

DOCKLANDS NEWS

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Puzzles & Trivia P25



Padel by the water
Photo by Murray Enders

Pitched as a smaller, social and easier-to-play version of tennis, “padel” is fast gaining popularity, and Melbourne’s first ever club recently opened at Shed 21 in Docklands thanks to Jason Gasper (pictured) and three of his friends. *More on page 4.*

Works plough ahead to remove Central Pier’s historic western tip

Works have begun to rip up the western tip of Central Pier in Docklands following its rapid deterioration – but the move has divided public opinion over the pier’s future.

WORDS BY *Brendan Rees*
HERITAGE

The century-old pier, which housed function spaces, restaurants, and offices, was shut down in August 2019 after engineers found it unsafe and “could collapse at any time”.

The western tip is no longer connected to the main pier structure and has been inaccessible after being deemed structurally unsound for several years.

The pier’s owner, Development Victoria (DV), said works had begun at the end of January with contractors using a barge system to dismantle and remove the western tip “piece by piece”.

DV’s group head of precincts, Geoff Ward, said the works were expected to be completed by 2023 but did not include the main structure of Central Pier which remained an “important heritage asset in the heart of Docklands.”

“The western tip of Central Pier has not been in use for a very long time due to safety issues and we have now appointed specialist contractors, Fitzgerald Constructions, to remove it from the water,” he said.

Crews are based at a site at NewQuay West with works being undertaken in accordance with all approved permits.

Mr Ward said it would consult the community and key stakeholders

over the long-term planning of the pier to create a “vision for the future as part of Docklands’ continued development.”

“We’ll continue working with Heritage Victoria, local business and the community on the long-term plans for Central Pier,” he said.

Melbourne Maritime Heritage Network chair, Dr Jackie Watts, said the decision by DV to demolish the historic western tip was the culmination of a “long and intensely disrespectful process in relation to its obligation to preserve Victoria’s heritage-listed maritime heritage”.

“The process has been clearly demolition by neglect,” she said. “You didn’t have to be a rocket scientist to know that demolishing the mid-section of Central Pier years ago would destabilise the tip.”

“Development Victoria fails to acknowledge the heritage significance of Central Pier or Victoria Harbour for that matter.”

“The costs of demolition could have been spent on repair and preservation. And here we go again ‘investing’ public money in demolition rather than investing in preserving this unique publicly owned heritage asset.”

“DV failed to see that the remaining tip still had value. By the time the application was made to Heritage Victoria for a permit to demolish, time and tide had weakened the

Continued on page 3.

An Owners’ Corporation Network for Docklands

WORDS BY *Sean Car*
COMMUNITY

Following the incorporation of the Docklands Representative Group (DRG) in 2021, the residents’ group is now looking to connect apartment buildings after receiving a City of Melbourne grant to establish a Docklands Owners’ Corporation Network.

Late last year, the council announced that it had awarded a \$15,000 grant to the DRG as part of its Connected Communities Impact Grants program, which the group will put towards setting up the network.

As already seen in neighbouring Southbank, an owners’ corporation (OC) network seeks to connect apartment building management committees to one another to exchange knowledge and address issues concerned with strata living.

DRG member Dr Janette Corcoran said the group was

“very pleased” with the successful grant outcome.

“As we well know, the overwhelming majority of Docklanders live in high-rise apartments but there is very little support available to the committees that are responsible for these vertical villages,” she said.

“The COVID-pandemic shone a light on the complexity of high-rise living and highlighted a widespread lack of understanding of our sector among policymakers.”

“We will be using this grant to provide much needed support for the OC committees in Docklands – a space where they can discuss, in confidence, how to deal with the many and varied challenges they face, including how they might work together.”

According to data from the City of Melbourne, more than 80 per cent of its residential population lives in high-rise settings governed by more than 2000 OCs.

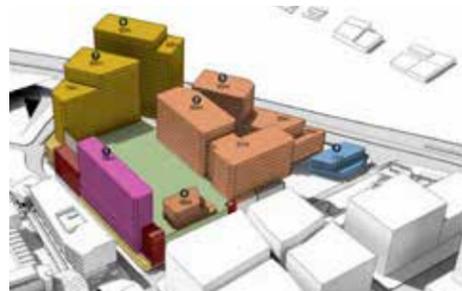
Having consulted with a “wide range of residents and stakeholders”, Dr Corcoran said there was strong support

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A BUSINESS, PAGE 05
Melbourne Star inches closer to a sale



B PLANNING, PAGE 07
Revised plans for Waterfront Way



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Omicron wave leaves businesses on the brink



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Alma back in the water but “long way” to go



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Docklands could be getting a swimming pool

WORDS BY *Sean Car*
PLANNING

After not-for-profit group Yarra Pools failed in its bid to establish a swimming pool as part of the Lord Mayor's Greenline project on the north bank of the Yarra, Docklands has emerged as the most likely suitor.

Having pushed the project since 2016, the City of Melbourne's decision to not progress with a swimmable pool in the turning basin at Enterprize Park was a major blow for Yarra Pools following years of campaigning and advocacy.

While the group's president Felicity Watson expressed her disappointment with the decision, stating Yarra Pools still hadn't been provided with a detailed response explaining the council's reasoning, the project could now be given new life in Docklands.

Ms Watson has reiterated that Yarra Pools' purpose "towards a swimmable Yarra" was not confined to Northbank and the City of Melbourne's final Greenline implementation plan alluded to Docklands as potential location.

"That is not to say that a swimming pool(s) in the city's waterways couldn't be considered in the future, or in other locations (e.g., Victoria Harbour)," the plan noted.

Docklands News understands that as part of a formal assessment by the council into the Yarra Pools proposal, two Docklands locations – at Bolte West (Yarra's Edge) and near Ron Barassi Snr Park – delivered stronger feasibility scores for a prospective pool than Enterprize Park.

The City of Melbourne did not respond to questions from *Docklands News* regarding the basis and indicators upon which these results were measured, but Lord Mayor Sally Capp said the council would continue working with Yarra Pools.

"We're always willing to consider ideas that will attract more people into the city and create local jobs – and this includes working with Yarra Pools to consider alternative locations going forward," Cr Capp said.

Ms Watson told *Docklands News* that Yarra Pools had no knowledge of any process regarding alternative locations in Docklands, which she said was "why we're calling for [the council's] feedback into the decision so we can best advocate for that to move forward".

"We would definitely appreciate a briefing on that detail. When we got a response about our proposal, we did get some verbal feedback and it hasn't proceeded to formal feedback. We'd love to see the work that has been undertaken and we want to see that done in a public way," Ms Watson said.

While she said Yarra Pools would await further details from the council, it was "really interested in the potential" for a swimming pool in Docklands.

"There are lots of things about Docklands that would make it suitable, there's a growing community that has a demand for recreational facilities. The river provides an incredible opportunity to provide that," she said.

"One of the reasons we think it's important is to cater for Melbourne's growing community, and Docklands would benefit from a drawcard to encourage people to visit the precinct. But all of this can benefit from a public discussion about what the future might look like."

Both the Bolte West Precinct and vacant land abutting Docklands Drive and Ron Barassi Snr Park at NewQuay are under the control of Development Victoria, which didn't provide comment to *Docklands News* on the Yarra Pools proposal.

What do you think about a swimming pool in Victoria Harbour? Send in your thoughts to admin@hyperlocalnews.com.au ●



An Owners' Corporation Network for Docklands

Continued from page 1.

for the initiative and agreement that it would be "highly beneficial in empowering high-rise communities through building capacity within."

"This project promotes opportunities for collegial exchange and collaborations between OC committees," she said. "These interactions, together with targeted assistance, enables them to develop more insightful and impactful approaches to dealing with the myriad of liveability and wellbeing issues confronting high-rise residents."

"For example, informal exchanges between some OC committees, regarding COVID public-health orders were extremely valuable, resulting in resource sharing and a more empathetic and effective approach to implementing restrictions."

To find out more about the Docklands Owners' Corporation Network email the address below ●

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Works plough ahead to remove Central Pier's historic western tip

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'island' structure of the pier."

But Shane Wylie, executive officer of the Docklands Chamber of Commerce [DCC], said the chamber was "delighted to see action regarding Central Pier".

"The removal of the western tip is small scale compared to the complete project but after more than two years we're very happy to see progress," he said.

"The DCC has been in close talks with Development Victoria all through this process. We've appreciated their transparency and hope that this first movement accelerates the complete process which we have no doubt will be a complicated and elongated one."

"We will remain in consultation with Development Victoria as will all Docklands stakeholders in the hopes that we can bring the harbour into the 21st century as a highlight for all of Melbourne."

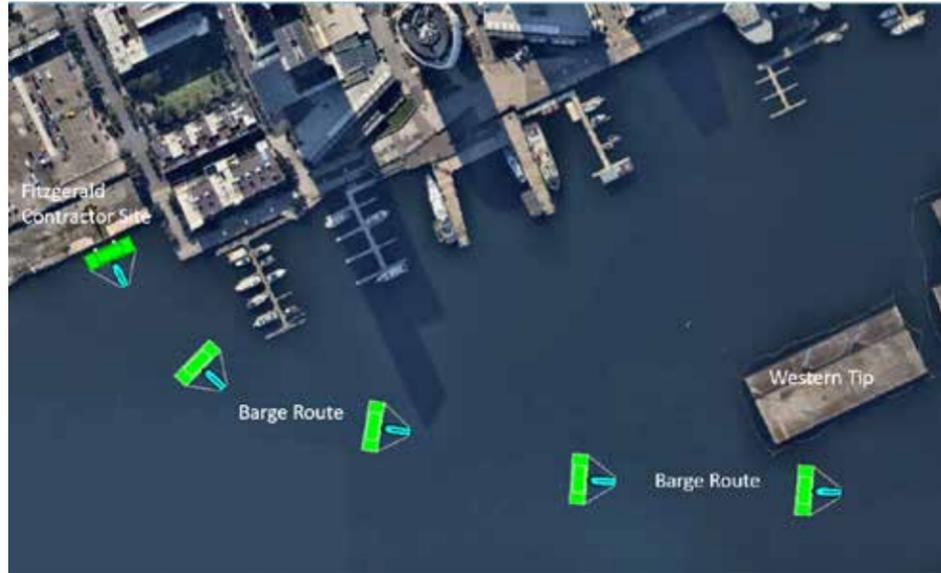
The removal of the western tip comes as a report by respected analysts SGS Economics and Planning had shown that the loss of the pier would cost Melbourne's economy \$865 million over five years.

SGS found the impact was felt most in the accommodation and food sectors of Docklands, costing 28 per cent of jobs in the sector and 18 per cent of retail jobs each year the pier remained closed.

Before closing, Central Pier was home to eight businesses including a function centre run by The Atlantic Group, which employed 1300 people.

The report, commissioned by the City of Melbourne and released last December, found the closure had a "significant impact" on the Docklands and City of Melbourne economies with total output losses of \$192 million and \$240 million, respectively, in its first year of closure.

The report said a reconstruction of the pier would cost up to \$550 million but noted its opening would contribute an additional \$251.7



▲ A diagram shows how contractors will operate from a site at NewQuay and use a barge system to travel across harbour.

million annually in economic output and provide an extra 2016 jobs.

SGS said the suggestions for Docklands as a destination "focus on the idea that multiple smaller solutions for the precinct would be beneficial as opposed to relying on one site as a key attractor."

"The precinct would benefit from a clear vision and identity, greater investment in the public realm, creating permanent attractors and improving connectivity of the precinct with surrounding visitor economy drawcards," it said.

Lord Mayor Sally Capp acknowledged the impact of Central Pier's closure was "severe" and believed the pier should be demolished and redeveloped to become a "buzzing waterfront hotspot."

"The pier must be reactivated to bring thousands of jobs and millions of visitors back into

Docklands," she said.

"The redevelopment of Central Pier is a crucial step to reinvigorate Docklands as a premier destination for tourism and entertainment."

"We strongly urge the Victorian Government to get on with it and demolish Central Pier and establish a temporary feature on the water to attract visitors until major works can occur."

The western tip, as well as the pier itself, require heritage approval for any proposed remediation or demolition works to be carried out.

According to Dr Watts, a key condition of the demolition permit was "to make sure the significant heritage of that tip of that pier is recognised in some form."

DV said all materials from the western tip would be transferred to land, with timber and concrete being taken to a certified recycler, while other reclaimed materials would "be disposed of in the appropriate manner" ●

It's raining Docklands Dollars

WORDS BY *Jack Hayes*
BUSINESS

It's time for locals to get their piece of the Docklands Dollars pie as the Docklands Chamber of Commerce (DCC) launches its residents-only rebate scheme in a bid to boost the local economy.

Docklands Dollars 3008 follows on from a successful first iteration targeted at attracting visitors and amassing more than \$4 million in local spending.

The DCC has managed to foster unprecedented collaboration from the four major Docklands developers – Lendlease, MAB, Mirvac and The District Docklands (Ashe Morgan) – in funding the program.

Docklands Dollars 3008 will go live at 9am Thursday, February 10 with residents required to register online in order to be eligible for a 25 per cent discount from all DCC member businesses, with a maximum rebate of \$25 on four separate occasions per registration.

"This program heavily rides on the success of the original Docklands Dollars initiative. The DCC first recognised the need to help businesses rebuild off the back of the seemingly never-ending pandemic and we're thankful for the collaboration between the key property partners of Docklands," DCC president Daniel Hibberd said. "This is the first time Lendlease, MAB, Mirvac, and The District Docklands have come together to support an initiative such as this, this is very clear recognition that the path out of COVID-19 and back to a healthy business precinct is by working together."

"The DCC is proud to auspice this project on behalf of our member businesses and reward our local residents for shopping locally." ●

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Padel by the water: Tennis craze comes to Docklands

Pitched as a smaller, social and easier-to-play version of tennis, “padel” is fast gaining popularity, and Melbourne’s first-ever club recently opened in Docklands.

WORDS BY *David Schout*
SPORT

When Jason Gasper’s friend returned home to Melbourne from Amsterdam around two years ago, he was keen to share all about one of his newfound passions discovered in the Dutch capital.

“Padel”, or paddle tennis, had grown steadily as a social sport on the continent, and Austin Simms wanted to know if there was any take-up in his home city.

“He’s addicted,” Jason said of his mate.

“He plays three times a week. When he came back to Melbourne wanted to know if there were courts here.”

It turned out there wasn’t.

Padel, which combines large elements of tennis with squash, was not available to play in their home city.

So, Jason, Austin, and two other friends (Cory Jimmieson and Matt Levey) “got started on some homework” to see whether they could bring the growing sport here.

The four Melburnians brought a diverse range of expertise; Jason is a tennis coach, Matt is a builder, while the other two possess marketing and corporate experience.

Around the time of Melbourne’s first lockdown in 2020, they threw up Docklands as a potential destination for the city’s first padel courts and began discussions with Development Victoria (DV).

Soon after, they landed on a Lorimer St location which — crucially — sits directly under Shed 21, immediately making the courts an all-weather option.

“They [DV] came up with a few options for us but this was the one we felt was right, due to the fact it was under cover, they’d just re-laid the concrete so we could lay our padel tennis courts straight onto the concrete. And, of course, the backdrop to the city is absolutely incredible so we just thought it ticked all the boxes.”

The foursome built three new courts in the space, and officially opened Melbourne’s first paddle tennis club called “One Padel”.

The club now plays host to everything from casual hire to local competitions, and corporate days to social events.

For Jason, whose tennis expertise sees him take charge of operations, the sport is a fun and easily accessible way to enjoy the game.

“Someone who has never picked up a racquet before can come and play padel straight away, due to the fact it’s easy to play and it’s not as technical as other racquet sports,” he told *Docklands News*.

“You seem to be getting people having longer rallies as soon as they jump on the court, which makes it really enjoyable. And they get a really good workout, too.”

For beginners, traditional tennis is a difficult sport to master initially.

Stringed racquets and light balls mean that, uncontrolled swings can easily see the ball fly way out of bounds.

Overhead serving is another technical impediment, while the confines of the court can enhance difficulty early on.

Padel goes a long way to solving these early obstacles, making the sport an anyone-can-play activity.

The equipment, plus walled boundaries, simply keeps the ball in play for greater periods.

“It’s conducive to longer rallies ... for you to get more of a feel for playing tennis can take a lot longer. Whereas using the string-less padel



▲ “One Padel” co-director Jason Gasper hopes the paddle tennis craze kicks off in Melbourne. Photo: Murray Enders.

racquet and having the glass there means if someone does miss the shot, they can still keep themselves in the rally.”

Serves are underarm, delivered to the opponents’ side at or below waist height.

“Being able to just drop-bounce and hit the serve makes it a lot easier to start playing points.”

The Lorimer St courts are available for booking via the Playtomic app, and Jason encouraged Docklanders to come and try the exciting sport.

Racquets and balls can be hired from the small on-site pro shop.

What is padel tennis? An explainer

- Played on a smaller-sized tennis courts surrounded by glass walls.
- Played with a stringless padel racquet as “doubles” (pairs).
- Serving is executed underarm at or below waist height.
- Ball can be played off the glass.
- The scoring system is identical to tennis (usually best of three sets).
- Strategy, rather than strength and power, plays a key role in gameplay.
- Invented in Mexico in 1969 ●



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Grand plans revealed for new home for Star as parties move closer to clinching sale

WORDS BY *Brendan Rees*
BUSINESS

Multiple Australian groups have thrown their hats in the ring to snap up the iconic Melbourne Star Observation Wheel – along with bold plans seeking to create a new home for the tourist attraction.

The 120-metre tall ferris wheel on the waterfront could turn again after having permanently shut down last September when the wheel's operating company MB Star Properties Pty Ltd went into liquidation.

But hopes are building that a rescue buyer could be found after administrator Andrew Hewitt of Grant Thornton said "a number of parties" based in Australia had entered into non-disclosure agreements.

He said while the Christmas break had "slowed things down a bit", the sale of the giant observation wheel was "progressing".

"I don't really think we're going to be re-engaging on it until the next couple of weeks," he said in late January with an outcome not likely to be known until March.

Asked if he was confident of a buyer emerging, Mr Hewitt said, "It's early to say. Each one of the groups that we've got are sort of thinking about different things with it, so how that will finalise out I'm really not sure."

Mr Hewitt said his firm would investigate whether MB Star Properties Pty Ltd traded while insolvent but didn't believe it was "going to be an issue" as the company was being supported by a holding company during the time it had shut down and paid out its employees.

"It was being supported by its overseas holding company or shareholder so I don't expect that's going to be a large avenue of enquiry because it certainly seemed to me that only a handful of unsecured creditors were left over, which were really just what you would call trade-type suppliers, and this won't account back to the holding company."

The finalisation of the sale process comes



▲ View of the proposed design of the Melbourne Star relocated at the north bank of the Yarra River. Picture: Bates Smart.

as leading architect firm Bates Smart recently pitched a bold plan to move the observation wheel to the Yarra River's edge in what it described as a "golden opportunity".

Under its vision, Bates Smart – which was behind the major architectural designs of Federation Square, the Royal Children's Hospital and Crown Metropol – the train lines between Flinders Street Station and Southern Cross Station would be buried to accommodate a green space for events, such as night markets and cultural activations.

Bates Smart director Julian Anderson said the Melbourne Star Observation Wheel could be relocated to the park which would be a "more accessible from downtown and could enjoy a more prominent position on the skyline".

He said the riders could enjoy more scenic views of the city and the Yarra as well as "help boost its performance as a genuine attraction that Melbourne has on offer."

"The northern side of the Yarra has been neglected and become an eyesore of Melbourne,"

he said. "Burying these train lines would connect the city to the Yarra River and complement the City of Melbourne's \$300 million Greenline plans – a proposal set to transform the area surrounding Birrarung Marr and Collins Wharf, forever changing the fabric of the city."

Mr Anderson added the Melbourne Aquarium would also be better relocated to Docklands, with the whole project estimated to cost in the billions, however, he added there would be "an opportunity to contribute to the costs of this project through value capture".

"The value of the land within a 200-metre radius of the park would be significantly increased if this park were introduced, and so future development could contribute to cost recovery."

Mr Anderson said the proposed project would also recognise the "great historic significance" of the site as the Boon Wurrung and Woi Wurrung First Nation's people used the river as a fishing point and crossing point.

"Early European arrivals also settled nearby

at the 'Falls,' which is opposite today's Market St," he said.

He added the proposed new park could also "help to buffer some of the climate change impacts that we know will occur if we don't act now to design Melbourne as a climate resilient city."

According to a Bates Smart survey in November 2020, remote working had shifted attitudes with 70 per cent of respondents aspiring for more parks and visibly greener buildings in the city.

Docklands Chamber of Commerce executive officer, Shane Wylie, said while it would be sad to see the Melbourne Star attraction leave Docklands "we can obviously see the rewards for greater Melbourne in such a move."

"We'd far rather see an option like that for Melbourne utilising an incredible piece of infrastructure than for it to simply disappear," he said.

Mr Wylie said his group also supported the idea to move the Melbourne Aquarium to Docklands with potential for it to "expand and become a stand-alone feature of the water precinct."

"We'd certainly be supportive of any long-term attraction moving to Docklands and if those powers that be and the potential financial backers see a worthy trade of sorts then we'd welcome the discussions to become public."

CBD residents group EastEnders president Dr Stan Capp said moving the observation wheel would be "vastly superior to the Docklands location but its reliability, cost and speed of the experience are key variables."

"Whether they add to the architectural merit of the city is arguable," he said.

"I do like the greening of the area across the rail yards and the development of the north bank and encouraging a range of uses," he said, but added the cost would "require intense scrutiny" by the state government.

Residents 3000 president Rafael Camillo said any measure to create open space and attract visitors to the city "is always welcome" ●



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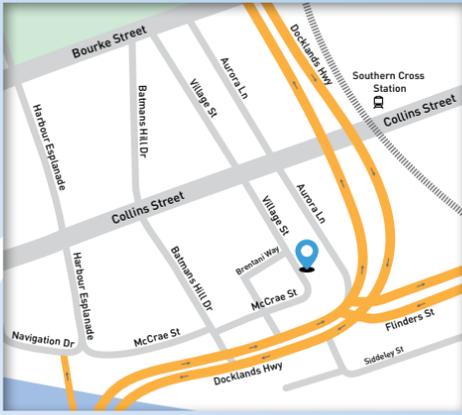










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TRAILBLAZER NAMED MELBURNIAN OF THE YEAR



Prominent businesswoman and Richmond Football Club President Peggy O'Neal AO has been crowned 2021 Melburnian of the Year for her work advocating for women in leadership roles.

Since moving to Melbourne from West Virginia in the United States of America more than 30 years ago, Peggy has forged a successful career as a lawyer, and in 2013 became the first-ever female president of an AFL club.

Peggy is also a board member of Women's Housing Ltd – helping disadvantaged and vulnerable women gain access to safe housing.

'When I came to Melbourne in 1989, I could never have imagined that an honour like this would come my way,' Peggy said.

'My deepest thanks to the City of Melbourne for this recognition. When I consider those who have previously been named Melburnian of the Year, I am surprised and truly humbled to find myself in such company.'

'I am particularly pleased that this award cites my lifetime commitment to equality for women and girls and the significant role that sport can play in making equality happen for all communities.'

Previous Melburnian of the Year winners include leading medical researcher Professor Doug Hilton AO and radiation oncologist and tobacco-free lobbyist Dr Bronwyn King AO.

The prestigious award forms part of the annual Melbourne Awards program, which this year recognised another eight organisations for their valued work across a range of industries.

Winners included The Torch, a program supporting Aboriginal art in prison and in the community; Farmer's Daughters, a food and dining experience that champions local sourcing and sustainability; and RMHive, an app developed to respond to the unique mental health needs of health-care workers.

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The Urban Forest Fund supports a wide range of projects, including gardens, tree planting, biodiversity projects, green roofs and vertical greening in the city.

Grant applications are assessed by a panel of greening experts and community members who prioritise projects that will provide the most benefit to the community and environment.

A successful local Urban Forest Fund project completed recently is Melbourne Skyfarm which transformed a rooftop car park to an urban farm oasis.

Melbourne Skyfarm in the Seafarer's precinct has marked the completion of the first stage of works including the urban farm component.

Lord Mayor Sally Capp said the City of Melbourne committed \$300,000 in matched funding through the Urban Forest Fund to support the delivery of the urban farm.

'We are incredibly excited that Skyfarm has finally come together to create a green oasis in the heart of our city. We're extremely proud of what has been delivered,' the Lord Mayor said.

Early works are also under way on an Urban Forest Fund project at Victoria Point in Docklands.

The Victoria Point Podium Greening project received a \$500,000 matched-funding grant from the Urban Forest Fund.

The owners corporation of this high-rise apartment building in Docklands will create a new garden space for residents and visitors to enjoy on the Marvel Stadium concourse.

Inspired by the ecological history of the area, this greening project will transform this underutilised podium area into a welcoming green space that includes new garden beds and vegetated mounds, large canopy trees for shading and wind breaks, indigenous and native plants to provide habitat for biodiversity, rainwater collection and reuse and areas for relaxation.

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Council satisfied with new Waterfront City plans

WORDS BY *David Schout*
PLANNING

Almost 18 months after unanimously rejecting “fortress-like” plans for a major development in the northernmost part of Docklands, City of Melbourne councillors have supported “several positive design changes” to the project.

In September 2020 councillors voted against plans for the “Waterfront City East” site, considered the “the last substantial part of Docklands to be redeveloped”.

The site, which currently features a vacant lot and a multi-level carpark, is set to feature a mix of retail, office and residential buildings, a public plaza, and a large communal “high park” above the existing car park.

Previously submitted plans for the land, situated next to both Docklands Primary School and The District Docklands precinct, featured excessive building size, overshadowing, excessive car parking, and a lack of pedestrian connectivity, according to the council.

“It’s too fortress-like, with 60-metre street walls. We want a fully open and permeable proposal,” Deputy Lord Mayor and council planning chair Nicholas Reece said at the time.

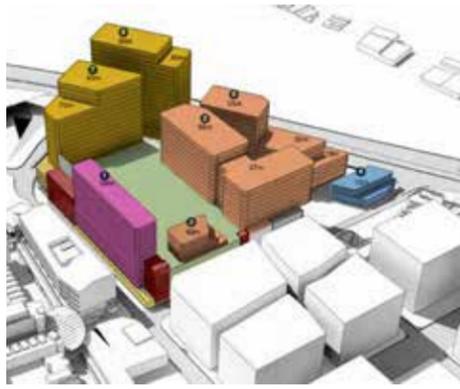
But revised designs submitted by developer Ashe Morgan in March last year, brought before councillors at the February 1 Future Melbourne Committee meeting, had “addressed previous concerns”, according to a council report.

The council’s “key objection” to the initial proposal — a “raised deck” pedestrian link considered to be “highly problematic” — has been removed.

The original layout would have separated the proposed development from the surrounding streetscape, and its removal was “welcomed”.

Further changes to the plans include relocating larger buildings on the site to significantly reduce overshadowing of Docklands Primary School.

Overall changes to the building envelope have also, according to the council, created “ac-



ceptable wind conditions within public areas” — another area of concern with the original plans.

Land has also been provided to Development Victoria to establish a community centre on the site in future, something the council “applauded”.

“The revised design which removes the deck over the internal road is a significant improvement to the original proposal, as is the reduction of heights near the school and the provision of a sizable civic facility,” the council report read.

“It is considered that the amended proposal sufficiently satisfies the issues raised by council.”

The developer has also agreed to partner with Docklands Primary School to ensure the 8000 sqm high park, dubbed by Cr Reece as the “largest elevated park in Australia”, to ensure the space is flexible for use by students.

Cr Reece said the application was “very, very significantly improved” from the original plans rejected by councillors in 2020.

“Docklands has been hit pretty hard by COVID, but we’re [councillors] united in the view that it has a bright future as a waterfront suburb. But it all depends on the wisdom of the decisions we make now. The unvarnished truth is that some very bad mistakes were made in some of the early planning decisions,” Cr Reece said.

New Docklands Twilight Market to help disadvantaged youth

WORDS BY *Carol Saffer*
COMMUNITY

A new twilight market will launch in Docklands on Saturday, February 19.

At the Docklands Promenade Twilight Market, expect to find unique produce and handcrafts at more than 50 stalls located along NewQuay Promenade.

Delicious delights like artisanal salami, olive oil, farm-fresh fruit and vegies plus coffee will tempt your tastebuds. Macrame, resin home-ware, jewellery and terrariums will appeal and catch the eye of lovers of homemade and handcrafted treasures.

There will be live music and entertainment and activities for the kids on the day.

Profits from the market help fund the not-for-profit charity Kinds of Happiness, which aims to assist at-risk youth with practical education and training. Focusing on farming, events and business, young people are equipped with knowledge and skills to boost careers, confidence, self-worth, and are part of a positive community to help them thrive.

The market’s manager Grace Pryor told *Docklands News* that she was delighted to be staging the market in Docklands, and was hoping for as many as 80 stalls to fill NewQuay Promenade.

The market will take place every first and third Saturday of the month open from 2pm to 8pm with entry by gold coin donation ●

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Locals left in the dark over path closure

WORDS BY *Spencer Fowler Steen*
COMMUNITY

Local residents and community groups are demanding answers about the long-standing closure of the shared path along the Moonee Ponds Creek in Docklands, despite previous confirmation from the Victorian Government it would remain accessible to the public.

Where once locals could stroll along the Moonee Ponds Creek trail from Ron Barassi Snr Park to Footscray Rd, people now have to divert along Pearl River Rd – a bitumen footpath alongside heavy traffic.

Friends of Moonee Ponds Creek's (FoMPC) former secretary Kaye Oddie said the group was "angered" by Development Victoria's (DV) decision to permanently close the shared path for the construction of a new sound stage at the Docklands Film Studio site.

"And not only to close off the path, but to excise the land the path was on, giving it to the sound stage development for car parking – ensuring that a path could not be reinstated," she said.

Local resident John Langton-Bunker said one of the "delights" he had when he moved to Docklands was the Moonee Ponds Creek trail from Ron Barassi Snr park to Footscray Rd.

"The sound studio works are complete, but we are not allowed to use the trail anymore," he said.

"Walking along Pearl River Rd is not a park but a bitumen footpath and is dangerous. Is the trail to be opened again or is the studio allowed to build whatever it likes next to the creek?"

Ms Oddie said when the Port of Melbourne was privatised and given a long lease by the state government in 2015, FoMPC was concerned that the existing open space below Footscray Rd to the Yarra River would be closed off.

At the time of the privatisation, FoMPC wrote to the state government expressing concerns about loss of public access to the open space corridor.

In a letter from the then Minister for Ports Luke Donnellan to the FoMPC dated October 14, 2015 seen by *Docklands News*, the Minister confirmed that public access to open spaces such as the shared path at the Moonee Ponds Creek trail would be retained.

"I confirm that the government's position, which has



▲ Moonee Ponds Creek trail.

Photo: Murray Enders.

been publicly stated, is that public access to such open space areas will be retained post the lease transaction," Minister Donnellan wrote.

Ms Oddie said FoMPC was angered by the subsequent decision, with the knowledge of the City of Melbourne and Bicycle Victoria, to close off the shared path in November 2020 despite the Ministerial letter confirming "ongoing public access be provided".

"So, pedestrians enjoying the shared path alongside the waterway from Footscray Rd to Ron Barassi Snr Park were now expected to use an unattractive detour: Pearl River Rd, between buildings and car parks, with a long detour back to the creek!" she said.

DV's group head of precincts Geoff Ward said DV was working on a "range of potential options" for the reinstatement of the Moonee Ponds Creek trail.

"While we're only in the very early stages of scoping this work – Development Victoria will continue to work with the City of Melbourne and engage with all relevant stakeholders in the development of any proposals that are put forward to create a new trail," Mr Ward said ●

City of Melbourne calls for financial help for businesses

WORDS BY *Brendan Rees*
BUSINESS

The City of Melbourne will call on the state and federal government to throw money at businesses as the impacts of the Omicron outbreak continue to bite.

At their Future Melbourne Committee meeting on February 1, councillors endorsed a motion to lobby both levels of government to install:

- a third serving of the successful Melbourne Money scheme, which has injected \$60 million into city cafes, bars and restaurants;
- an additional round of hotel vouchers to support stays in the CBD;
- free public transport for major events such as Moomba, which will return to the city in March; and
- the removal of the work from home advice, and a return of public servants to the CBD, as soon as it's safe to do so.

Lord Mayor Sally Capp said a recent survey by the council said business confidence was waning, particularly the city's hospitality and retail sector.

The survey found 74 per cent of city business owners were "barely surviving or are under intense distress," while 53 per cent weren't confident they could remain open for more than three months.

"We know Melbourne's business owners are incredibly resilient, but the Omicron outbreak is having a significant impact as people isolate

or understandably take it upon themselves to limit their movements," Cr Capp said

"It's clear the economic impacts of the Omicron variant are similar to those felt during lockdowns; however, our business owners aren't currently receiving financial support."

"We need the state and federal governments to urgently introduce initiatives and commit to ensure Melbourne businesses can weather the impacts of COVID-19, as we live with the virus in our community."

Speaking with traders, Cr Capp said while Melbourne Money schemes had been "incredibly successful" in boosting visitation and spending at businesses after lockdowns, another serving was needed to resurge the city.

City activation portfolio lead Cr Roshena Campbell said returning workers to offices was critical and the "state government must show leadership by bringing public servants back as soon as it's safe."

Australian Retailers Association (ARA) CEO Paul Zahra said consumer confidence was at "an all-time-low."

"We're seeing equally low levels of foot traffic through our major shopping destinations," he said. "The hopes of struggling businesses who were banking on a prosperous holiday sales period have been dashed."

"Unlike in 2020 and 2021, businesses are navigating these challenges with little to no support from government. There's no JobKeeper, no JobSaver and there is little in the way of cash grants to help businesses pay the bills during this unprecedented downturn." ●



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DAME

Omicron wave leaves businesses fighting for survival

WORDS BY *Brendan Rees*
BUSINESS

Hospitality owners in Docklands say they are grappling with the COVID-19 Omicron variant which sparked a shortage of workers and lockdown-like conditions, which has kept consumers at home.

Many restaurants, cafes, and eateries had either closed temporarily, or reduced their opening hours because of large numbers of staff, many who were close contacts of cases isolating at home.

Businesses also said the virus had kept workers away who would otherwise be back in the office.

Connor Cunliffe, owner of Barlog Espresso at Waterview in Docklands, said the streets were largely deserted, with his business having been hit hard.

“Docklands is an absolute ghost town down where the café is,” he said.

“We’re just doing Thursday to Sunday ... we’re losing more money opening down there than we would be if we were to stay shut.”

He said he operated another café in East Melbourne which was just helping him stay afloat.

Mr Cunliffe said he had hoped the Docklands Drone Swarm would have drawn more customers but disappointingly there had been “nothing”.

“At this point, it’s just been killed.”

Akshay Bhatia of Victoria Star Cruises said while the drone show was a much welcome activation, the state government’s ban on dancefloors meant his business was “essentially closed.”

“We can technically operate, but no-one wants to go on a party boat or a charter vessel and not be able to dance, so that’s really hurt our business,” he said.

Mr Bhatia said it was a “very disappointing” start to the year, adding “we’re looking at different opportunities of what we can do to flexibly adapt the business through these times.”

“We had very high hopes and the drone show was part of our marketing material.”

Peter Mastro, co-owner of Salumisti, which specialises in corporate breakfasts, lunches, and event catering, said instead of their usual clientele of office workers their business was now reliant on locals which, fortunately, he said were “very loyal.”

But he added, “At the end of the day, we have to get corporates to work. This self-imposed lockdown that we’re in is kind of absurd now.”

“We had our [vaccination] shots, we’re having our boosters, we’re doing the right things, wearing our masks, washing our hands – what more can we do?”

“The government needs to start by getting



▲ Connor Cunliffe, owner of Barlog Espresso in Docklands, said business had been hard hit, and was staying afloat by keeping his Fledging Espresso café open in East Melbourne [pictured].



▲ Salumisti owners Peter Mastro and Frank Bressi said the precinct was desperate for office workers to return, after the Omicron wave sparked a “shadow” lockdown.



▲ Co-owners of Berth and Cargo restaurants John Scarda and Jerry Dimas said the Docklands drone show had been a positive activation for the precinct.



▲ Akshay Bhatia of Victoria Star Cruises said cruises had gone quiet after the government temporarily banned dancing.

their own people back.”

He added while there was “definitely people around at night” because of the drone show in Docklands, “it’s not helping us. They come, they watch the drones, they go home. We’re not open at night-time.”

John Scarda, co-owner of Berth and Cargo restaurants on Victoria Harbour, said drone show had been a “fantastic” activation and a “really positive thing for Docklands”.

“You can see that patronage is down in the area, but the drone show has definitely taken that pressure off us at the moment,” he said.

“I think the City of Melbourne have got to be given credit where credit is due. The drone show has been really, really great.”

But he added the Omicron wave had “put a lot of strain on what was already been pretty stressful times, but we’ve got through it and lucky we haven’t had to really shut too much”.

Docklands Chamber of Commerce executive officer Shane Wylie said while the drone show has been a “great success”, it had also “highlighted the long-term crisis we are facing.”

“Had this been done three years ago the crowds would have filtered through restaurants and bars, eating, drinking, and adding to the economy.”

“Now, all anyone wants to do is go home, order Uber Eats and take their mask off with their loved ones. We’re in for a long cultural change to get Docklands back to vitality.”

“We’re simply not back to an entertainment and going out culture,” he said, adding “many businesses are telling the chamber that Omicron is actually worse than the lockdowns.”

“The reasons being is that there was government support during the lockdowns for staff and rent, while now there is nothing. Footfall and pedestrian traffic still sit at minimal levels, then on a busy night many businesses can’t operate at full capacity due to staff shortages.”

Meanwhile, Lord Mayor Sally Capp is pushing for workers to return to city offices, saying “we can’t let fears of this latest variant cost us another year stuck at home.”

“I’m not arguing to ‘let it rip’ but I am convinced that we need to live with the virus in a way that protects both our mental and physical health, socialises and educates our children, and allows our economy to flourish and our city thrive,” she said.

“I’m also convinced that Melbourne is extraordinary when it is full of people sharing ideas and working together.”

The state government recently extended its

“We had our [vaccination] shots, we’re having our boosters, we’re doing the right things, wearing our masks, washing our hands – what more can we do?”



commercial tenancy relief scheme to allow small to medium businesses experiencing hardship by coronavirus to defer rent.

But City of Melbourne councillor and small business portfolio lead, Jason Chang, said it had still been a “huge struggle” for businesses who were “trying to cover their debt” ●

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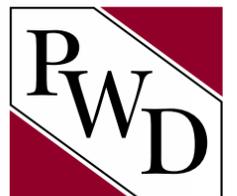
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Drone show takes off as Celestial sets its sights as an “ongoing attraction”

WORDS BY *Brendan Rees*
EVENTS

The British firm behind the spectacular drone show in Docklands could have a permanent presence in the precinct, with its co-founder Tony Martin admitting he had been “amazed” by its sights and surrounds.

“We would love to be an ongoing attraction in Docklands,” Mr Martin told *Docklands News*.

His company, Celestial, has wowed crowds with a colourful 350-strong drone swarm display over Victoria Harbour.

“We want to do amazing things in Australia, and Melbourne is going to be a springboard for all of our business in the Asia Pacific region.”

“We’re definitely not a fly-in fly-out business ... we’re going to be building a really robust business here and hopefully if we can make it happen, we’ll be based in Docklands.”

The success of the drone show in lighting up the Docklands skyline – which featured a beautiful mix of First Nations imagery, contemporary poetry, and an especially-commissioned piece of music – saw the displays extended to February 5.

The spectacle, which included pop-up street performances, led to a spike in pedestrian activity with night-time numbers up 138 per cent on pre-COVID levels, City of Melbourne data showed.

“We had 6000 people turn up which was great,” Mr Martin said of a Monday night in January.

“It’s really stimulated a lot of interest, and a lot of positive outcomes for the area.”

But it wasn’t all smooth sailing for organisers who were forced to scrap the drone show two days before its much-anticipated debut on New Year’s Eve after experiencing the “knock-on effects” of the global supply chain crisis sparked by the Omicron wave.

Mr Martin said a delay in key equipment such as batteries being shipped to Australia had hampered efforts to train their Australian drone



▲ Photo: John Taigiri.

pilots while also meeting the safety approvals from aviation regulator, the Civil Aviation Safety Authority [CASA].

“We heard that we were going to get a huge number of batteries that were going to be shipped with the drones that we brought over to Melbourne [but] right at the last minute our supplier said, ‘okay now we’re going to have to ship the batteries separately,’” he said.

“What should have cost us around \$6000 ended up costing us \$100,000 to ship the batteries over and we could not get those batteries before December 30.”

“You can imagine how frustrating that was, how costly it was. All we can do is apologise for real systems that were outside of our control.”

“Omicron took everybody by surprise that once again, there was a shock to the travel system and freight system and that we just experienced the knock-on effect of that, and it cost us an absolute fortune.”

CASA remotely piloted aircraft systems inspector Darren McGrath said public safety was the authority’s top priority, particularly when the show was one of the biggest events of its type in Australian skies.

“We conduct a number of checks to ensure the display complies with our safety regula-

tions, including assessing the applicant’s risk assessments and dress rehearsal before the event,” Mr McGrath said.

Asked whether CASA had raised safety concerns over the drone show in December, CASA said in a statement that “after detailed safety checks” by CASA, the “operator’s application was approved on January 12, 2022.”

“CASA worked with the chief remote pilot to ensure all safety risks were considered and mitigated,” it said.

“The checks to gain the required approvals are part of CASA’s remit to regulate aviation safety, ensuring safe and legal drone operations that protect those watching from the ground and also other aircraft in the air.”

Docklands Chamber of Commerce executive officer Shane Wylie said while it was disappointing the New Year’s Eve launch had been scratched, the aerial display had been a “very welcome addition” to the precinct.

“Obviously, we were hoping for and expecting it to begin on New Year’s Eve but even with the delay it’s clearly shown that Docklands needs permanent activation of the waterways,” he said.

“The evening buzz and excitement of the drone show – which has captivated all who have seen it – has resulted in organic crowds exceeding 5000 people enjoying the vista, restaurants and bars of Docklands.”

“Yes, there have been teething problems with the original launch being delayed and then several nightly shows cancelled at the last minute. That’s been unfortunate as it has left a sour taste in some people’s mouth.”

“On one particular night the show was cancelled at 9.27pm with more than 5000 people in attendance awaiting their arrival. That simply doesn’t help Docklands in the long term as those people went home propagating the long-held views that Docklands is not worth the effort to come and visit.”

“But overall, the experience and premise behind long term activation of the harbour bringing in organic crowds is certainly something

the chamber would be championing moving forward.”

A Docklands Representative Group (DRG) spokesperson said residents felt the large-scale drone display had created a “positive vibe” in Docklands with the family-friendly atmosphere in “direct contrast to the usual loads of drunken party boats which disembark” at Victoria Harbour.

“There were some comments about ‘claiming back the community space’ from these groups as the harbour has become a no-go zone when party boats return from their trips,” the spokesperson said, adding the presence of security had also “played a key role in making everyone feel safe.”

“The feeling is that on-site security is what is needed to redress the party boat situation – to stop the anti-social behaviour that happens,” the spokesperson said which included public drinking and public urination.

“The biggest contribution of the drone display is what it shows to our decision makers, specifically that large numbers of people, families, young people, residents and visitors can all really enjoy Docklands without alcohol being the drawcard.”

However, the spokesperson said residents felt a little let down by the “20th century sound system” in reference to the music that was set to the drone swarm.

“How ironic to have a 21st century drone show and a 20th century sound system,” residents said. “Someone should tell organisers about apps.”

The DRG spokesperson also said some residents suggested that 10.30pm shows on Monday and Tuesday were too late “and maybe not needed.”

“Wind and cancellations were also mentioned – and the fact that Docklands is known for its blustery weather.”

Lord Mayor Sally Capp said the event had reignited the precinct with more people flocking to Docklands during one weekend in January than before the pandemic ●

Buskers and entertainers seen roaming and livening up Docklands

WORDS BY *Kaylah-Joelle Baker*
COMMUNITY

After a long break from the world of busking, Docklands resident Kyle Tricarico is making the most of Melbourne's waived busking permit fees to help bring some life back to NewQuay Promenade.

The free permits were issued back in October last year during a Future Melbourne Committee meeting to help revitalise the city during summer and they have been put in place until March 31.

"Recently I have seen a couple of buskers in the City of Melbourne and because there has been this whole new incentive to encourage street performers, I got myself a permit and performed for three hours at a time, in two different spots in Docklands," Kyle said.

"It was my first time singing by myself in public with an acoustic guitar because I used to busk just playing my guitar."

Growing up with a "real passion for playing music", Kyle never considered himself to be a singer until he joined a band where no-one else in the band was "prepared to step up and learn how to sing."

Taking it upon himself to learn, busking in Docklands is now perfect practice for Kyle who has moved from his home on the Mornington Peninsula, where his band resides, to an apartment in Docklands during the university study period.

"I have had really positive feedback and ended up getting approached by one of the restaurant owners, along the NewQuay boardwalk, to perform outside his shop," Kyle said.

Spotted around Docklands throughout January, Kyle remains "positive" about the role busking plays in livening up the city, despite people once again working from home rather than in their city offices.

"As nice as it would be to play in busy times, I am happy to busk in the not-so-busy times because it is just good fun getting out there."



▲ Kyle Tricarico.

Families are still coming and sitting down and there are plenty of people walking around," Kyle said.

While being mindful of the volume of his performances, due to one elderly resident expressing their concerns, Kyle has said the majority of feedback from Docklands residents has been "extremely positive."

"I had people coming down from their apartment while I was playing to chuck some money in and thank me for playing and giving them some live music on their Friday afternoon while they were having a drink outside on the balcony," he said.

For a long time, Melbourne has been recognised for live entertainment and busking, and



▲ Lord Mayor Sally Capp appeared in Docklands on January 12 to promote the roving entertainment. Photo: Cam Grant.

it is something that has been noticeably lacking due to the pandemic.

But determined to regain this aspect of the city and increase visitation, the City of Melbourne has created a \$1.75 million City Activation Grant program – an initiative Lord Mayor Sally Capp said would "surprise and delight Victorians."

"I am thrilled to see the first round of events come to life as we soak up everything marvellous Melbourne has to offer in 2022," Cr Capp said.

Two of the eight activations included in the first portion of the program, Snuff Puppets and Street Performance Australia, are arranged for Docklands in the first half of the year.

And already seen roaming around NewQuay Promenade throughout January are the large-scale "Beasts of Oz" puppets, with another visit to the area scheduled for Sunday, February 20.

From buskers to puppets and street theatre performers, Docklands is on the way to being a central place for all creatives to express themselves.

Keen to continue sharing his musical talents with the community, Kyle Tricarico said he was aiming to continue busking in February, from Wednesday through to Friday. And, "depending on [his] schedule", possibly Saturday.

"I know the city is getting busier on Saturdays, and I want to be playing to as many people as possible," he said ●

Joy in making a difference sees Docklands stalwart awarded prestigious honour

WORDS BY *Brendan Rees*
COMMUNITY

Former chair of Docklands' Think Pink Foundation, Ron Smith, has been awarded an Order of Australia Medal (OAM) in the Australia Day honours list.

With more than five decades of experience in media communications, Mr Smith, 75, dedicated his time to the foundation, which saw him actively promote the organisation's services to support women living with breast cancer.

During his tenure as chair between 2017-21, Mr Smith and the foundation's team were able to secure the Living Centre's facility in Yarra's Edge as their new home in 2020 – an outcome that was described as "tremendous".

At the time of the centre's opening with developer Mirvac, a long-time supporter of Think Pink having chipped in \$700,000 towards the development of the new purpose-built centre, Mr Smith said it was the foundation's aspiration in Docklands to "make sure people are aware that they can come to the centre" for any emotional, physical, and practical support.

He said the team at Think Pink had been "absolutely wonderful" and "another example" of volunteers "wanting to give something back to help".

Mr Smith described the OAM, which recognised his services to the media and communications sector, as "a surprise and a great honour".

But he was humble about his accolade, saying "it's not just me, it's lots of people" including the "great support from the media" that had helped him in his campaigns – including raising funds for Kidsafe Victoria, the Victorian Deafness Foundation, and the Royal Children's Hospital Good Friday Appeal Telethon.

His roles in communications are extensive, including acting as the media strategist with the Urban Land Authority for 12 years, in which he was responsible for the communication strategy to establish the Docklands Authority [now Development Victoria].

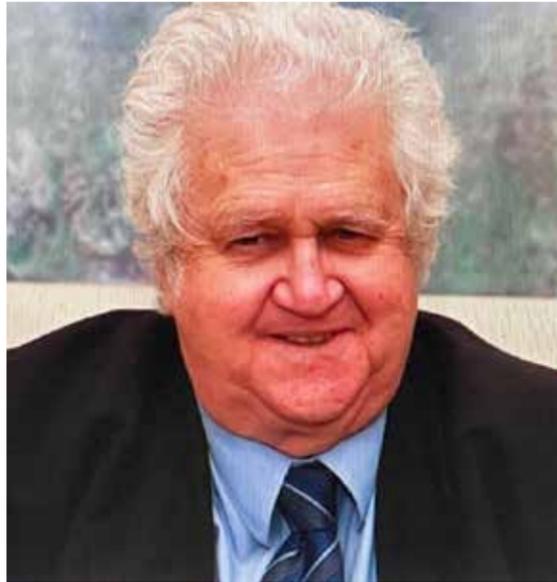
"It was an area that always offered a lot of promise to Melbourne," he told *Docklands News*, speaking about the waterfront precinct.

"I think Docklands obviously relies on a lot of economic activity, and that's what's got to come back, that's very important."

"It will come back over time but the problem of course for businesses is that they need a lot of help," he said after the precinct was hit hard by the pandemic.

"I think in the longer term it will become one of the major areas, it has the support of the council, it has the support of the government."

Mr Smith, whose first job in Docklands was loading trucks in the railyards as a teenager, said he was an art teacher for 16 years before establishing his company, Corporate Media Communications Pty Ltd, with his wife Shirley.



▲ Ron Smith.

"I left teaching, and my wife and I bought a church in Olinda," he said, which they made their own home.

"We just started our business with a pad, some pens, and a desk. I never had any formal training whatsoever in the media."

"Many of the things we do we just do quietly and get on with it. We're not a big flashy PR company, never have been."

A career highlight was working alongside former Prime Minister Julia Gillard when Mr Smith was national director of communications for Kidney Health Australia for eight years.

However, it was Mr Smith's sense of humour and commitment to helping others that saw him establish the famous "Victorian Leap Frog Finals" in 1985.

The event, which featured teams from all political parties and the parliamentary press gallery with Freddo Frog being the mascot, raised money for the Victorian Deafness Foundation Channel 10 Telethon.

Mr Smith also held communication roles with Federation Square and the Southgate Arts and Leisure Precinct.

Think Pink Foundation director, David Hendel, said, "The directors, staff and volunteers of The Think Foundation send Mr Smith congratulations on receipt of his Order of Australia medal."

"We're a volunteer-based organisation and Ron and his wife Shirley contributed a great deal to our media and communications." ●

E-scooters have launched

WORDS BY *David Schout*
TRANSPORT



Hundreds of electric scooters will be available to hire across Docklands and nearby surrounds from February 1 as the City of Melbourne confirmed details of a long-awaited hire scheme.

Up to 1500 scooters will be available to hire and ride across the Melbourne, Yarra and Port Phillip council areas, via confirmed providers Lime and Neuron Mobility.

The green and orange scooters, booked via their respective apps, will be permitted to travel at 20kmh on bicycle lanes, shared paths and low-speed roads (up to a maximum 50kmh speed limit).

They will not, however, be permitted on footpaths and riders must wear a helmet.

Once a user has completed their ride, they can park it almost anywhere provided it is out of the way of pedestrians and away from designated "no go" areas.

Within Docklands, these areas include waterfront pathways on Victoria Harbour, NewQuay and along Harbour Esplanade, plus the immediate vicinity of Southern Cross Station.

Neuron Mobility's head of

Australia and New Zealand Richard Hannah said the group was "delighted" to have been chosen for the multi-municipality trial, which will run for an initial 12-month period and continue if successful.

"E-scooters are really well suited to the city and they will be a great way for locals as well as tourists to travel in a safe, convenient and environmentally-friendly way," he said.

Safety concerns surrounding e-scooters have reared their head in several jurisdictions both within Australia and around the world, and Mr Hannah said it was a key area of focus.

"Safety is our top priority; it dictates our e-scooter design and also the way we operate them. Our e-scooters are packed with a range of cutting-edge safety features, we have a full suite of insurance, including third party liability cover, and we know from experience in other cities that our riders really appreciate this." ●

Dragon boat festival set to activate precinct as celebrations return for Lunar New Year

WORDS BY *Brendan Rees*
EVENTS



Following the highly successful drone show in Docklands, the precinct is preparing for its next much-needed economic boost with the Chinese New Year dragon boat festival set to make a grand return.

After being cancelled last year due to COVID-19 restrictions, the major event is back this year, which will see teams in brightly-coloured dragon boats race against each other to the beat of drums along Victoria Harbour.

The February 20 event will also treat visitors to dancing lions, cultural performances, food trucks, and family activities as they cheer on the paddlers.

Not-for-profit group CNY United will join forces with Dragon Boat Victoria and the City of Melbourne to host the event, which will be broadcast live on TV via Fox Sports and Kayo Sports.

Competitors will include corporate, community, university, registered charities, and social groups – with "some limited spots available".

The event will run from 9am to 4pm and is free for spectators. For more details, visit: dragonboatvictoria.com.au/events/103137/ ●



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Alma back in the water but “long way” to go with \$30K needed for restoration

WORDS BY *Brendan Rees*
MARITIME

After marking a victorious return to the water, it's all hands-on deck again for a group of devoted volunteers working to restore the historic *Alma Doepel* tall ship.

There is still a “long way to go” before the 119-year-old ship in Docklands is ready to sail – with the stepping up of her masts requiring a \$30,000 funding effort.

Restoration director Dr Peter Harris said following a hard-earned break over Christmas, his team was excited to put in a new deck before the masts go up.

“We’ve finished the beams and we’re now faring all those up, smoothing them out so they have nice clean, bends, lines and curves, and we’re getting ready to put the deck on,” he said after the *Alma* made a grand return to Victoria Harbour last October thanks to the help of a specially engineered crane ship, which lowered her into Victoria Harbour.

“When we did the launch, we just had to make it workable, so we put temporary decking down so we could walk on it safely,” he said.

Dr Harris said his team had sourced 30-year-old timber – which would be recycled into the *Alma*'s new decking – as the original timber, Queensland white beech, which was used by Fred Doepel to build the ship in 1903, was now unattainable.

“We’re using what is called a composite deck, it will be laid with two sheets of plywood and then a watertight barrier... then we’re putting the recycled white beech on top of that, so it’ll look exactly like the conventional deck that was there before.”

“Hopefully, we won’t have nails through it, and hopefully it won’t leak,” he said after water seeped into the *Alma* in the days after her re-launch into the water.

But Dr Harris said the “good news there is we haven’t run any of the pumps to keep wa-



▲ Restoration director Dr Peter Harris aboard the *Alma Doepel*, which will soon have a new deck. Photo: Murray Enders.

ter out – not since two or three weeks before Christmas. It’s all dried up, we’re very happy with that.”

Once the deck goes in, the next milestone will be the raising of three masts with hundreds of metres of rigging wire and other materials expected to cost \$30,000.

The team has launched a “mast stepping campaign” on its website, in the hope the public will generously donate so the works can come to fruition.

Members of the public can also “buy a block” for \$500 and have their name engraved on a Block Honour Board.

In the meantime, Dr Harris’s other work included fitting out the engine rooms, welding fuel tanks, and putting water tanks in.

“Unfortunately, we need to slow down on the

skilled labour side of it while we’ve got our bow thruster unit being built in the UK and is now finished, which they want to ship it out to us.”

“Plus, we’ve got to order the rigging wire for the masts and that’s got an eight-to-10-month delivery time from Europe, so we need to get in early.”

“When Fred Doepel built the ship, he would not have expected it would last more than 20 years.”

“The build that we’re doing at the moment, we’re expecting that will last 50 years at least, it might be 100 but let’s not be too optimistic.”

“The vessel is the oldest wooden ship in Australia and the last surviving coastal trader from the early 1900s, having originally sailed around the coast of Australia, carrying goods like timber, wheat, and jam.”

“When Fred Doepel built the ship, he would not have expected it would last more than 20 years. The build that we’re doing at the moment, we’re expecting that will last 50 years at least, it might be 100 but let’s not be too optimistic.”



A short documentary recently aired on ABC TV which featured *Alma*'s history and restoration process. Dr Harris, who was among those interviewed for the show, said viewers had since called to make donations and offer up historical artefacts.

“We got very good coverage out of that ... it’s all good for Docklands,” he said.

Once the ship is restored, it will be used again for a youth developmental program, helping young people achieve their own goals and ambitions ●

To donate visit:
almadoepel.com.au/donate-now



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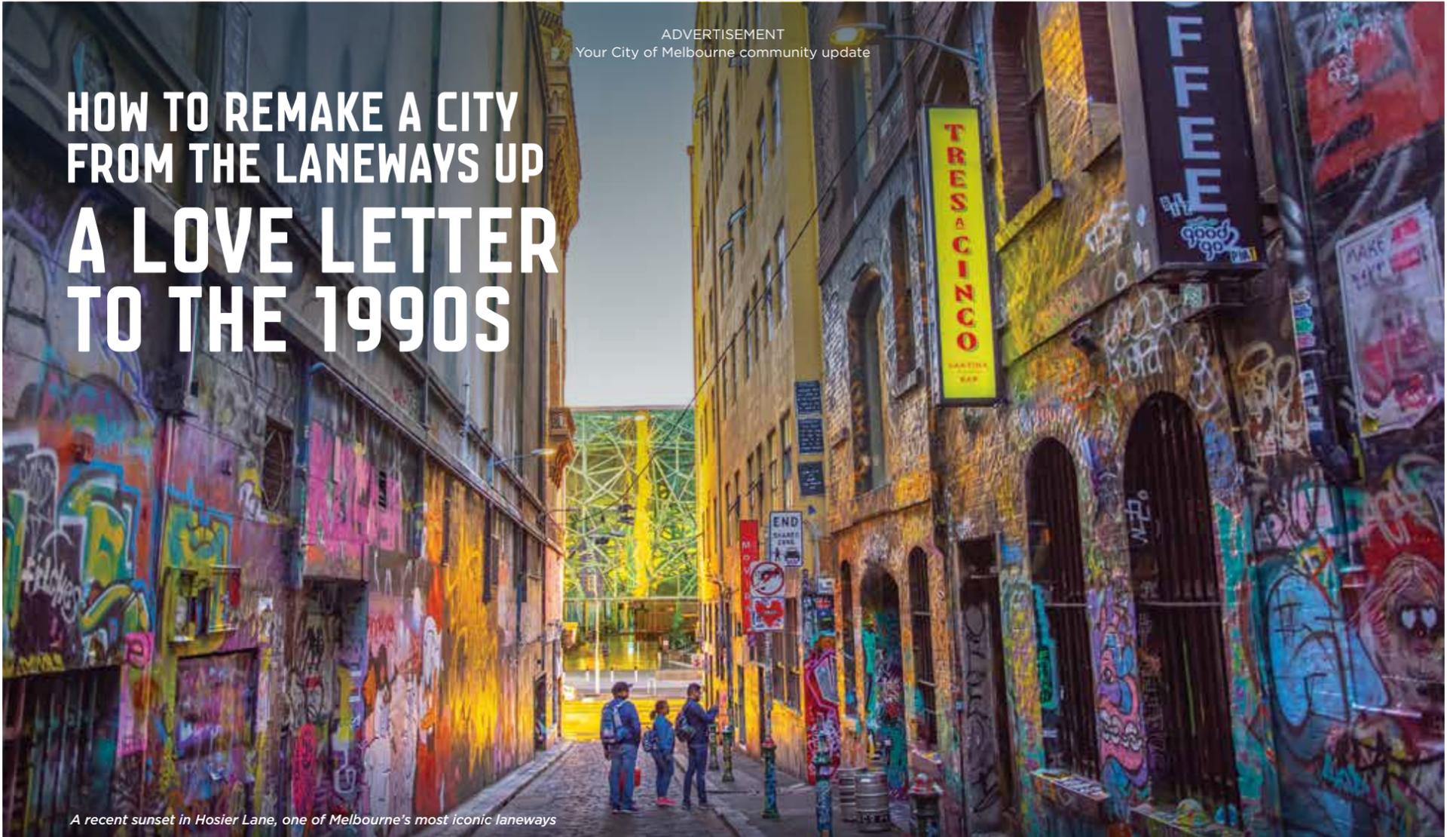
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HOW TO REMAKE A CITY FROM THE LANEWAYS UP A LOVE LETTER TO THE 1990S



A recent sunset in Hosier Lane, one of Melbourne's most iconic laneways

What can the genesis of Melbourne's much-loved laneway culture teach us about remaking the city?

As the sheen came off our '90s obsession with sundried tomato focaccias, a quiet revolution was underway in the city's abandoned buildings and underground arcades.

'On a Sunday we'd cook a barbie on the roof of our building on Hosier Lane, and it felt like the only other living creature in the city was the bird of prey circling overhead,' said Mark Healy, a founding director of Six Degrees Architects.

Mark and 10 friends had taken over the top floor of an old building made vacant by the recent recession. It felt like they had the city to themselves but when the sun went down their entertainment options were limited to musty pubs and noisy nightclubs.

'We wanted somewhere in the city to stay up late and drink and talk with friends, and one of us had the idea of starting a bar,' said Mark. They pooled their slender resources and converted a stripped-out hair salon into the city's first laneway bar.

'There were no grand plans beyond that. Meyers Place was open from 4pm to 4am and all drinks were \$4,' said Mark. It was 1994.

The bar was quickly crammed full of curious artists, designers, makers and city dwellers, many of whom had set up homes and studios in hidden warehouses and faded neo-Romanesque beauties.

Tiny bars were soon scattered like secrets across the city's laneways: Rue Bebelons, Misty, Hairy Canary, St Jeromes, Troika, Hell's Kitchen, Robot, Gin Palace.

'Melbourne discovered its mojo during the 1990s recession,' said Craig Allchin, another co-founder of both Meyers Place and Six Degrees Architects. 'It built a brand out of empty spaces.'

'It was an interesting place. It was cheap to rent those old spaces. That's what enables new things to happen in cities. And that's currently up for grabs again.'

Although the crew from Meyers Place has moved on to different projects, some of these bars are still serving drinks more than 20 years later, and our foodie scene now graces our footpaths and parklets through our outdoor dining initiative.

'There's value in curating free or very inexpensive spaces for creative people. There's a lot you can do with empty spaces created in the city by the pandemic.'

Cheap rent attracts artists

A sweeping view of the city convinced jeweller Ali Limb to take a seventh-floor studio in the Nicholas Building in 1994. That and the cheap rent. She joined a matrix of creatives tucked away in draughty city studios.

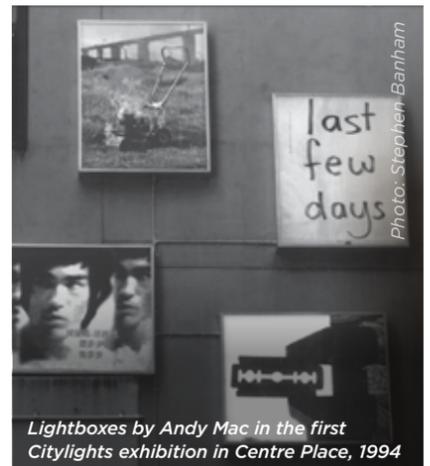
'Jewellers in the city were doing really great and edgy stuff. Like an exhibition of rings formed from ice that would gradually melt over the day,' said Ali. 'Beautiful, spontaneous, experimental.'

In 1998 Ali teamed up with friend Emma Goodsir to create a laneway retail space and gallery for local jewellers. A startup grant from City of Melbourne helped them take the leap and e.g.etal is still running today in the central city under Emma's direction.

'e.g.etal fuelled the craft and made it a financially viable career for many artists,' said Emma. 'This contributed to the city's growth into an internationally recognised hub for contemporary jewellery.'

Momentary beauty was also fostered by indie fashion house Alice Euphemia, which opened in a 'dark and spooky' underground arcade in Flinders Way in 1997 and eventually moved into an empty police station in Cathedral Arcade.

'The rent was so cheap we could afford to be creative,' said owner Karen Rieschiek, who ran Alice Euphemia for 17 years. Alice nurtured nascent local labels including Gorman and Kuwahi.



Lightboxes by Andy Mac in the first Citylights exhibition in Centre Place, 1994

The launch of each new collection was an excuse for a party that spilled out into the laneways and attracted all types of creatives. Collaborations abounded.

'You can't fake that. There's value in curating free or very inexpensive spaces for creative people. There's a lot you can do with empty spaces created in the city by the pandemic. How landlords use their empty space is going to be very beneficial to the city,' said Karen.

The City of Melbourne is now connecting landlords with prospective tenants like artisans and entrepreneurs to convert empty shopfronts into pop-ups through its Shopfront Activation Program.

Putting the fun back into art

Look up while walking down Centre Place and you'll still see two of the four light boxes that the City Lights crew stuck to a wall on the side of a bank in the early '90s. Vessels for a new type of exhibition space.

'It was 50 per cent permission and 50 per cent punk anarchy,' said Citylights co-founder Richard Butler Bowdon. 'The punk anarchy sucked people in. It was unexpected. People were used to seeing advertising in light boxes but instead they got art.'



Citylights 2 launch party in a pre-graffiti Hosier Lane, circa 2000

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Citylights soon expanded to eight smaller light boxes in Hosier Lane. On the surrounding walls, young artists began to put up stencils, stickers and paste-ups.

Street art culture began its stealthy spread. The laneway launch parties got rowdier.

'The stencil thing really blew up at that Hosier Lane site. It was from the ground up. We were part of a current that put fun back into art,' said Richard.

When the city turned its attention to buffing the streets until each surface sparkled, it also created empty canvases for street artists, according to curator Dr Lachlan MacDowell.

'You wouldn't spend six hours painting a wall that would be cleaned regularly. So stencilling began to make sense - you could create multiples and not worry too much. They were at the human scale,' said Lachlan.

From punk roots sprang the City of Melbourne's Laneway Commissions program which saw new temporary artworks commissioned, like love letters to the local terrain. A giant safe lodged perilously overhead. A confession chamber. Unreachable phone boxes.

Having seen the city as a playground in the 1990s, Lachlan has teamed up with artists to bring light and colour to our laneways through the Flash Forward program, which commissioned artists to add their distinctive mark to 40 city laneways.

'The punk anarchy sucked people in. It was unexpected. People were used to seeing advertising in light boxes but instead they got art.'



Photo: John Gollings

The former Meyers Place bar, a pioneer in laneway culture

Urban choreography

It may have seemed spontaneous, but the slow dance of 'urban choreography' - as Council's City Architect Rob Adams describes his 38-year relationship with Melbourne - began in 1985.

'We made incremental changes to reinforce the city's own character,' said Rob. Footpaths were widened. Lighting was added and traffic calmed. Disused roads were reclaimed as green space. Melbourne began to play to its strengths: iconic bluestone pavers, laneways.

'Gradually, we even returned our attention to the long-forgotten river.

'When the property market crashed, rents in old buildings dropped and everyone moved to high-class accommodation. These old buildings were left empty.'

While adventurers had made a community in some empty spaces, Rob and his team approached landowners and encouraged them to convert their buildings into residential spaces.

The idea was controversial at first and required fancy footwork with the fire department and other regulators, but Postcode 3000 evolved quickly and Melbourne's residential population swelled from 685 city dwellings in 1982 to more than 40,000 dwellings today across the CBD, Southbank and Docklands.

Through a new residential campaign, 'This is your local', we're once again encouraging people to embrace city living and make the most of current stamp duty concessions on new apartment purchases.

There were unexpected side-effects of the success of Postcode 3000. As more professionals moved into the city, studio spaces were converted into apartments and rents went up. Many artists were forced to withdraw, but they left a powerful legacy.

'The creative people who got pushed out by Postcode 3000 are the people we can bring back into the central city post-COVID,' said Rob.

'If we can get those empty spaces and put creatives into those spaces, what a great combination.'

Footpaths were widened. Lighting was added and traffic calmed. Disused roads were reclaimed as green space. Melbourne began to play to its strengths: iconic bluestone pavers, laneways.

For more information visit magazine.melbourne.vic.gov.au/reignite-melbourne

WAYS TO LOVE MELBOURNE

Laneway street art

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Shopfront Activation Program

Shopfront activation

Look for entrepreneurs and artisans-in-residence at street level. We're transforming empty shopfronts into creative spaces and temporary shops under a \$2.6 million program with the Victorian Government.

Local businesses

Enjoy an outdoor table at your favourite eatery. We're making it easier for businesses to trade outdoors with permit fee waivers, new infrastructure and a boost for the Business Concierge.

Parks and gardens

Pack a picnic basket full of goodies from an indie city grocer and explore our stunning city gardens. Find the secret waterfall, do some forest bathing and breathe.



River Studios, Creative Spaces

Creative spaces

Find a space so you can create. Creative Spaces fosters art in the City of Melbourne by connecting artists with affordable studios. We manage several studios and two public art galleries, as well as the national website creativespaces.net.au

CRYSTAL BALL: WHAT'S NEXT FOR MELBOURNE

Here's what five 1990s laneway legends imagine might come next for inner-city Melbourne.

The long lunch

'For all the talk of different styles of work, the social nature of one-to-one time is what we're craving. Maybe it means the return of the business lunch? That chance to say, "Hey, let's have lunch and go shopping", or meet after work for a drink. The human stuff.'

Mark Healy, co-founder of Meyers Place and Six Degrees Architects

Old-fashioned 'hospitality'

'It will all be about the word "hospitality". People will want to be cared for, made welcome. It's not all about the dollar, or how many bums you can fit on seats. It's about creating a wonderful space that people want to enjoy.'

Andre Bishop, founder of Robot Bar in Bligh Place

Artist-led recovery

'An artist-led recovery will only work in the long-term if artists are seen as central to the functioning of a city, no matter how gentrified it gets.'

Stephen Banham, designer and lecturer at RMIT

Business innovation

'Allowing inspired small business people freedom to create is what sets Melbourne apart, so we should continue to invest in them.'

Ben Luzz, owner Gin Palace and Bijou Bar and Bottle Store

Bring the energy back

'I'd like to see some pop-up places - independent fashion stores, shopfront artist's studios, small music events, artist-run galleries in vacant shops, street markets. It would be great to bring back the vibe of the 90s.'

Concettina Inserra, artist and photographer



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More trucks off local roads

WORDS BY *Sean Car*
 PHOTOGRAPHY BY *Cameron Grant*
 TRANSPORT

Work on a brand-new rail infrastructure project at the Port of Melbourne is now under way, which Minister for Ports and Freight Melissa Horne described as a “game-changer” for getting more big trucks off our roads.

In an initiative which the state government says will move more than 160,000 truck trips from road onto rail every year, ground was broken on the \$125 million Port Rail Transformation Project by the Minister and Port of Melbourne CEO Saul Cannon (pictured) on December 9.

As a condition of the 50-year lease signed with the Port of Melbourne in 2016, the state government made it a requirement for the company to fund and deliver an on-dock rail solution to improve freight efficiency and reduce

truck congestion at the port gate.

In order to shift from road to rail, the project will also create intermodal terminal connections at Altona, Dandenong South, and Somerton. The state government said it was also working with the Commonwealth to deliver new terminals in Melbourne’s north and west, with planning having already begun for the Western Intermodal Freight Precinct at Truganina that will take 2000 trucks a day off our roads.

Minister Horne said the project would have a significant impact on the local area when it was completed in 2023.

“The only real way you can get freight moving around Melbourne at the moment is to move trucks in and out and part of the problem you see in the west and the area around Docklands is that so many trucks are carrying empty containers,” Minister Horne said.

“So, you’ve got all of these empty container yards and they’re doing these short shuttle



runs, so instead with having this built and the hubs, or the inland ports as the industry likes to call them, it will allow the port and the freight forwarders to put it onto rail. It will go out to Altona, Somerton or Dandenong and then everything hubs in and out of there, so it will get a massive number of trucks off these local roads, but it will make it so much more efficient.”

Port of Melbourne CEO Saul Cannon said, “We are excited to see this project coming out of the ground. Port of Melbourne is committed

to investing in rail infrastructure to move more freight by rail.”

With freight volumes expected to double by 2050, the Port of Melbourne has been working to ensure that the port supply chain is operating as efficiently as possible throughout the pandemic, following a 14.6 per cent increase in containers coming through the port in the 2020/2021 financial year.

Minister Horne also said that the Port of Melbourne would integrate the project with a long-term plan to create a rail link across the Yarra River between Swanson and Webb Docks.

And she reiterated that it was her understanding that link would be in the form of a bridge.

“My understanding is the port will totally integrate that [freight link to Webb Dock] with this [Port Rail Transformation],” she said.

“A bridge is what’s in their plans at the moment, which I think is exciting, but again, that’s a little way off.” ●



Docklands Skyfarm revealed

WORDS BY *Spencer Fowler Steen*
 SUSTAINABILITY

In a Victorian first, a large section of a 2000sqm rooftop car park in the heart of Docklands has been transformed into a thriving urban farm, with works continuing over the next 12 months on this new rooftop city oasis.

When complete, the farm will feature sustainable and contemporary hospitality sites, and environmental education, as well as business conference facilities and event spaces.

Aptly named Melbourne Skyfarm, the sustainable city oasis is located at the emerging Seafarers’ precinct and directly overlooks the Yarra River to the Melbourne Convention and Exhibition Centre.

City of Melbourne (CoM) Lord Mayor Sally Capp said she was “incredibly excited” that Skyfarm had come together to increase the green space in the city.

“Through our Urban Forest Fund we committed \$300,000 to support the delivery of the urban farm component of Skyfarm and we’re extremely proud of what Brendan Condon and his team has delivered,” she said.

“It has never been more important for us to invest in sustainable greening projects which engage our community, show innovative thinking and showcase how we can all work together to create an environmentally friendly

and greener future for our city.”

When fully completed in the second half of 2022, Melbourne Skyfarm will be opened to the public and will be a haven for visitors as they tour the working farm.

They will be able to visit and sample from the rooftop orchard and herb gardens, dine at the sustainable cafe, enjoy a drink or coffee overlooking Melbourne’s skyline and Yarra River, or hire one of the three unique event spaces on offer.

Visitors will also be able to purchase plants from the rooftop nursery, as well as attend classes in the environmental education area.

MCEC chief executive Peter King said he was thrilled to be involved in a project that will benefit Docklands, South Wharf, and the CBD as a whole.

“We acknowledge the obligation we have to reduce our demand on the planet’s finite resources and through the opening of Skyfarm, we are sending a message that we can and will do more for our community and the environment,” he said.

The first chapter of Melbourne Skyfarm will celebrate and mark the completion of the urban greening and urban farming component of the farm, which has occurred with the support of a \$300,000 grant by the CoM Urban Forest Fund.

This represents about 10 per cent of the budget of the overall project ●

Charity dog walk bound to get tails wagging

WORDS BY *Brendan Rees*
 COMMUNITY

Pooches and their carers are invited to a five-kilometre walk around Docklands in support of a community-based animal welfare organisation.

It is hoped the event – to be held on May 1 – will attract 350 people for the walk and raise \$10,000 for Save-A-Dog Scheme [SADS], a not-for-profit organisation committed to saving and rehoming hundreds of dogs and cats every year.

Organiser and long-term Docklands resident Ayda Hornak from Pet Squad Pty Ltd said the inaugural “Walk for PetWellness” would be an opportunity for people to raise money and awareness for the organisation so pets could receive the best health care and nutrition.

“There has been an influx of dogs during COVID-19, especially in our community of Docklands,” she said. “This annual walk is a great opportunity to bring people, dogs and local businesses together focusing on all aspects of wellness both for dogs and their owners.”

Ms Hornak will also work with Docklands resident Tracey Needham, also from Pet Squad, in organising the event, with the pair being passionate about healthy eating and animals. They have recently launched Pet Squad, and PetWell, a range of all-natural, Australian made pet supplements.



▲ Tracey Needham, left, with Alfi the black Labrador, and Ayda Hornak with Archie, a Border Collie.

Ms Hornak said SADS had worked steadfastly for change “from a culture of killing companion animals to a culture of saving them” with all money raised helping to continue their “incredible work they do supporting pets in need”.

The walk will start at 9am at Point Park to Ron Barassi Senior Park and back again to Point Park.

PetWell and Res by Mirvac have enlisted as sponsors for the walk ●

To register:
petsquadwc.com.au/walk-forpetwellness

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Learning from others

Around the world, cities are all regulating short stays, sometimes with eye-watering penalties greater than the property value of the apartment involved.

Now, as we hope to leave lockdowns behind us in Melbourne, what short stay listing regulations do we have here? None. Here in Victoria, no oversight, no control over short stay listings. Absolutely none.

If we look around the globe, we can find many examples of regulations that are being refined and adapted as circumstances change.

For example, as tourism in Europe begins to recover from the pandemic, a new Barcelona ban targets the short-term letting of rooms. The city already has a short stay registration and monitoring framework that seeks to rein in whole-apartment short term rentals with heavy fines and threats of suspension.

Janet Sanz, Barcelona's deputy mayor is quoted in the *New York Times* as saying, "We love our city and we want to share it – but we need rules and we need balance. People in Barcelona can still rent out a room for a year to a student coming from abroad but for less than 31 days, it's such a tricky market to regulate that, from now on, we have to stop it."

Expert research on short stays

If our politicians are going to learn from other cities facing similar problems, how do they get the information they need?

Well, now it's easier. Two sedulous researchers from the University of Queensland, Dorine von Briel and Sara Dolnicar, have been studying the effect of short stays in cities around the world and the regulations that have been framed in response. They have published a paper: *The evolution of Airbnb regulations* that identifies

a global trend toward increasingly strict rules and stiff penalties targeting an industry that is underreported and difficult to monitor.

Here are a just a few of our observations from reviewing this recent research paper:

Berlin: Berlin State enforces annual registration with €100,000 fines for non-compliance. Hosts can only rent their property as a short stay for 90 days a year – and the host must apply for "change of use" permission. The penalty for non-compliance is a whopping €500,000 (A\$800,000).

London: London City's power of persuasion helped it thrash out an agreement with Airbnb to limit listings to 90 days per year. Yes, the corporate colossus agreed not to challenge the rule in court.

New York: The Big Apple enforces registration of all short-stay listings, with fines for non-compliance ranging from US\$1000 for a first offence to US\$7500 for a third strike.

Paris: Local municipalities can set annual limits, impose heavy fines on non-compliant hosts, and force hosts to disclose their records to the council. Parisians enjoy a rule that Melbourne desperately needs: All building co-owners must vote and agree to having short stays in the building. Let the residents decide!

San Francisco: New buildings in San Francisco that will allow short stays must have planning approval. The city has also introduced limits and disclosure rules on political funding and controls over politicians' short-stay interests – something we need in Australia.

Lessons for Victoria

There you have it – a new, Australian **independent expert report** that we can take to our politicians and say, "The research has been done for you. Now, please show some leadership."

We Live Here has long argued for the regulations that have been variously implemented in major cities around the world:

- Let owners' corporation lot owners decide if their building will have short stays.

- Limit the number of days that an apartment can be short-term let.
- Require all short-stay hosts to be registered with the local council.
- Introduce proportionate penalties for non-compliance.

Thank you, Dorine von Briel, and Sara Dolnicar from the University of Queensland for documenting the global regulatory reality. Victorian politicians should be suitably edified.

What are the parties' policies?

We have been talking with all major parties about regulating short stays. We have engaged with the first, second and third Minister for Consumer Affairs, currently Melissa Horne. We met with Planning Minister Richard Wynne. We had talks with the Leader of the Liberal Party in the Legislative Council, David Davis. And we have ongoing communications with the Greens.

Even through the pandemic we tried to keep engaged with politicians across the political spectrum, via Zoom of course. We have been providing Victorian politicians with case studies, precedent legislation and regulations from other jurisdictions, expert reports, impact statements and statistics.

After all the work we have done, we are very pleased to see that at least one party continues formally to support our practical plans for dealing with short-stay apartments.

Ellen Sandell, Greens State MP for Melbourne, has again published a call for regulation of the short-stay industry, something we have been arguing strenuously.

And when we talk about short stays, we mean much more than unruly parties. Short stays bring many challenges to apartment living, with the attendant impacts on security, liveability, amenity, maintenance costs, community fabric, housing affordability and – most salient now – infection management. These are the issues we have canvassed with politicians of all persuasions.

We applaud Ellen Sandell's announcement. We call on members of the government and the opposition to acknowledge that having well-researched policies for regulating short stays is indeed politic – your electors want to know how you will protect residents.

Disappointing anniversary

February 2002 marks the disappointing anniversary of a major deadline missed by the state government.

In 2018, the government committed to a review of the *Owners' Corporation Amendment (Short-stay Accommodation Act)* by February 2019.

The government needs to set up the review and implement significant changes before the pre-pandemic short-stay problems flood back. We asked about this promised review when we met late last year with the current Minister for Consumer Affairs, Melissa Horne. Let's get this started, please.

Coming up ...

Next month we will give you an update on the committee-stacking scandal that we have been following in this column. Plus, we will talk about the recently announced "design-to-rent" development that will deliver thousands of rental apartments and an equal number of unfettered opportunities for rent sharks to convert apartments to short stays en masse ●



Barbara Francis & Rus Littleton

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Ode to Batman's Hill

WORDS BY *Tim Martin - Batman's Hill resident*

Happy new year all. With life still not returned to normal there is not much happening around and about. Everything is still very quiet although I'm hoping that life will start returning to our streets over the next couple of months. In view of the current state of affairs I thought for this month's column I would therefore try my hand at entertainment by way of some pretty melodramatic, second rate, slightly rambling and hopefully mildly amusing poetry (except for the first four lines), hence:

ODE TO BATMAN'S HILL

(with apologies to John Keats)

My heart aches and a drowsy numbness pains
My sense as though of hemlock I had drunk,
Or emptied some dull opiate to the drains
One minute past, and Lethe-wards had sunk.
Wait, wait, 'tis not hemlock I feel
But a hungry longing for better things.
I miss my velvet comfort in Batman's Hill
Where I am nurtured and my soul sings

I dream of cobbled streets lined with green.
Of a cool river, brown and slowly running.
Of thoughtful towers where architects preen
And plan their next drab shopfront with cunning.
'Tis not yet one hour since I left my home,
Closed my door with a whispered farewell,
Boarded the 48 to the concrete and stone,
Where now I hear the plaintive St Paul's bells.

The chimes, the chimes.

They fill my mind.

I feel a thrill.

I turn. I run.

Destination Batman's Hill.

I will not stop until I'm done.

Queen, King, Spencer, station.

Landmarks pass, I notice not.

I have eyes for only my destination;

Batman's Hill, that magic spot

Where a cool libation awaits my parched lips

In the bars, cafes and restaurants that also serve chips!

Those now hazy crowded times are still sought after;

When the restaurants spilled their contents to the street.

Warm breezes wafting whispers of crowded laughter.

When the old days do return it will be sweet.

In the meantime we live, love, work and cherish,

Hibernating in Docklands; our fulsome home.

But could this be all? Nothing more? Like this we perish?

I think not. We wait. The good times will return to our pleasuredome.

So I roam the streets. Resident, proud

Of quiet beauty in Batman's Hill.

I'll never leave again I've vowed.

This pleasuredome provides my fill.

With amenities many and crowds though now few,

I'm a Batman's Hill boy through and through ●

All aboard for Spencer Street

While hauling goods and passengers to and from the nearby wharves and the city, a single steam engine stops at Spencer Street Station (now Southern Cross Station) to smile for the camera.

This photo was taken by photographer Charles Nettleton, who extensively recorded Melbourne and its people (including Ned Kelly) for more than 30 years, but the exact date of this image is unknown. Various sources list it as sometime between 1872 and the mid-1880s, as evidenced by the existence of Finley's Hotel on the left (right of the Sailors Home, see *Docklands News*, July 1, 2020), which opened in 1872. From 1873 until 1889 the *Sands and McDougall* directory listed the hotel's proprietor as John Felix, whose name is visible on the building. On the extreme left is Alexander's Family Hotel, which had been erected in the 1860s, and is now occupied by the Savoy Hotel.

The station during the 19th century was a different beast from today's modern Southern Cross. Here, there are only a handful of platforms visible; until 1874 the only platform used by passengers was the one shaded by a verandah on the left. Another curious detail about this photograph is how the station was a dead end for all lines heading north or west out of Melbourne. No track connected Spencer Street to its older sibling, Flinders Street Station, until 1879 when a ground-level, single track night service ran for freight trains. It was replaced by the viaduct in 1891, but passenger trains didn't take advantage of this new route until 1894.

The train seen in this image is steam locomotive No.64. It was part of a series of passenger steam engines known as B-class locomotives, which were regulars along Victorian rail lines from 1862 until 1917. They were known for their 2-4-0-wheel arrangement that allowed them better traction along steeper grades, such as the Geelong-Ballarat line. If you look closer, you can see two engineers posing for the camera, with one of them standing at the front of the engine.

In 1850s Victoria, rail travel became an enticing alternative to long, costly and dangerous journeys by horse and cart. A number of private railway companies formed, and one of the few granted government approvals to build a railway was the Melbourne, Mount Alexander and Murray River Railway Co., formed in 1853. They bought land near Batman's Hill, west of Spencer St, with intentions of building a branch railway to Williamstown and a line to Echuca. However, not only were they scrambling for funds, but progress proved slow. It wasn't until June 1854 that the first sod was turned at Williamstown, and by May 23, 1856 the newly-formed Victorian Government took over, with the creation of the Department of Railways (later Victorian Railways). By then, a train service had been puffing between Flinders Street and Sandridge/Port Melbourne for nearly two years.



Even with new management, construction continued at a snail's pace as many key materials and rolling stock had to be shipped from overseas. There was also the issue of navigating the swampy region and rivers between Batman's Hill and the Maribyrnong River. The latter was resolved when around 164,000 cubic metres of soil were excavated and two bridges constructed. This included the Maribyrnong Bridge, which consisted of three tubular iron pieces spanning 200 feet and cost around £90,000. By the time construction on the 14-kilometre Williamstown Railway was completed, the whole line had cost around £697,000.

On the Spencer Street end, the small station of wood and iron was built. It consisted of a single 183m long platform, five ticket windows and separate refreshment rooms for ladies and gentlemen. Several carriage sheds, a turntable, and a goods shed surrounded the premises, and the rails were parallel to the street (unlike now when they are on an angle). Even in its infancy, the station was described by *The Herald* (paraphrased by *Ballarat Advertiser*, January 15, 1859) as "regarded as only temporary, to be replaced at some future period by more substantial structures". But due to the cost, those refurbishments were decades away.

Regardless of first impressions, the station soon became the site of much fanfare on January 13, 1859 when both the railways from Williamstown, and the connecting railway to Sunbury were opened. Thousands flocked to the station and even watched from Batman's Hill, to see Governor Sir Henry Barkly leave on the No.1 engine for Williamstown Station at 10.20am. Travelling at around 25 to 30 mph, it arrived at the unfinished Williamstown Station in 22 minutes, where Henry was welcomed by a flowery arch, and a guard of honour from the Williamstown artillery corps. However, the festivities met with disaster when the stage designed for the ceremonial speech collapsed not once, but twice! Fortunately, there were no serious casualties, and the speeches were conducted from ground

level. It was then off to Sunbury to commemorate the opening of the branch line there. Upon arriving at 12.30pm, another ceremony was held to place the foundation stone at Jackson's Creek, before 1600 people reportedly gathered to attend a special late afternoon luncheon.

The Williamstown railway officially opened for civilians on January 17, 1859. Anyone glancing at the front page of *The Age* that morning would've found that a first-class ticket to Williamstown was 1s (shilling) 6d. (pence), and 2s. 6d. for a return trip (second class tickets were 1s. 3d., and 2s. respectively). On weekdays, trains arrived and left Spencer Street from 8.30am to 6pm. The Sunday services created so much uproar that 250 Williamstown residents submitted a petition to Parliament protesting that the Lord's Day was being disrespected. The petition was rejected, and, by year's end, more than 300,000 passengers had booked a train at Spencer Street Station, which was more than half the colony's then-population of more than 517,000. By comparison, by the late 2010s, the station's annual patronage had ballooned to more than 18 million (almost three times the state population of more than six million).

Beginning as the start and end point for many new train lines, Spencer Street Station would grow and evolve over time. The station has now expanded to 16 platforms and 22 tracks under its wavy roof, with electric-powered trains replacing the sooty steam trains of yesteryear. But while today's trains are cleaner, it's fair to say that with today's high-speed trains, no driver would dare climb out the front for a photo opportunity ●



Ashley Smith

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Aboriginal man wins top prize for artwork depicting identity and sexuality

As a proud gay Aboriginal man, Ronald Pepper didn't hold back in putting his all into a recent piece of artwork which took home the top prize in the Koorie Art Show.

WORDS BY *Spencer Fowler Steen*

A swirling, brightly coloured collection of images and paintings on canvas, Mr Pepper's artwork *Coming Out 2* tells the story of his identity growing up as a First Nations man, a story he is "proud and honoured" to tell.

"It's exhilarating," he told *CBD News*.

"It's nice to put my stories out there and to win an amazing award and to have all the elements of my art practice and to tell a story in a nice way."

Part of Mr Pepper's painting exhibits trips he took to Japan and China in 2010 under his local government's Sister City program.

Since then, his love for art has only grown having graduated from Federation University with a Bachelor of Visual and Media Arts in 2017.

He has since had multiple commissions and been involved in exhibitions in Australia and overseas.

Asked what inspired him to create *Coming Out 2*, which earned him the Koorie Heritage Trust's (KHT) \$10,000 top prize, Mr Pepper said he wanted to put everything into one painting.



"What inspired me was I wanted to create something that tells the story of my identity and growing up as an Aboriginal man," he said.

"I'm gay in two worlds, in a positive cultural way, and I wanted to let people know that coming out in the 21st century; you can be who you are and be proud of what you do in your culture and where you're from – to be a role model for your people."

Mr Pepper's esteemed piece of artwork is



also about passing on the lore of the land to the next generation, which he experienced with stories told to him by his late mother.

"Last year and the year before were sad and very dark for me," he said of this experience in an interview with Andrew Stephens for KHT Voices.

"Doing the bright colours and having support around me brought me to where I am. They [my parents] would be very proud of me now."

"Moving on in healing, in art – that has helped me a lot to process what has happened and to move forward."

Mr Pepper said the spirals signifying the intergenerational passing on of knowledge "will get bigger and bigger and grow more."

Mr Pepper also wished to congratulate his fellow artists in the Koorie Art Show and the artists who exhibited their work in KHT's Blak Jewellery exhibition.

"I see all the amazing artists making their art and it's bringing back what we've learnt through our time, and I'd like to say congratulations and to keep doing what we're doing to shape who we are as Aboriginal people," he said.

"I'd also like to thank the Koorie Heritage Trust for the opportunity they've provided me."

Mr Pepper is currently using an array of new art equipment he purchased using the prize money to produce new, "very different" artwork which will be exhibited at the KHT ●

For more information:
korieheritagetrust.com.au

OWNERS' CORPORATION LAW

VCAT rules that pigeon infestation on apartment building not enough to justify special levy

An owners' corporation (OC) in St Kilda has found itself in a messy situation in VCAT, with the Senior Member refusing to enforce an OC request to certain lot owners to rid the main apartment building from a pigeon infestation.

The building comprises a main multi-storey block of residential apartments, together with ground floor retail.

Lots one and two of the development are three-storey townhouses on an adjacent block but still part of the overall OC. The lot entitlements for these townhouses are four times higher than a one-bedroom unit in the main apartment block.

The OC sent a letter to all owners advising that an Urgent Special Levy was being raised to cover the costs of ridding the main apartment block of pigeons, cleaning the decorative facade of the main apartment block, and also to cover the additional costs of an increase to insurance costs. Accompanying the letter was an invoice for the lot owners for special levies totalling

\$3,656.31.

The lot owners paid that portion of the levy comprising the increased insurance costs, but disputed the payment of the pigeon levy which remained unpaid.

The OC wrote back to the lot owners acknowledging that they received an indirect benefit from the pigeon control works only, applied the benefit principle and reduced the levy by 50 per cent overall.

This still did not satisfy the lot owners and the matter proceeded to a hearing at VCAT.

The OC submits that the lot owners received an indirect benefit from the pigeon control works undertaken on the multi-storey building as follows:

- potential for reduced insurance premiums;
- reduction in adverse health effects and injury to residents and visitors;
- potential increase in property value;
- improved appearance of the complex; and
- minimised pigeon infiltration.

The lot owners disagreed, and said, there was no evidence to substantiate any reduction in insurance premiums as a result of the pigeon control works, and that insurance premiums had increased.

Secondly, there is no risk of adverse health effects and injury to residents and visitors as the townhouses are located in an adjoining building;

Thirdly, there is no potential increase in property value as the townhouses are in a separate building, with an address on a different street;

Fourthly, no works are being conducted to the townhouses, which presents as a separate building, so there is no benefit of improved appearance for the townhouses, and fifthly, works undertaken on a separate building will not minimise infiltration to the townhouse and may potentially drive the pigeons towards the building in which the townhouses are located.

The VCAT member found that there was some indirect benefit to the townhouse owners, as the risk of health issues, slippage, and increased insurance claims was a risk borne by all lot owners in the subdivision, indeed the payment of insurance levies is raised by the one OC, of which all lot owners in the subdivision are members.

The townhouse owners also received an

indirect benefit from the pigeon control works in respect of the appearance of the multi-storey building and a potential increase in property values. Being part of the same subdivision the condition, and appearance of the multi-storey building will be of relevance and concern to any potential purchaser – a pigeon infestation or poor appearance of the multi-storey building is therefore likely in the Tribunal's view to impact on the property values of the building in which the townhouse is located.

However, overall, the OC's exercise of the benefit principle of 50 per cent was still far too high for the VCAT's liking. The levy was tossed out by the VCAT, and the OC will have to start all over again.

This case reinforces that OCs need to be very careful in how they apply the benefit principle. Even a 50 per cent discount is sometimes not enough ●



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An invitation to the Docklands community

Moving forward against the headwinds of the persistent pandemic storm is enough to challenge anyone's buoyancy! However, maritime stakeholders – and of course this includes the Docklands community – are a resilient and optimistic lot.

Although Docklanders are likely to be more aware than most city dwellers of the impact of winds blowing over water, buffeting pedestrians, whipping up the white caps, driving waves up to the wharves around Harbour Esplanade, harnessing the raw power of the wind has been a challenge since history was first written.

Acknowledging that wind power and maritime trade have been key elements of Melbourne's evolution, the first Melbourne Maritime Heritage Network (MMHN) event for 2022 will explore the fascinating theme *The Power of the Wind - Past, Present and Future*.

An Invitation to everyone in the Docklands Community!

Come along or Zoom in to hear four outstanding speakers:

The Past: Bruce Gooley – researcher and presenter.

The Present: Dr Christiaan De Beukelaer, senior lecturer in cultural policy, University of Melbourne, and George Shaw – Melbourne to Osaka two-hander yacht race.

The Future: Erin Coldham, chief development officer, Star of the South.

When: Wednesday, February 16, 5.30pm – 7.30pm.

Where: Magnet Gallery, The District Docklands.

In these uncertain times, MMHN offers you

two options for this event – in-person or via Zoom. To register, just email your preference email us info@mmhn.org.au and we will either confirm your registration or send you a Zoom invitation. A nautical thought on the need for options and flexibility in these challenging times, it is worth remembering that “We cannot direct the winds but we can adjust our sails” – Thomas S. Monson.

Turning now away from the ocean, wind and waves towards the shore, Docklanders will be aware that MMHN is currently pressing Development Victoria (DV), representing the state government of course, to make the long overdue decision on the future of Central Pier. Docklands is languishing and the derelict Central Pier at its heart is graphic evidence of this.

The tip section of the pier is to be demolished after years of neglect by Development Victoria. MMHN is alarmed that any further delay by DV in making a decision may be part of deliberate strategy. The questions arise: is Development Victoria simply repeating the pattern of neglect on this heritage-listed pier? Are we watching yet another episode of deliberate delay, deliberate neglect resulting in complete demolition of Central Pier? If so, what then is the point of heritage listing at all? Futile protection of our heritage thus far. Surely the state government has an obligation to intervene to save this publicly owned heritage asset? Any further delay in determining the future of Central Pier is absolutely unacceptable. Enough is enough.

Although it is already a disgrace that two thirds of Central Pier have been, or will be, demolished, all is not lost. MMHN has proposed

an excellent option to Development Victoria for the remaining (and threatened) section of the pier abutting Harbour Esplanade to be transformed into an architecturally iconic Maritime Experience Centre. This is an appropriate repurposing of this heritage-listed maritime infrastructure in the heart of the Docklands precinct. Such a centre ticks all the necessary “boxes” – an iconic low-rise building on and over the water in this highly visible location offering maritime-related “experiences” new to Melbourne.

Most importantly, a Maritime Experience Centre is the ideal type of investment to deliver a permanent public “activation” to Docklands. MMHN takes the view that the City of Melbourne or state government investment in “sugar-hit” events in Docklands like flash-bang fireworks or unreliable drone displays is wasteful and misguided. Such events merely offer expensive transitory public benefit value and are risky in a number of worrisome ways – weather dependent, public safety, activities. Such events deliver a “wow” but do will not energise or support the businesses of the Docklands Precinct and drones displays curtail normal commercial waterways. Such events are not designed to deliver reliable repeat visitation all year round which is so sorely needed by the languishing Docklands precinct.

MMHN has researched comparable maritime centres in dock areas in cities around the globe which celebrate their maritime heritage. Melbourne does not. Recently MMHN has discovered yet another beautiful modern maritime museum in Windermere (UK). We are aware that this museum, like the architecturally excit-

ing maritime museum in Melbourne's sister city of Tianjin (China), has used Australian expertise to create both these major cultural tourism assets. Surely Development Victoria and the state government can see the benefit in capturing and harnessing such Australian design expertise and talent here in Docklands to create the Melbourne Maritime Experience Centre (MEC) on Central Pier in Victoria Harbour.

With a sense of justified optimism, MMHN met in late December with the CEO of Development Victoria, Angela Skandarajah, together with Deputy CEO Geoff Ward, to discuss Docklands heritage concerns and discuss the MMHN proposal for a Maritime Experience Centre on what remains of Central Pier. We all anxiously await their response which will hopefully save what remains of our heritage-listed Central Pier. MMHN will continue to work towards that end. If you want to see more:

MMHN Proposal: mmhn.org.au/wp-content/uploads/2021/09/MMHN-Opportunity-1-Maritime-Centre-Sept-2021.pdf.

Windermere: lakelandarts.org.uk/windermere-jetty-museum/

Tianjin: coxarchitecture.com.au/project/national-maritime-museum-of-china/ ●



Jackie Watts

CHAIR OF MELBOURNE MARITIME HERITAGE NETWORK

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FEDERAL MP

Happy New Year, Docklanders!

As your local MP, I am thrilled to be able to contribute to Hyperlocal News.

The pandemic has impacted us all, and fundamentally changed our city, but it doesn't all have to be for the worse.

It is great to see local projects that improve climate resilience in our community, like the Urban Forest Project which is creating new green space at Victoria Point.

The project, which is being led by Docklands locals, will create a refuge from the heat, for workers, residents and visitors with canopy trees and native indigenous plantings. We have nominated this project for funding for new timber benches, which will be a lovely addition

and a place to stop for a chat.

As we rebuild our community, not just our economy, we have the opportunity to tackle the long-term problems our country faces.

I want to protect what we love about Melbourne. That's why the Greens have a plan to revitalise our city, with rent reductions for innovative and creative businesses and steps to protect liveability.

Ensuring we keep Melbourne liveable is just one of the challenges we face as a community.

I write this as school is about to go back, and there's still no national plan to keep kids safe at school. Teachers are buying air purifiers and ventilators.

The Morrison government has messed this up. They have abandoned the people of Melbourne.

This election, we are going to kick Scott

Morrison out, and the Greens are on track to hold the balance of power.

When I was first elected in Melbourne, we made history by putting the Greens in the balance of power, securing world-leading legislation to tackle climate change, getting dental into Medicare for 3.4 million kids and securing massive investments in the Melbourne community.

This time, we'll push for billionaires and big corporations to pay their fair share of tax, so we can invest in the things that ensure everyone can live a good life.

We'll tackle the housing unaffordability crisis, by building and offering renters, first home buyers and people locked out of the housing market new, good quality homes, in the areas they want to live in, for \$300,000. This is part of our plan to build a million new public hous-

ing homes over 20 years to end homelessness, while also strengthening renters' rights.

We'll finish what we started and push to get dental and mental health into Medicare for everyone. And we'll create thousands of jobs rolling out renewables to fight the climate crisis and end coal and gas.

Melbourne's values of compassion and equality have helped lead the country before, and this election they're set to do it again.

Please stay safe, look after each other and, if you need any assistance, please contact me ●

Contact Adam Bandt:
adam.bandt.mp@aph.gov.au or
phone 9417 0772



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Local idea helping people rethink their paper usage

“

For local Docklands resident Shahryar Faraji, witnessing receipt after receipt being casually discarded was enough of a reason to motivate him to finding a better alternative.

”



WORDS BY Kaylah-Joelle Baker

Now the founder of fintech startup 1receipt, the RMIT Bachelor of Computer Science graduate is reshaping the importance of receipts being electronically distributed through a system that is both “sustainable and hyper-secure”.

“Globally there are around nine million trees cut down per year, just for issuing paper that goes into a bin,” Mr Faraji said.

As well as saving trees, Mr Faraji deems water wastage from the paper production cycle and the “risks of touching paper”, containing the harmful chemical BPA, as additional factors behind his decision to ditch the paper

receipt.

“If just half of Australia used 1receipt it would save more than seven billion litres of water waste from the paper production cycle,” he said.

Unlike eReceipts, shoppers will need to have the free 1receipt app downloaded on their phone when visiting partnered stores. The stores will then have a Pyramid scanner set-up at the checkout where customers can scan an exclusive barcode to access their receipt.

Receipts are then saved and can easily be retrieved when needed.

“The two things of main priority to me were

firstly the sustainability aspect and secondly for the shopper to not have to exchange their email or number only to then get spam advertisements,” Mr Faraji said.

The company, which now consists of seven team members, also recently received recognition when it was nominated as a finalist for the Sustainability Award at the 2021 Melbourne Awards.

It left the team more inspired to continue paving the way for its “innovative and eco-friendly substitute for paper receipts”.

“It is a great privilege to be recognised by the City of Melbourne because we are Melbourne-

based. And it shows the contribution we are making towards sustainability,” Mr Faraji said.

Now an available option at a number of Melbourne IGA supermarkets, the company has expanded to New South Wales and Queensland. 1receipt hopes for Western Australia and other “big chain stores” to come onboard during the next coming months ●

For more information visit:
1receipt.io

SKYPAD LIVING

Vertical village “volunteers”

Australia is a nation of volunteers and in 2020, Volunteering Victoria claims that 42.1 per cent of Victorians aged over 15 volunteered in our state.

But volunteering is a term often used loosely – so it is useful to know what counts.

According to Volunteering Australia, volunteering is defined as “time willingly given for the common good and without financial gain”. It involves an offer of something that is not required nor is an obligation.

Volunteering can be formal, where assistance is given to a not-for-profit or other “for-good” organisation, or it can be informal, where there is no association with another entity, but actions still contribute to a community’s common good.

The ascribed motivations for volunteering are many, including supporting communities

in crisis (such as after fires), supporting a cause (such as adult literacy), growing one’s own social connections (meeting new people with similar values) and personal development (such as gaining confidence).

And all these motivations can be seen in the different instances of volunteering in our vertical villages. In particular, COVID-19 saw many building-based groups come to life. Informal volunteering in the form of offers of dog walking, trips to shops and even home cooked meal drop-offs all took place within our vertical villages.

But a note of caution has been sounded about some types of volunteering. For instance, offers by volunteers to “fix” common property (such as that annoying leak) can have far reaching insurance implications. And if injury occurs during or due to this work, then Pandora’s Box opens.

There is, of course, another group of volunteers that feature in residential strata – namely, the owners’ corporation (OC).

As most of us well know, an owners’ corporation is automatically created when a plan of

subdivision containing common property is registered at Land Use Victoria. The resultant owners’ corporation is responsible for managing this common property. And, as stated by Consumer Affairs Victoria, if an owners’ corporation has 13 or more lots, a committee *must* be elected at each annual general meeting. For us high risers, this means that our vertical villages all have OC committees which have specific regulatory responsibilities related to managing common property.

This raises an interesting point about the notion of our “volunteer” OC committees.

Indeed, according to the Fair Work Ombudsman (FWO), the more formalised the volunteer arrangement, the greater the possibility that the role is not one of volunteer. One key characteristic of genuine volunteering identified by FWO is that the arrangement include that the volunteer is under no obligation to perform work.

Is this the case with our OC committees?

Our regulations require the existence of an owners’ corporation committee and tasks this group with specific responsibilities. Added to

this is the question whether it can be said that these activities are undertaken for “selfless purposes” or for “furthering a particular belief in the not-for-profit sector”?

Indeed, is there mention of “volunteer committees” in our OC regulations?

You may now be asking what is the point of raising this issue? And does it matter whether or not the OC committee are volunteers or have another legal status?

My opinion is that for such an important group – one that holds responsibility for managing common property worth many millions – clarity about the OC committee’s status is a needed starting point for the development of our high-rise residential sector ●



Dr Janette Corcoran

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STATE MP

A safer Docklands for pedestrians and cyclists

This photo is taken at the intersection of Footscray Rd and Docklands Drive, just down the road from Docklands Primary School.

Many locals have raised concerns with me about the safety of this intersection and when I was there recently, several parents and cyclists passing by stopped me to raise their concerns.

I know that many Docklands residents choose to walk or ride to make their way to work, school and social activities. Making our streets safe for cyclists and pedestrians makes us healthier, reduces pollution, and makes it faster and easier for everyone to get around (including people in cars!).

I was really pleased to be able to help get a second crossing supervisor for the pedestrian crossing at this intersection last year, which has made a big difference for parents walking their children to school. But there is a lot more work to be done to improve this intersection and make it safer for pedestrians, cyclists and drivers.

I've been working closely with Docklands Primary to push the state government and the council to make significant improvements to this area. We've recently had some success, with strong indications the state government

will be funding some upgrades in the area, with details to be announced soon. If you'd like to hear more, or have any ideas for how the intersection could be improved, please let me know by filling out the short survey at ellensandell.com/pedestriansafety or sending me an email: office@ellensandell.com.

Do you know of other areas of concern for pedestrian safety in Docklands? I'd also love to hear about them via the survey above.

I'll be pushing the state government to fix dangerous streets and intersections in our neighbourhood and to make our city as safe as it can be.

I'll also continue to push for more protected bike lanes across the city. I'm really pleased that the City of Melbourne is rolling out 40km of new protected bike lanes across the city which will help protect cyclists from accidents and car-dooring. I often ride my bike to work or community events and I know too well the dangers of riding without well-built bike lanes.

As we look towards the future, I know that cycling will become increasingly common as people look to mitigate their climate emissions and avoid traffic, especially as more cars are on the road now. We should be taking steps



▲ Ellen at the intersection of Footscray Rd and Docklands Drive.

now to plan for a sustainable, climate-friendly transport system for the future. That includes fast-tracking the adoption of electric vehicles, investing in public transport and making cycling safer. These are all things that I'm passionate about and that I'll continue pushing for as your representative in Parliament.

If there's ever anything I can do for you, please get in touch at office@ellensandell.com ●



Ellen Sandell
STATE MP FOR MELBOURNE
OFFICE@ELLENSANDELL.COM

HEALTH AND WELLBEING

Check your checklist this Back-to-School season

Every January millions of Australian children, including some of our very own patients, go back to school. With fresh books and polished shoes, it is a very exciting time.

While our kids are busy learning their times tables, developing, and growing, it is also important for our kids to be mindful of their health and wellbeing in the classroom across the year.

While most parents and children have a checklist of stationary, books and supplies for starting the school year, we are providing our patients with a "Back-to-School Health Checklist".

The checklist, developed as part of the Australian Chiropractors Association's (ACA) Back-to-School campaign, is a great way to encourage kids to build healthy habits at school and at home.

They are quick and simple to follow and can be easily incorporated into your child's everyday routine. For instance, packing a healthy lunch filled with lots of fruit and vegies, getting 60 minutes of daily physical activity, and wearing the backpack correctly by carrying it with both straps.

The health checklist also reminds kids to reduce their recreational screen time, sit correctly in the classroom and consider chiropractic care.

Kids don't often think about the impact that common activities like sitting in a classroom, carrying a heavy school bag or even excessive screen time can have on their overall health and wellbeing – that's where the checklist comes in handy!

Pick up your complimentary "Back-to-School" health checklist from us today, or if you are concerned about your child's health or any other back to school related activities, book an appointment with us via docklandshealth.com.au

For more resources and to watch the informative video, head to docklandshealth.com.au/back-to-school ●



Dr Mike Edgley
CHIROPRACTOR
DOCKLANDSHEALTH.COM.AU

Use this checklist to get ready this back to school season and help you remember to practise these healthy habits all year round!

Back To School

HEALTH CHECKLIST

- Consider a Chiro or Physio at Docklands Health
- Wear your backpack with both straps, only pack essential items and pack the heaviest items closest to the spine
- Secure the waist and chest bag straps
- Pack a healthy and nutritious lunch and snacks
- In the classroom, sit with your shoulders back and relaxed, with both feet on the floor
- Try and reduce your screen time where possible
- Get at least 60 minutes of exercise every day

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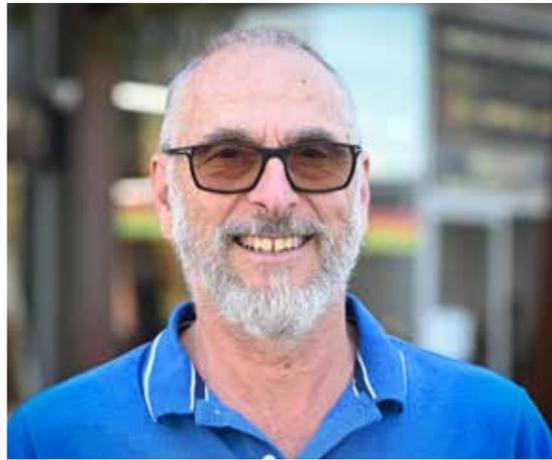
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Faces of Docklands

Question: What are you looking forward to in 2022?



JOHN
To be able to things that we weren't able to do over the past two years, like travel and go out wherever we want to.



ASH
Hoping that the city and Docklands comes to life again, because it's currently very dismal, but hoping to get overseas – my partner hasn't seen family in years.



LACHLAN & ALICE
More football and less pandemic uncertainty!



AARON & BRE
Just happiness, positivity, joy, health and wealth. That's it really. Just enjoy life and spend time with your loved ones.

ABBY'S ANGLE

Well, here we are at the beginning of "another" new year

It feels like the last few "starts" all merged into a cloud of COVID and restrictions. It's difficult to look back with anything other than a deep sigh. But this year feels different – it feels fresher, lighter and full of opportunity.

I'm not really one to set out on NYE with a bunch of resolutions. However, I have to say I do appreciate the line in the sand of new starts. I used to love prepping for the new school year, with a carefully worked out colour scheme to carry from pencil case to exercise book and would walk into the year eagerly with freshly sharpened pencils and neat little bows around pigtails. Of course, as the year progressed, it invariably delightfully fell apart with scrapped knees, lost books and pencils flying out of satchels as we raced each other home on pushbikes.

As a mother, I was delighting in the thought of these preparations and the trip to Officeworks to peruse the aisles, carefully selecting the look to suit each new year. Having a son, well that changed that. He couldn't have cared less about such ridiculous notions, and if pushed on the subject to just "please help mummy and tell me what contact paper you like" the answer was invariably "BLACK". So, I focused more on the motivational aspect to start each year. How we would complete homework in time for nightly walks and yoga and get plenty of sleep. Without fail, there were some great starts before we would be overcome by the nightmare of homework and the piling ironing and I'd opt for a wine, post my son's bedtime (okay, and sometimes before) rather than the yoga after all. Good times.

But this year feels different. There's a lot that's changed. There's light at the end of the tunnel, or maybe it's just indifference as we learn to live alongside COVID – it's a relief not to be living by the news updates. And while we are all so

excited to get back out and do our thing, I think we've also learnt a lot during the pandemic years. We've seen how people, and businesses have chosen to respond and many of us have polished our value system and had a taste of how a balanced life actually feels – to actually have time with family albeit in a lockdown, to work from home, to consider our choices, our health, and ultimately our goals. Well, now it's time to put them into action.

And for me, this is also the first year of me being "me" again, rather than a school mum governed by school terms and timetables. My son starts uni and to be honest it feels like it gives us both the chance to grow up and be who we are meant to be. I am loving embracing this new freedom, it feels like being the first person at the beach in the cool of morning before there are any footprints, taking a deep breath, and knowing you can walk whichever direction you choose with nothing but fresh air and crashing waves. It's intoxicating.

Never has one of the most cliched New Year posts resonated with me so beautifully as this year. "And suddenly you know: it's time to start something new and trust the magic of beginnings" – Meister Eckhart.

May this year bring you the new beginnings you desire, and the freedom to choose the path to make you happy and keep you safe. Welcome to 2022, it's only just begun.

Abby x ●



Abby Crawford
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Pet's Corner

Gilly loves hanging out in Docklands

“

When Scott Brady travelled to Skipton eight years ago to look at kelpie pups for sale, Gilly left the litter and sat quietly beside him.

”



“She chose us rather than us picking her,” Scott said. Gilly was part of the family when Scott moved to Docklands. “Moving to Docklands with a dog was a great way to meet and interact with others,” he said. Gilly is now well known in the precinct and is often seen tied up out the front of restaurants and bars on Merchant Street. She loves nothing more than getting pats from locals and playing with other dogs in the neighbourhood.

Scott said Gilly is very social and enjoys her time interacting with other canines although she can take a little time to warm up to new friends. One of her favourite pastimes is relaxing on the grass by the harbour. “I believe we are so lucky to live in such a great area with so many friendly people around,” Scott said. “Having a dog gives you a reason to get out and about many times a day and interact with others around.” ●

10 YEARS ON

Looking back at Docklands News - 10 Years On

FEBRUARY 2012 | ISSUE 72 |

DOCKLANDS NEWS

Council acts on trip hazard

Conder Owners' Corporation chair Warren Mills wants the City of Melbourne to reattach hundreds of screws sticking out of the NewQuay boardwalk.

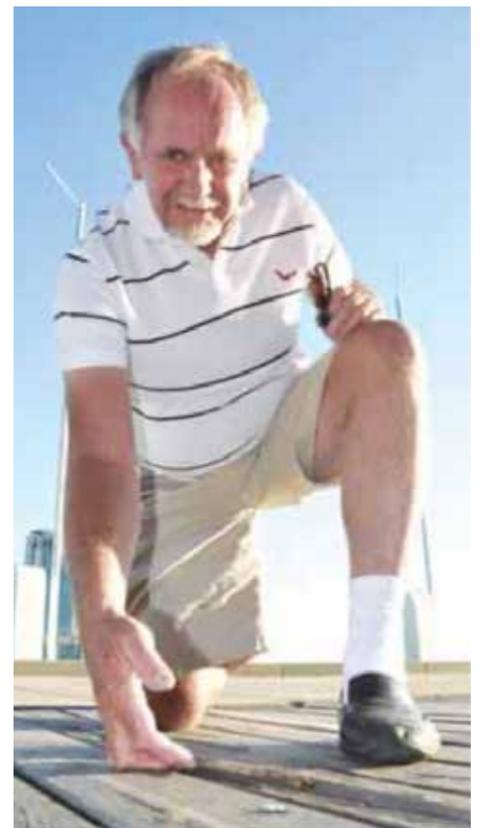
He said the protruding screws were a trip hazard and needed to be fixed before more people fell. Mr Mills said he had been aware of the issue for a while, but decided to contact the council after his grandson tripped and fell early in January.

In his maintenance request to the council, Mr Mills said: “The timber boardwalk of Docklands NewQuay Promenade presents a high risk of tripping injury due to the projection of screw heads, boards and parts of boards.”

“As I walk along NewQuay Promenade regularly, I have tripped several times during the last three years I have lived here and have more recently noticed other people tripping.”

Mr Mills said the task required the screws to be removed, the holes countersunk lower than the deck level and new screws attached.

A City of Melbourne's contractor started remedial works on January 25 on the NewQuay boardwalk and a spokesperson said the works would be completed by the end of January ●



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港区物业管理网络

继2021年Docklands港区居民代表团体(DRG)成立后, 目前已获得市政议会拨款, 以组建Docklands港区物业管理网络, 以联接港区各公寓楼。

Sean Car

去年年底, 墨尔本市政宣布已向DRG拨款15000澳元, 作为市政社区互联影响专项计划的一部分, DRG将用此款建立港区物业管理网络。

正如在邻近的南岸Southbank已经看到的那样, 物业管理网络寻求将公寓楼管理机构相互联系起来, 以交流知识并解决有关公寓楼各住户的问题。

DRG成员Janette Corcoran博士表示, 该团体对成功获得市政的拨款“非常满意”。

她说:“众所周知, 绝大多数港区居民住在高层公寓里, 但负责这些垂直式社区的管理机构几乎得不到支持。”

“新冠疫情揭示了高层公寓生活的复杂性, 并显示了政策制定者对我们的行业普遍缺乏理解。”

“我们将利用这笔拨款为港区的物业管理机构提供急需的支持, 这样他们可以有信心地讨论如何应对他们面临的各种挑战, 包括他们之间如何合作。”

根据墨尔本市政的数据, 市区80%以上的居民居住在由2000多个物业管理机构管理的高楼住宅中。

Corcoran 博士咨询了大量的居民和利益相关者, 她指出, 大家对该倡议都表示大力支持, 并一致认为这将“非常有益于通过内部能力的建设, 增强高层公寓社区的权能”。

她说:“这个项目促进了物业管理机构之间的交流和合作, 这些互动, 加上有针对性的援助, 使他们能够制定更有洞察力和影响力的方法来处理高层公寓居民面临的无数宜居性和福祉问题。”

“例如, 一些物业管理机构之间就新冠



疫情的公共卫生指令进行的非正式交流非常有价值, 从而实现了资源共享, 实施更善解人意和有效的限制方法。”

要了解有关港区物业管理网络 (Dock-

lands Owners' Corporation Network)的更多信息, 请发送电子邮件至 DOCN@docklands.org.au

无人机表演可望成港区“持续景点”

Brendan Rees

在 Docklands港区所举办的壮观无人机表演, 其背后的英国公司可能会在该区域永久存在下去, 该公司的联合创始人Tony Martin表示, 对这里的景色和周围环境感到“惊喜”。

“我们希望成为 Docklands 港区的一个持续吸引人的地方”。Martin 先生告诉本报, 他的公司 Celestial 在维多利亚港上空展示了350架无人机群俊丽地表演, 让观众惊叹不已。

“我们想在澳大利亚做一些令人惊奇的事情, 墨尔本将成为我们在亚太地区所有业务的跳板。”

“我们绝对不是一家飞来飞去的公司, 我们将在这里建立一家真正强大的企业, 如果我们能实现这一目标, 我们将把总部设在港区。”



无人机表演成功地照亮了港区的天际线, 展示了原著民形象、当代诗歌和一首特别委托创作音乐的美丽组合, 这个表演将延长至2月5日。

根据墨尔本市政的数据, 这次壮观的无人机表演引导的, 包括弹出式街头表演在内的行人活动激增, 夜间人数比疫情之前增加了

138%。

Martin 先生谈到 1 月份的一个星期一晚时说:“那天有6000人出现, 这太棒了。”

“这真的激发了很多兴趣, 并为该地区带来了许多积极成果。”

但对于组织者来说, 这并非一帆风顺, 由于这一波 Omicron 疫情的引发, 全球供应链危机的“连锁反应”, 在备受期待的新年前夜首次亮相的两天前, 他们被迫取消了无人机表演。

港区天空农场揭晓

Spencer Fowler Steen

对于维多利亚人来说, 有生以来第一次看到, 在Docklands港区中心的一个停车场屋顶上, 开辟了一个2000平方米巨大的繁荣城市农场, 在接下来的12个月里, 这个新屋顶城市绿洲工程将继续进行。

屋顶农场建成后, 将呈现可持续的现代化餐饮场所、环境教育以及商务会议设施和大型活动空间。

这座名副其实的墨尔本天空农场(Skyfarm)犹如一个可持续发展的城市绿洲, 位于新兴的航海区域, 并可以直接俯瞰雅拉河和墨尔本会展中心。

墨尔本市长Sally Capp表示, 对天空农场能给城市增加绿地感到“非常兴奋”。

她说:“我们承诺利用城市森林基金, 提供 30万澳元来资助天空农场项目的城市农场部分, 我们对 Brendan Condon 和他的团队所作出的成果感到非常自豪。”

“对我们来说, 投资可持续绿化项目从未像现在这样重要, 这些项目让我们的社区参与, 展示创新思维, 展示如何共同努力, 为我们的城市创造一个环保和绿色的未来。”

墨尔本 Skyfarm 将于 2022 年下半年全面竣工, 届时将向公众开放, 并将成为游客游览农场的天堂。

游客将可以参观屋顶的果园和药草园并从中取样, 在可持续咖啡馆用餐, 一边享用餐饮, 一边俯瞰墨尔本的摩天大楼和雅拉河, 或者租用所提供的三个独特活动空间中的一个。

游客还可以从屋顶苗圃购买植物, 以及在环境教育区听课。

墨尔本会展中心(MCEC)首席执行官 Peter King表示, 他很高兴参与了一个使整个Docklands港区、南码头和中央商务区受惠的项目。



居民抱怨共享路径关闭

Spencer Fowler Steen

对于长期关闭Docklands 港区Moonee Ponds Creek的共享路径, 当地居民和社区团体要求州政府作出回应, 尽管州政府之前曾确认该路径仍可供公众使用。

当地居民曾经可以沿着 Moonee Ponds Creek 路径从 Ron Barassi Snr 公园步行到 Footscray 路, 现在不得不改道走一条旁边交通拥挤的 Pearl River 路沥青青人行道。

Moonee Ponds Creek 之友团体(FoMPC)的前秘书 Kaye Oddie 表示, 由于在 Docklands港区电影制片场地建造新录音棚, 维州发展局(DV)决定永久关闭该共享路径, 我们社区团体对此感到“愤怒”。

她说:“不仅要关闭道路, 还要让出道路所在的土地, 用于开发录音棚所用的停车场, 这样道路将无法恢复了。”

当地居民 John Langton-Bunker 说, 他搬到 Docklands港区的“乐趣”之一是可以从 Ron Barassi Snr 公园步行到 Footscray 路的 Moonee Ponds Creek路径上行走。

他说:“现在录音棚的工作已经完成, 但我们不能再使用这条路径了。”

沿着 Pearl River路步行, 这不是公园而是柏油沥青路, 很危险。以前的共享路径是否会重新开放使用? 还是允许录音棚在小



溪旁边建造任何其他东西?”

Oddie 女士说, 在 2015 年州政府把墨尔本港私有化并给予长期租约, 我们 FoMPC团体就担心 Footscray 路下方通往 Yarra 河的现有开放空间将被关闭。

当时, FoMPC 致函州政府, 表达了对公众无法进入开放空间路径的担忧。

维州发展局DV的小组负责人 Geoff Ward 表示, 我们正在研究恢复 Moonee Ponds Creek 共享路径的“一系列潜在选择”。

Ward先生说:“虽然我们仅处于确定这项工作范围的早期阶段, 维多利亚发展局将继续与墨尔本市政合作, 并与所有利益相关者一起提出建议, 以创造一条新的路径。”

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