On

NOVEMBER 2011 | ISSUE 70 |

DOCKLANDS NEWS

Docklands is Beautiful

“

Docklanders, tell the world how beautiful our suburb is.

”

Docklands News has launched “Docklands is Beautiful”, a grassroots campaign designed to counter a growing negative public perception of Docklands.

We want your stories about what a great place this is to live, work and visit.

A website has been established at docklandsisbeautiful.com.au to house these stories. So email us your words and pictures at beautiful@docklandsnews.com.au

“We've got so much to celebrate down here. We've come from nowhere in 10 years and look at how much we have achieved. It's stunning.”

The Docklands is Beautiful website has a number of suggestions about what Docklanders can do to promote Docklands.

One simple idea is to include the words “Docklands is Beautiful” in your email signature. Or include the words in the promotional and marketing materials of your business. Link

to the website, “like” the Docklands is Beautiful Facebook page and follow the campaign on Twitter.

Docklands News editor Shane Scanlan said the campaign flowed from conversations he had in the street with Docklanders disappointed by consistently-negative media coverage in early October.

“There we were trying to figure where it was coming from, when Docklands is so obviously beautiful,” Mr Scanlan said.

“We all view Docklands from our own perspectives, whether we are residents, traders or developers. And we need to respect our divergent points of view. But we all agree that Docklands is beautiful. And we need to tell this to people we meet.”

“And we're looking for more promotional ideas that we can share with the community.”

Mr Scanlan said the campaign was inspired by a recent address by Destination Melbourne CEO Chris Buckingham who advised Docklands to speak with a single voice and consistently repeat the message.

“This campaign doesn't need a brand or a logo. The message that Docklands is beautiful is enough,” Mr Scanlan said. “Everyone will have their own way of getting the word out. The important thing is that we all do it.”

Mr Scanlan said he hoped the campaign would unify and encourage Docklanders to have pride in their suburb in the face of ill-informed criticism.

“We all know Docklands is not perfect. But it's a work in progress. Why can't they get off our backs or help us make the place better?” Mr Scanlan said ●

PUZZLES & TRIVIA

Quiz



- Green tea is made from the leaves of what plant?
- In reference to the rail lines, metal and high-key colours of Dockland's industrial past, what is the name of the new public art behind the 1000 La Trobe building?
- What famous Docklands attraction announced its closure in September?
- What is the actual name of the titular character Pedro Pascal (pictured) plays in the Disney series *The Mandalorian*?
- Through what part of the body do dogs sweat?
- Who are the Traditional Owners of the land where Docklands now resides?
- Held in Adelaide since 1999, what is the biggest cycling race in the Southern Hemisphere?
- What year did construction of Victoria Dock begin:
a) 1840, b) 1860 or c) 1880?
- Who won a Grammy for Album of the Year in 2021?
- What is the fastest growing land plant in the world?
- Once upon a time, the northern part of the Docklands was a lagoon surrounded by a marshy swamp. What was its name?
- Which Australian billionaire owns a classic car collection in Docklands' historic Queen's Warehouse?

QUIZ SOLUTIONS

- Camellia sinensis 2. Junction
- Bamboo 11. West Melbourne Swamp
- The Santos Tower Under (Wurundjeri) Peoples of the Kulin Nation
- Din Djarin 5. Their paws
- Melbourne Star Observation Wheel
- Boonwurrung and Woiwurrung
7. The Santos Tower Under (Wurundjeri) Peoples of the Kulin Nation
- c) 1880 9. Taylor Swift for *folklore*
10. Bamboo 11. West Melbourne Swamp
- Lindsay Fox

5x5

No. 005

Insert the missing letters to make 10 words – five reading across the grid and five reading down.

B		I		K
	A		I	
A		O		N
	I		E	
L		S		S

SOLUTIONS

BRISK, RADII, ADORN, WILED, LOSES,
PUZZLES AND PAGINATION
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PAGEMASTERS.COM
Nov 2021

Sudoku

No. 005

Fill in the blank cells using the numbers from 1 to 9. Each number can only appear once in each row, column and 3x3 block

EASY

		9		1	3		8	
	7		6	8				
3				9				7
	6				9	2	1	
	4	3				8	9	
	9	1	3				5	
9				5				8
				2	7		6	
	2		8	3		9		

HARD

			8		2			
				4	7		6	
	7		3			9	4	
				4	3			
3	4					2	5	
		2		9				
8	5			1		3		
2		4	7					
		9		2				

SOLUTIONS

EASY

9	7	6	1	8	3	4	2	5
1	9	7	4	2	5	6	8	3
8	2	8	9	5	4	7	1	6
4	5	7	8	9	6	3	1	2
9	6	8	2	7	1	3	4	5
3	1	2	6	4	5	8	9	7
7	4	1	4	5	6	2	9	8
6	3	5	4	8	6	1	7	2
2	8	9	3	1	7	4	2	5

HARD

1	7	2	8	5	4	6	3	9
6	5	9	8	3	7	4	2	1
2	3	4	1	9	6	7	5	8
7	4	1	3	6	9	2	5	8
5	2	6	7	8	1	9	4	3
8	9	3	5	4	2	1	6	7
4	6	5	9	2	3	8	7	1
9	8	6	5	1	4	7	2	3
3	1	2	6	7	5	4	9	8

Wordfind

Theme: Classic Cars

The leftover letters will spell out a secret message.

E	C	I	T	R	O	E	N	E	R	N
C	E	O	L	O	A	F	T	I	I	C
Y	S	O	E	I	E	T	O	T	F	M
O	A	I	C	M	E	G	R	R	E	B
R	E	N	T	V	O	A	U	R	D	I
S	A	H	R	A	M	R	C	E	T	R
L	F	O	C	N	R	E	A	T	P	A
L	C	I	O	S	D	E	A	F	I	U
O	Y	T	A	E	R	G	S	D	L	G
R	S	G	S	T	U	O	U	A	O	A
A	N	E	A	B	G	A	P	E	M	J

ALFA ROMEO

LANCIA

ASTON MARTIN

MASERATI

AUDI

MERCEDES

BUGATTI

PEUGEOT

CITROEN

PORSCHE

CORVETTE

ROLLS ROYCE

FIAT

FORD

JAGUAR

Secret message: Relics of a bygone age

Crossword

No. 005

ACROSS

- Uncovered (7)
- From Stockholm, say (7)
- Layer that absorbs most of the sun's UV radiation (5)
- Grant (9)
- Female name with three syllables (8)
- Bug (6)
- Vacations (5)
- Insincere or untrustworthy person (9)
- Tupperware, for example (9)
- Prefix meaning more than one (5)
- Most recent (6)
- Male name, also an ABBA song (8)
- Language created in 1887 (9)
- US state (5)
- Perform surgery (7)
- Convent (7)

DOWN

- Self-centred (11)
- Test period (9)
- Searchers (7)
- Establishing (10)
- Squalid district (4)
- Improve (7)

1		2		3		4		5		6		7		8
9						10								
11										12				13
										14				
15						16						17		
18				19						20				
21		22					23							
						24								
25										26				
27								28						

- Boring (5)
- Garden tool (3)
- Nomenclature (11)
- Neighbourhood in Washington DC (10)
- Outline (9)
- Country with capital Vienna (7)

- Refer to (7)
- Conical tent (5)
- One time (4)
- Prefix related to the environment (3)

SOLUTION

A	R	E	N	N	N	N	E	L	V	H	E	J	O
G	I	O	M	O	T	E	S	O					
O	H	V	O	I	O	L	N	V	E	D	S	E	
T	E	I	L	O	A	E							
O	G	N	V	N	H	E	E	O	L	S	E	I	V
N	I	E	G	O	A	E							
I	L	I	N	W	H	E	N	I	V	I	N	O	O
W	E												
E	O	N	E	L	E	H	A	S	E	I			
E	O	G	O	A	E								
I	C	E	S	N	I	E	A	T	E	R	R	V	S
N	V	W	E	X	B	L							
L	F	E											
O	N	N	T	E	E	R	D						
H	S	W	E	S	S	E	D						

Codeword

No. 005

17	20	6	11	E	11	6	23	10		19	23	11
23		2		8		20		18		15		E
6	22	15	13	16	23	18	7	6		15	3	E
24		5				22		3		8		5
6	E	E	14	6		10	3	E	6	15	14	E
E				22		9		4		7		
17	E	12	E	10	22		8	23	B	20	10	18
		4		B		1		18				15
6	E	10	6	23	17	E		7	24	6	22	6
21		14		8		6				22		23
24	18	23		23	18	22	E	6	22	10	22	E
10		18		6		E		15		5		6
3	23	7		E	18	4	15	8	14	E	18	22

SOLUTIONS

M	O	K	D	N	Z	Y	O	J	L	I	U	B	E
S	C	W	R	V	S	G	L	X	A	P	F	C	
1	2	3	4	5	6	7	8	9	10	11	12	13	14

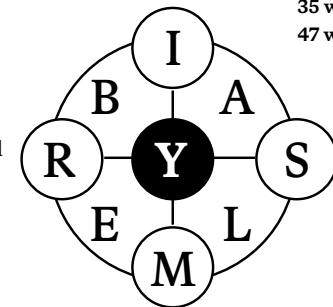
9-Letter

No. 005

Today's Focus:

- 23 words: Good
- 35 words: Very good
- 47 words: Excellent

Using the nine letters in the grid, how many words of four letters or more can you list? The centre letter must be included and each letter may only be used once. No colloquial or foreign words. No capitalised nouns, apostrophes or plural words ending in "s".



Reference:

Collins Concise English Dictionary

SOLUTIONS
ably, abyssm, airy, army, aryl, bailey, balmy, barley, basely, bays, belay, belays, berry, bleary, bray, brays, byre, early, easily, easy, layer, layers, limy, lyre, maybe, mealy, measly, mity, MISERABLY, miserly, misery, mistlay, rays, relay, relays, rely, riyal, seamy, sibyl, slay, slayer, slimy, slyer, smeatry, yal, year

历史古船胜利下水

历经10年艰苦的修复工程，Docklands港区最受欢迎的历史古船Alma Doepel 终于下水了。

Brendan Rees

这艘有着119年历史的三桅纵帆船于10月16日重新下水，标志着它“凯旋回归”港区。

这艘古船是澳大利亚现存最古老的木制高船，它静静地驶进维多利亚港，十年来海浪第一次轻轻拍打着它新漆成的红色船体。

这是一个重要的里程碑，敬业的志愿者团队为该船倾注了全部心血，以确保这

艘船的修复工程取得成功。

尽管由于COVID-19疫情的限制，只有一小部分媒体人员和包括市长在内的政要能够亲自见证这艘船的下水回归活动，但这一里程碑式的事件是通过无人机直播的，吸引了约4000名观众。

这艘雄伟的古船从定制的驳船上拖出，经过Bolte大桥，然后由位于墨尔本Appleton码头的AAL Shanghai起重船吊入水中。

住宅楼的阳台上响起欢呼声，Alma古船的修复主管Peter Harris博士将这一期待已久的时刻描述为“神奇”的时刻。

他说:“你们可以想象一下所有的这些事情，所有修复工作流程表格，制作成千上万的项目表……，筹集资金并将其整合在一起，所有这些都为了这一天的到来，那就是将这艘古船胜利下水。



驳船酒吧 夏季推出

一家双层浮式酒吧可能只需几个月就将在Docklands港区推出，现场施工将很快开始。

David Schout

位于Bolte大桥附近可以容纳550名顾客的活动空间可能成为墨尔本最独特的活动场地之一，该计划目前正等待墨尔本市政的批准。

这家名为“ATET”的酒吧就在Alma Doepel以前的驳船上。

10月16日，期待已久的Alma 古船在升降机吊入当地水域后，它的驳船返回到维多利亚港，并在那里移交给了新东家和ATET 的主管Jake Hughes的手中。

虽然在浮动酒吧迎来第一批顾客之前还有几个障碍要克服，但Hughes告诉本报，他完全不用担心墨尔本人在封锁后会有任何犹豫。

他说:“说实话，就围绕人们的活力和兴奋而言，我认为我们正处于一个特殊时期的开始。”

“每个人都会来到那里庆祝生活，庆祝自由，并再次在一起做我们喜欢的事情。我认为情况会完全相反，真的。我们非常兴奋能参与这次重生。”

ATET酒吧被设计成一个露天空间，有一个完全可伸缩的屋顶和百叶窗，以适应港区的任何天气条件，该酒吧在很大程度上是一个固定的活动空间，位于北码头的



西部边缘，Bolte大桥的下面。

酒吧的营业时间为周一至周四早上6点到晚上11点，周五和周六早上7点半到1点。

最近几个月在场外进行预制工作，包括酒吧本身和酒吧卫生间。

Hughes先生在10月底接受本报采访时表示，他们曾希望在11月得到各利益相关者的认可，然后才能加快建设进程。

他们认为，ATET（一个源自古埃及神的名字）最初被设定为夏季推出，这在某种程度上已经是一个奇迹。



港区最高公寓楼修改计划

David Schout

开发商Mirvac重新提交了在Yarra’s Edge建造45层公寓楼的规划，该楼将成为Docklands港区最高的住宅楼。

修订后的规划申请包括将公寓数量从原来的222个减少到191个，并将商业空间减半。

拟建的公寓楼位于Lorimer街118-122号，称为9号塔楼，大楼高度158米，其冠高 10.8米。

新大楼将超过附近最近完工的Voyager大楼，成为该地区最高的公寓楼。Voyager大楼有43层，楼高138米。

最近竣工的维多利亚警察总部位于Spencer街，高达180米，是港区最高的建筑。

与先前批准的9号塔楼许可相比，主要变化包括：整体高度增加10.2米，住宅公寓数量从222减少到191（由于增加了地板到天花板的高度），以及考虑到COVID疫情期间的转变安排在家工作，地面商业租赁的数量从五个减少到三个，这也许并不奇怪。

这样总商业建筑面积将从361平方米减半至169平方米。

建筑物周围拟建的公共区域也发生了变化。

最值得注意的是，根据修改后的申请规划，“删除了以前提议的码头(得到了有关当局的普遍同意)，并对与海滨长廊采取了更自然的连接。”修改后的规划指出，总的来说，“建筑设计理念基本上保持不变，包括拟议的建筑材料、建筑后置和整体建筑形式”。

体育场边的双塔出租楼获批建造



在Marvel体育场旁边建造高达100米的双塔出租楼已获得州政府的批准。

David Schout

这两座28层和30层的建筑位于体育场北部广场和La Trobe街之间，将容纳676套新公寓。

根据规划部长Richard Wynne的说法，所有这些公寓都“用于长期出租”，并将“有助于为那些希望住在墨尔本市中心的人创造更多的生活选择”。

Wynne先生在给新塔楼开出绿灯后表示，“这还将推动港区周围的城市更新，创造高质量的建筑和设计标准。”

租户可以使用休息室、游泳池、健身房、厨房、游戏室、私人影院、宠物中心、工作中心和户外露台。

该开发项目还将拥有停车空间，可以容纳421辆自行车、136辆汽车和6辆摩托车。

在墨尔本市政议员6月份强烈的支持下，州政府批准了该双塔项目。

市长Sally Capp此前曾表示，这可能会给本市和Docklands港区带来巨大的好处。她在6月15日的墨尔本未来委员会会议上说:“在调查中，我们知道墨尔本市的租房者是我们人口中压力最大的群体之一，为我们的城市带来了急需的多元化住宿。”

“建造租赁住宿将有助于改变墨尔本所能提供的住宿条件，使其更加多样化、更具吸引力，当然还有助于创建社区。”

与大多数将单元出售给潜在买家的公寓建筑不同的是，“建造并出租”的住宅开发，其中住宅由开发商保留并出租。

支持者表示，该系统可以缓解住房供应、可负担性和私人租赁部门的问题，同时对潜在租户有利。

Business Directory

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PROPOSAL TO UPGRADE MOBILE PHONE BASE STATION LOCATED AT DOCKLANDS
Telstra plans to upgrade an existing telecommunications facility located at 534 Docklands Drive, Docklands VIC 3001
www.rfnsa.com.au/3207012

1. Telstra are currently upgrading existing mobile network facilities to allow for the introduction of 5G to Telstra's network. As part of this network upgrade, Telstra proposes the installation of M700, NR850, LTE/NR2600 technologies at Docklands locality and surrounds.
2. The proposed works at the above site include the removal of three (3) existing panel antennas, the reconfiguration of three (3) existing panel antennas and the installation of three (3) new panel antennas (each no more than 2.8m long), and the installation of associated ancillary equipment. All internal equipment will be housed within the existing equipment shelter located at the base of the facility.
3. Telstra regards the proposed installation as a Low-Impact Facility under the *Telecommunications (Low-impact Facilities) Determination 2018* based on the above description.
4. In accordance with Section 7 of C564:2020 Mobile Phone Base Station Deployment Code, we invite you to provide feedback about the proposal. Further information and/or written submissions should be directed to Tim Beck, Aurecon Australasia via email to: timothy.beck@aurecongroup.com or via post to: Tim Beck, Aurecon Australasia Locked Bag 331, Brisbane QLD 4001 by 5pm on 18/11/2021.

DOCKLANDS NEWS

Talk to Docklands News owner Sean Car

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