

DOCKLANDS NEWS

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Forever Free

Puzzles & Trivia P25



Mo networking, Mo problem Local creative agency MoWorks, led by Mo Hamdouna (pictured right) with Zee Gallo, brought business networking back to Docklands with a successful event at Melbourne City Marina on March 24. *More on page 17*
Photo by John Tadigiri

Feasibility study completed on connection between Docklands and West Melbourne, but not released

WORDS BY *Sean Car*
PLANNING

A City of Melbourne meeting in West Melbourne last month heard that the council had already completed a feasibility study on a long-mooted plan to connect Docklands to West Melbourne via a bridge, which is yet to be publicly released.

The March 15 Future Melbourne Committee (FMC) meeting at the West Melbourne Baptist Community Centre heard a number of updates on key projects being delivered by the council and the Department of Transport (DoT) as part of the North and West Melbourne and Docklands Transport and Amenity Program (TAP).

The program is a suite of streetscape improvement projects that will "help to alleviate and leverage some of the effects and benefits of the West Gate Tunnel Project"

and is co-funded by the DoT and the council in a matched funding arrangement (up to \$100 million over the next four years).

While updates were provided on projects including the Spencer St North Masterplan (between Latrobe St and Dynon Rd), of particular interest were projects which management said, "had already been delivered," but not publicly disclosed.

This included the "Connecting Docklands to North Melbourne Feasibility Study", which a council spokesperson since told *Docklands News* was undertaken in "2020-21 to determine where a bridge link between West Melbourne and Docklands may be placed."

The pedestrian crossover proposed from Footscray Rd to North Melbourne Station (soon to be renamed West Melbourne Station) is considered a vital link to

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Fears Docklands is fast becoming a "no-go zone" at night following fatal stabbing

Docklands residents have expressed increased concerns about safety in their neighbourhoods after a 23-year-old rising basketball star was tragically stabbed to death last month.

WORDS BY *Brendan Rees*
SAFETY & SECURITY

Alier Riak has been remembered as an "inspiring young man" and someone who "loved giving back to his community" after he was killed and his 26-year-old brother Kuol Riak seriously injured during an alleged brawl on Bourke St, near Harbour Esplanade, at around 3.20am on March 13.

The victims had travelled from Western Australia and were understood to be out celebrating a birthday when the incident occurred.

Mr Riak was taken to hospital but died a short time later after succumbing to his stab wounds.

The tragedy has shaken many in the Docklands community, who fear the precinct is "fast becoming a no-go zone" at night due to reports of increased violence, anti-social behaviour, and public intoxication.

A Docklands Representative Group (DRG) spokesperson said, "The tragic Moomba weekend incident was shocking – but not surprising."

"Regrettably, this fatality was just one of several violent incidents in Docklands that night, with Harbour Esplanade earlier being closed off by police and ambulance for a post-event altercation."

"While residents have been raising the issue of safety around high levels of alcohol consumption for years,

it is a sad fact that alcohol-fuelled violence is making some key parts of Docklands 'no go' areas."

The DRG spokesperson said while resolving the issue was complex, "one thing is for sure – businesses need to start playing a role – both the venues that supply the alcohol, as well as the Docklands Chamber of Commerce."

"They have to look at their corporate social responsibility in terms of their operations and what impact this has upon the local community."

However, Shane Wylie, executive officer of the Docklands Chamber of Commerce, said while he understood the concerns from residents, the chamber had "zero powers of enforcement" in terms of venues adhering to noise limits and liquor licensing.

"Recently there has been a barrage of complaints across social media and in-person regarding noise from venues, operating hours, provision of liquor and blurring of trading regulations such as street karaoke," he said.

"When I am personally made aware of a complaint against a member, I will address that with the member, but we have zero powers of enforcement and I'd encourage registering the complaint with the City of Melbourne or calling the non-urgent police line 131 444 when the need is immediate."

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A Hooded thieves make off with weathervane



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D Council adds Greenline to election wish list



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Council encourages Docklanders to “participate”, but to what end?

WORDS BY *Sean Car*
COUNCIL AFFAIRS

The City of Melbourne launched its Participate Docklands campaign on March 3 – the day after *Docklands News* published its March edition.

The council has launched a range of “participate” processes throughout the municipality as it seeks “feedback and information” that will “influence” the development of new neighbourhood plans.

Through its Participate Melbourne portal, the council is inviting anyone with a connection to Docklands – be that resident, worker, business owner, student, visitor, “no connection” or “other” – to have their say on the future of the precinct before April 30.

“The voices of our communities have always been integral to the way that we work, as we deliver services and plan for the future of our wonderful city,” Lord Mayor Sally Capp said.

“In an effort to become even more inclusive and responsive, we’re connecting with our communities on a neighbourhood level. We’re eager to better understand their needs and ideas.”

“We’ve already heard from hundreds of residents, workers and visitors about what they love about Docklands and what we could do to make it even better, and we’re using this feedback to develop the Docklands Neighbourhood Plan.”

The process is welcome news for community planning in Docklands, with the council and Development Victoria (then Places Victoria) having most recently completed a “Community and Place Plan” for the precinct in 2012.

But while any discussion of a “plan” for Docklands is encouraged, particularly amid the pandemic, the community would be understandably cautious about getting too excited about the prospect of any significant change.

While the City of Melbourne used part of its regular space in the March edition of *Docklands News* to promote the consultation process, no one from the council reached out ahead of editorial deadline to make a meaningful splash.

And while one could excuse the oversight

of one missed opportunity, again, nobody has since reached out ahead of the April edition either. Many residents we spoke to had no knowledge that Participate Docklands had even been launched.

The council said it has also hosted a number of “pop-ups” throughout Docklands at locations such as Buluk Park, Ron Barassi Snr Park and Marvel Stadium during March to discuss the process with locals in-person.

Docklands News attended the council’s pop-up on March 24 at The District Docklands, which was advertised on its website as taking place between 2.30pm and 4.30pm.

For more than an hour, we scouted the shopping centre in search of the “pop-up” but to no avail. The teams at District Docklands centre management, nor Neighbourhood House had any knowledge of such an event taking place in the precinct.

A City of Melbourne spokesperson told *Docklands News* that its pop-up session at The District was cancelled due to low numbers and that additional sessions would continue to take place over the coming weeks. It’s understood council officers instead dropped into businesses in the precinct to engage with them individually, but the decision to cancel wasn’t published on Participate Melbourne.

Consultation at the pop-up session held at Marvel Stadium before the AFL game between Carlton and Western Bulldogs on March 24 was reportedly “very successful”, but to what end should football fans be consulted on neighbourhood plans for Docklands?

A spokesperson for the Docklands Representative Group (DRG) touched on this very point, raising concerns about how residents’ views were balanced against other groups, such as visitors or “other”.

“Last month, the DRG spoke directly with Docklands’ new City of Melbourne neighbourhood partner Fadi Qunqar,” the spokesperson said.

“We provided our perspective about current issues in Docklands, the key ones being safety (particularly in relation to alcohol and

violence), the future of Harbour Esplanade and how residents could become an embedded part of the planning process – and not just a consultation step.”

“As regards the current survey, the DRG raised concerns about how the data was to be interpreted and the weightings given to different groups, meaning that the occasional visitor’s perspective shouldn’t hold the same sway as a long-term resident.”

“We strongly suggested that residents needed to be involved in the ‘sense making’ phase of the data interpretation, and that the next contact with respondents should not be the draft report “for comment”. The DRG offered to be involved in this role.”

“Our hope is that a more nuanced and resident-centric approach with associated priorities will be forthcoming – including ways in which residents can actually be part of shaping our neighbourhood according to our values.”

The Docklands Neighbourhood Plan will be finalised in late 2022 and, according to the council, will “complement” the 2012 Docklands Community and Place Plan. The council said it would continue to work closely with Development Victoria to respond to community needs.

Get involved and have your say by April 30 ●

For more information:
participate.melbourne.vic.gov.au/participate-docklands



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Fears Docklands is fast becoming a “no-go zone” at night following fatal stabbing

Continued from page 1.

Speaking as a Docklands resident, City of Melbourne councillor Jamal Hakim said his view was that “safety is really important and a top priority.”

“I think it’s really important for us to create safe environments for everyone ... I completely share any concerns residents have,” he said.

Cr Hakim said his thoughts and deepest condolences were with the family of Mr Riak, who had suffered an immeasurable amount of grief.

“It’s always horrible to be in that circumstance regardless of whether it’s a one-off incident.”

However, Cr Hakim said as the city recovered from the pandemic and visitation levels increased, he urged the community “to watch out for each other.”

“The way we need to deal with it is to talk about it and to be mindful of that and to watch out for each other,” he said.

“I do feel that we have a really safe suburb in Docklands ... and obviously we want more people to come into Docklands on the weekends.”

Asked if incidents of anti-social behaviour and violence appeared to be increasing, Cr Hakim said “not that I’ve seen so far personally ... I feel Docklands is more of a family destination, so I think we get much less of that [crime activity].”

“I personally don’t see that there’s a cluster or anything to be excessively concerned about,” he said, but added, “that doesn’t negate that fact that some people might be concerned, and I think that’s really important to talk about.”

However, long-time local business owner Andrew Ward, who operates PUSH! Fitness on Collins St, said he felt not enough was being done to rid the streets of crime and anti-social behaviour.

“I’m a businessperson fed-up with the PR spin and no attention to the critical issues in Docklands – continually by the City of Melbourne, the Lord Mayor, and local councillors who are doing nothing,” he said.

“My key point is the day after someone was



▲ Stabbing victim Alier Riak.

murdered in Docklands, I would’ve expected a press conference with the Lord Mayor, the commander of West Melbourne police, community groups, and business leaders on what we’re going to do to clean it up – not more discount vouchers.”

Mr Ward said he was also disappointed that his concerns of crime and its impact to amenity had fallen on deaf ears after he wrote a letter to the City of Melbourne and Victoria Police a year ago.

“Nothing has changed, it’s got worse.”

Mr Ward said on the night of the fatal stabbing he had been followed by carload of males, but luckily, he got to his car and drove off.

“I don’t normally hang around at Docklands at 1am,” he said after leaving his gym, “but it didn’t feel safe to me.”

He said clients had also reported incidents of fights on weekends, drug activity, and people yelling as they spilled onto Bourke St from nightclubs, bars, and other entertainment venues.

“It’s disastrous for them – we’re in a decline and it’s going to get worse.”

“I am shocked and disappointed no one in Docklands is jumping up and down about the safety/security issues in Docklands.”

A Victoria Police spokesperson said it ran *Operation My City* every Friday and Saturday night, to prevent anti-social behaviour and ensure safety for those enjoying Melbourne’s nightlife.

“Uniform police are regularly supported by PSOs, Public Order Response Team, Mounted Branch, Highway Patrol and the Dog Squad to run highly visible patrols and respond to any issues across the city.”

Crime Command Assistant Commissioner Bob Hill said the death of Mr Riak was “incredibly distressing for many in our community” and police would be “relentless in their pursuit” of holding perpetrators of such “violent and senseless crime” accountable.

“This is a great city and overwhelmingly a safe city, however incidents such as those we sadly saw ... impact all of us,” he said.

Police have arrested five men in relation to the incident with two charged with murder. All have been remanded in custody after facing the



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Melbourne Magistrates’ Court.

In a Facebook post, the John Septimus Roe Anglican Community School in Western Australia said Mr Riak was “a leader and a passionate sportsman who always had a basketball in his hands.”

“We are deeply saddened to know that a young man with such a bright future, has passed away under such tragic circumstances.”

Meanwhile, Melbourne-based Youth Activating Youth is preparing to launch the “Drop the Knife, Save a Life” project which will aim to steer young people away from offending and help them stay safe and on the right path ●



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Feasibility study completed on connection between Docklands and West Melbourne, but not released

Continued from page 1.

connecting Docklands' adjunct western end with nearby North and West Melbourne.

In relation to this study and other "finished projects" yet to be publicly disclosed, Cr Rohan Leppert asked the council's TAP program director Rob Moore at the March 15 meeting, "If they're completed, can we see them?"

Mr Moore said all plans would soon "become public knowledge". A council spokesperson told *Docklands News* that further information would be released "jointly by the Department of Transport and the City of Melbourne at a later date."

While the West Melbourne Structure Plan proposed that the Docklands connection would come from Hawke St, Mr Moore said the feasibility study identified "real problems getting sufficient elevation."

"We requested DoT to look at different alignments. By far and away the easiest is from Abbotsford St," he said, adding that "the plus side of that is the two types of bridge links" that were possible, for both public and active forms of transport.

A connection from West Melbourne over the railyards to Docklands would provide significant benefit to those living and working in the NewQuay and Waterfront City precincts. Many Docklands Primary School students are also based in West Melbourne.

The council also used its first ever meeting held in West Melbourne to call on Minister for Planning Richard Wynne to sign off on an amendment that would progress the West Melbourne Structure Plan ahead of the State Election.

The West Melbourne Structure Plan – known as Planning Scheme Amendment C309 – outlines the vision for reimagining West Melbourne while respecting and leveraging its heritage and character as a distinct community separate from the central city.

That was the "overwhelming" sentiment shared following consultation with the West



▲ A diagram showing current and future TAP projects. The Docklands crossover is highlighted in yellow with an arrow.



▲ A render of a revitalised Spencer St North.

Melbourne community in 2019 when the City of Melbourne endorsed the vision, which sets out a number of exciting changes in postcode 3003.

Highlights include the creation of a new high street on Spencer St North and 10,000 sqm of new public open space throughout the area, which the plan breaks up into five distinct precincts – Adderley, Flagstaff, Historic Hilltop, Spencer and Station.

Due to not enough councillors for a quorum at a meeting on May 7, 2019, the amendment was ultimately endorsed as Amendment C385 for referral to the Minister for Planning by a special committee of council in April 2020.

A report tabled by the council's management and discussed by councillors at the Future Melbourne Committee (FMC) meeting held at the West Melbourne Baptist Community Centre on March 15 said officers had been working with the Department of Environment, Land,

“

We requested DoT to look at different alignments. By far and away the easiest is from Abbotsford St.

”

Water and Planning (DELWP) to "progress the amendment for ministerial consideration".

Deputy chair of the council's planning portfolio Cr Rohan Leppert described the government's delay in signing off on the plans to

Docklands News's sister publication *North West City News* in February 2021 as "unnecessary" and "very frustrating".

He said the plans were "basically just sitting on the Minister's desk."

"We worked hard to design a strong planning framework that the West Melbourne community and the property industry alike supported. It was endorsed by the Minister for Planning's own planning panel of experts, and the final version was approved by the council's delegated committee back in May 2020," Cr Leppert said.

Lord Mayor Sally Capp will now write to Minister for Planning Richard Wynne to "invite a determination on Amendment C385 as a priority" after councillors voted unanimously in favour of the move at the FMC meeting.

The council's planning chair Deputy Lord Mayor Nicholas Reece told the meeting he had spoken to Minister Wynne "today" and that he expected a decision to be made imminently ●

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Hooded thieves make off with weathervane

WORDS BY Rhonda Dredge
CRIME

A 100-year-old copper weathervane in the form of a galleon-style sailing ship has been stolen from its rightful place atop the historic Mission to Seafarers building in Docklands.

The weathervane was discovered as missing on Sunday, March 6, and is believed to have been stolen from the roof of the building overnight.

Mission to Seafarers Victoria CEO Sue Dight has appealed to anyone who may have any information to come forward or to contact police.

A reward of \$500 has been offered for information leading to the vane's recovery.

The vane was hacked through by thieves over a three-day period, putting the Mission under pressure.

When Ms Dight got a text from a resident across the road from the Mission, it was the news she'd been dreading. There was a picture of the metal stump on the roof and a message: "OMG. Gone."

Sue was devastated. She thought she had the thieves beat. They'd tried and failed already to cut through the vane on Thursday night and now returned to finish off the job.

"They damaged and moved the cameras," Sue told *Docklands News*. "All we have is a shot of an ankle and a hoodie."

The first clue to the impending theft was the discovery of a plastic chair on one of the roofs overlooking the western courtyard on the Friday morning.

Sue began an inspection, first for graffiti. "From the windows you can view all sections of the roof," she said, "but what we found was a hacksaw. I immediately thought of the weathervane."

The vane was still there but when she zoomed in on a photograph, she noticed a small cut in the supporting rod. From there, a crime that should have been prevented, moved from the reckless to the ridiculous.



Police were informed, security cameras replaced, a private security firm contacted and attempts made to block the way in, but the thieves returned, possibly over the next two nights.

They got in by climbing over the back fence abutting a construction site and jumped onto the roof from there, Sue said.

On Saturday morning a pair of boots and a neatly folded jacket were found in an alcove off the western courtyard.

The thieves then returned the following night about 3am. By Sunday morning the vane was gone.

"The little knobby part. That's all that was left," Sue said. "They came back with a portable angle grinder to finish off the job."

She said the vane was about the dimensions of a person and weighed at least 30 kilograms so it wouldn't have been easy to carry.

"I feel devastated by the loss because we spent so much time and effort having it restored two to three years ago," she said.

The vane is worth about \$50,000 to replace and has been on the pinnacle of the Mission since 1917 to direct captains preparing to leave port. Local master craftsman Henry Alfred Saw crafted the weathervane.

After a century on the rooftop in high winds, the weathervane was in need of repair. In 2020 through a grant from the Victorian Heritage Restoration Fund, as well as private and public contributions, it was restored and secured to



▲ Sue Dight in the western courtyard where thieves scaled the roof.

the top of the building.

The weathervane is unusually intricate and represents the high levels of both craftsmanship and artistry.

"The way the metal of the sails curve as though billowing in the wind, the bulging hull of the ship, and the delicate rigging details make it quite a special object for something that is also structurally robust, and was intended to serve use as a meteorological instrument," Ms Dight said.

Tragically, the vane is likely to be melted down for its copper. "I'm hoping that because it's such a special piece it may be recovered."

Razor wire has now been installed to stop any further incursions onto the Mission's tiles ●

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Residents going through hell with late-night partying

WORDS BY *Brendan Rees*
SAFETY & SECURITY

Blaring music from “fine dining” restaurants and unruly patrons yelling and fighting in the streets is making life a nightmare for residents in a waterfront district of Docklands.

Neighbours have been forced to put up with the reoccurring noise from The Sri Lounge and Almina restaurants next to Victoria Harbour at NewQuay Promenade with reports that the late-night partying was being heard until the early hours.

A disgruntled resident voicing her own, and her neighbours’ concerns told *Docklands News* that The Sri Lounge became more like a “night-club” on weekends, with loud music making it hard for people to sleep and function the next day.

“The noise caused me to lose my sleep which led to migraine and gastric over the prolonged period,” Nicolle said, who asked for her surname not to be published. “The ripple effect impacted my health and work since I feel very tired and sick therefore unable to focus on work.”

“There are many residents affected by these inconsiderate operators.”

Nicolle said she often saw patrons yelling and fighting from her balcony and on occasions, “pushing each other into the waters in front of the restaurant.”

“They threw a wild party with a DJ blasting loud music and their customers created havoc, yelling vulgarity and loud arguments through the night,” she said.

“Almina is also throwing noisy late-night parties for their customers and their customers are prone to create havoc as well.”

“My neighbour who stays on a lower floor has been affected by the loud noise disturbance and they have decided to leave Docklands next year.”

“I plan to leave Docklands if this issue is not resolved because my health has been badly affected.”



Nicolle said she had called police “several times” but the issue was still ongoing.

On one occasion, she said she saw revellers running amok until 4am which included a group of 10 engaging in a fight “while one of them fell into the waters in front of the restaurant.”

“I’m afraid to step out of my building at night because their customers usually get drunk and create havoc outside my building entrance.”

Having reached her wits’ end, Nicolle reported the incidents to Greens MP for Melbourne Ellen Sandell and made a formal complaint to the Victorian Commission for Gambling and Liquor Regulation (VCGLR).

Ms Sandell said she had received “quite a few reports” from Docklands residents about venues potentially operating after their licence hours allow, as well as “concerning behaviour” from some people leaving venues.

“I’ve raised this with the Labor Minister for Liquor and Gaming regulation but unfortunately she has not been much help at trying to come to a solution,” she said.

“We’re lucky in Melbourne to have such great nightlife, and we want to protect that, but residents also deserve a good night’s sleep and to be

safe around their homes.”

“We need to make sure everyone is clear on what rules apply, and make sure they’re being adhered to. It’s not good enough for the regulator and government just to ignore the issue or pretend there is no problem.” “I encourage anyone who has been affected by this to contact my office if they feel the government isn’t addressing their concerns, and we can continue to elevate the issue.”

In recent changes to Victorian liquor laws, bars, restaurants, and cafes can now stay open until 1am every day of the week, effective from March 15.

City of Melbourne councillor and Docklands resident Jamal Hakim said he believed businesses had “been really responsible with the way they’ve responded to noise and worked with local residents” but added “if it is something that is growing, I share that concern with residents and would be pleased to speak to anyone about that.”

“There’s been a long conversation between residents and businesses – and businesses I think are acutely aware of that in Docklands for the most part. Most businesses do the right

thing,” he said. “I think concern would be if the restaurant or the bar isn’t responding quickly to those [complaints]. I think that would be an issue, and for residents to note that and inform council so that we can support them.”

The Docklands Representative Group (DRG) said it had received reports that music was a “huge and growing” issue for residents.

“While residents know that living in the city isn’t going to be a quiet experience, the level, type, and time of noise is increasingly problematic – sometimes 24/7,” the DRG said.

“While late-night venue music is an issue for some, and complaints can be made to the EPA and the City of Melbourne, often more of an issue is the patrons – who yell and scream when leaving these venues. And this will be exacerbated by the extended liquor licences.”

When the issue was raised by Ms Sandell during a Parliament sitting last August, Consumer Affairs, Gaming and Liquor Regulation Minister Melissa Horne said noise and amenity conditions had been placed on The Sri Lounge.

She added, “Complaints for a potential breach of conditions may be sent to the Commission for further investigation. Under the *Liquor Control Reform Act 1998* (s3AA), the noise level of patrons who have left the premises are not the responsibility of the venue unless they are considered ‘sufficiently proximate’ to the premises.”

Victoria Police said it was generally not aware of any increase in reporting or issues relating to noise pollution, however a police spokesperson said *Operation My City* was run every Friday and Saturday night, to prevent anti-social behaviour and ensure safety for those enjoying Melbourne’s nightlife.

The Sri Lounge and Almina could not be reached for comment.

Meanwhile, a resident has taken to social media to vent her frustration over construction noise taking place in a vacant block on LaTrobe St with a jackhammer roaring after midnight ●

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COLLINS PLACE

Holi Festival turns Docklands into a sea of colour

WORDS BY *Aditi Rawal*
COMMUNITY

Holi, popularly known as the "Festival of Colour", is a traditional Hindu festival that originated in India, but is now celebrated all over the world. It is a celebration of fertility, colour and love, as well as the triumph of good over evil.

Holi has three main inspirations for its celebrations, which include spring's arrival, the story of eternal divine Radha and Krishna, and the legend of Holika and Prahalad. These indicate positive change and renewal, love and compassion, and the triumph of good over evil to Holi festivities.

On March 19, a Holi celebrations event was hosted by the Docklands Neighbourhood House at Ron Barassi Senior Park for local residents. The entire Docklands community was visibly very excited attending this gala event. This was one of the very first events of its own kind for residents of Docklands after the pandemic, which gave all who attended a chance to celebrate this festival of joy and happiness together in person.

The event was very well planned and organised with a warm welcome at the venue with a goodie bag and organic colours for all. The event was absolutely aligned to the theme of Holi which is also sometimes called "Phagwa" and included Bollywood dances, Bhangra dance performance, a DJ, live singing performances, and other activities. It was a wonderful event, right from the demeanour of the locals celebrating it in their own style to the way in which the festival related activities were carried out.

It was a great opportunity for the children to play with colours and water using water guns, chasing each other and having loads of fun and enjoying shaking their feet to the popular music. It was an amazing experience seeing the powder that revellers threw at each other, leaving festival goers coated in colour by the end of the day. The food trucks provided a variety of



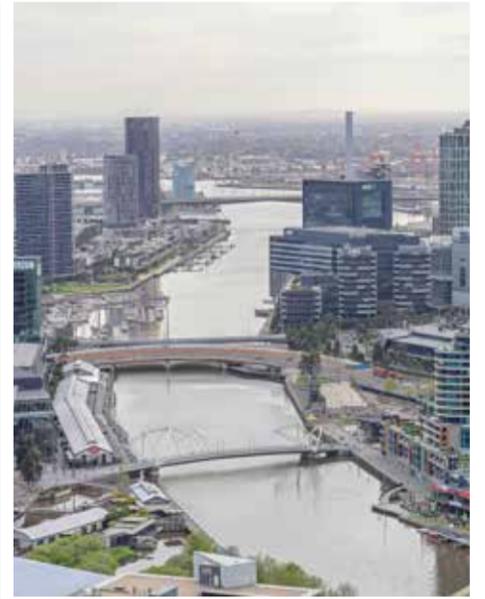
sumptuous food and drinks adding to the festive atmosphere.

A big thanks to Jason Butcher, community development officer of the Docklands Neighbourhood House and his team of volunteers, who worked tirelessly to make this event a great success.

This year's Holi celebration was very special for the Indian and Docklands community who got a wonderful opportunity to celebrate and come together. The residents experienced a festival of joy, colours, merriment, celebration, enthusiasm, and happiness like never before. This event truly reflected that Holi might be an Indian festival, but the enthusiasm of this vibrant Indian festival is equally popular globally.

Now, the entire Docklands community is already looking forward to the Diwali celebration in October.

Aditi Rawal is a Docklands resident and Docklands Representative Group member ●



Man jumps into the Yarra River

WORDS BY *Brendan Rees*
SAFETY & SECURITY

Police are investigating after a man jumped from an unknown crane into the Yarra River at Docklands on March 27

Police said a man had jumped into a river near Siddeley St about 6.50pm during warm weather.

Water Police and Search and Rescue attended the scene and conducted a search.

Police were later called to a bridge at Lorimer and Montague streets where they spoke to a 36-year-old Geelong man just after 1am.

Paramedics treated him on scene and the investigation remains ongoing.

Docklands News spoke to several businesses but it is not known which crane was used by the man to jump from ●



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District Docklands Community Garden is no more

WORDS BY *Kaylah-Joelle Baker*
COMMUNITY

Despite the continuous efforts of the Neighbourhood House and its volunteer gardeners, the District Community Garden is coming to an end with its condition in rapid decline.

A once-flourishing green space for a community that otherwise lacks space to grow their own flowers, herbs and vegetables, the garden is now deteriorating.

While the responsibility of the garden belongs to The District Docklands and Development Victoria, the Neighbourhood House is also strongly connected with the project.

Despite expressing hopes last year to *Dockland News* that the garden would be revived, Neighbourhood House community development officer Jason Butcher said there were “a lot of uncertainties” that played a part in its demise.

“Particularly the last six months and the entirety of the whole lockdown have been really hard on the community garden and people just couldn’t get out and take care of the space as much as they wanted to,” he said.

Resource issues and an inconsistent time frame were also cited as major problems for the garden during the past few months.

“We had a lot of challenges ensuring there were basic resources to the site, and there were continual short time frames and extensions with the leasing arrangements,” Mr Butcher said.

“If you plant something that is going to take three months to come into fruition and you don’t know if you will have that amount of time, you aren’t going to bother planting anything. So, particularly the time frames meant we were really hard pressed trying to find any sort of resources and it left us unable to apply for funding.”

In response to maintenance issues, The District Docklands could only share that the



“We had a lot of challenges ensuring there were basic resources to the site, and there were continual short time frames and extensions with the leasing arrangements”



lease of the current site was nearing its expiry, and an “alternative future site is being explored.”

Both the Neighbourhood House and The District Docklands responded to *Docklands News* saying that there had been discussions of a possible future site.

Under licence with The District Docklands owner Ashe Morgan, the garden’s lease from NewQuay developer MAB Corporation will expire in April.

Last month, MAB launched community consultation for its next major development at the 396-416 Docklands Drive site.

According to its masterplan for the new mixed-use precinct bordered by Waterfront Way, Little Docklands Drive and St Mangos Lane, the site where the current community garden is located is mooted for a tower and a strip of townhouses.

While some in the community have raised fears that the community garden could be scrapped altogether, Group Head, Precincts at Development Victoria Geoff Ward said MAB’s masterplan also included plans for a community garden closer to Docklands Primary School.

“MAB [did] recently consult with the community on plans for a future community park in this precinct,” Mr Ward said.

“We’re looking at a range of options for a community space that will widely support and be enjoyed by locals in this area of Docklands – and also working with Neighbourhood House on what would be welcomed.”

The new community park will be situated further down Little Docklands Drive at the corner of St Mangos Lane opposite the primary school, and according to MAB, “will belong to the council and the chosen landscape design

will be guided by the needs of these groups.” Until the day comes to “revisit the idea of another full-fledged garden”, Mr Butcher said the Neighbourhood House planned to conduct in-depth community consultations to find out exactly what people were needing and wanting in the area.

“There is a real desire in Docklands for spaces that are for the community by the community,” he said ●



Kaylah-Joelle Baker
JOURNALIST
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COLLINS PLACE

Exciting activations take shape in Vic Harbour as precinct recovers from pandemic

WORDS BY *Brendan Rees*
BUSINESS

Work on a new ferry terminal and a twin-deck floating bar is starting to take shape in Victoria Harbour in what is hailed as a huge boost to activate tourism and the “gateway to Melbourne.”

Port Phillip Ferries (PPF) has constructed a new passenger terminal and community hub at Harbour Esplanade, which will allow passengers to commute between Melbourne, Geelong, and Portarlington when works finish in April.

The project is being delivered in partnership with Development Victoria and City of Melbourne, with preparation beginning in February and pre-constructed off-site building components being craned into Harbour Esplanade in March. Once complete, the terminal will feature large waterside facing windows designed to showcase the spectacular views of Victoria Harbour and “perfectly positioned to connect more communities to the bay and bring Victorians together like never before,” PPF chief executive officer Murray Rance said. “Port Phillip Ferries has a vision to change the way Victorians travel by utilising our magnificent waterways,” he said.

“The new Melbourne ferry terminal takes us another step closer to achieving our vision while providing a vibrant community hub within the Docklands precinct for locals and visitors.”

The “state-of-the-art” terminal will also house a welcome foyer and reception area, visitor information services, an onsite café, and accessible amenities.

It will cater for passengers of PPF and patrons using other charter operators in the area, with the potential to open new routes and connect more communities to the bay.

The facility, which will be located on the north side of the existing glass house structure and adjacent to the *Cow Up a Tree* sculpture, will also give the culturally significant landmark by John Kelly greater presence.

Development Victoria precincts group head Geoff Ward said, “We are delighted at the investment Port Phillip Ferries is making in Docklands which will benefit locals and visitors alike. We look forward to this new terminal being completed in April, encouraging more people to visit Docklands and enjoy what this vibrant waterfront precinct has to offer.”

Development Victoria called for expressions



▲ The new ferry terminal on Harbour Esplanade.

of interest for the continued activation of Harbour Esplanade, Wharf VHO8, in December 2020.

PPF, which has operated a ferry service from Docklands to Geelong and the Bellarine Peninsula for the past five years, was announced as the successful bidder in August last year.

Upon its launch, staff at the new terminal will share their knowledge of local tourism and travel options, including tours, transport, events, and accommodation with guests.

Meanwhile, in other exciting works, framing has started going up for a new floating bar called ATET near the Bolte Bridge.

Designed as an open-air space, the venue will cater up to 550 patrons and have a fully retractable roof and blinds to suit any weather condition.

ATET will sit on the former barge of the *Alma Doepel* after the tall ship returned to the waters last October.

The barge’s new owner and ATET director Jake Hughes said construction for the bar began in January after a few unforeseen delays.

However, he said works were progressing well with framing for the bar, kitchen and cool room going up and the hardwood deck being restored.

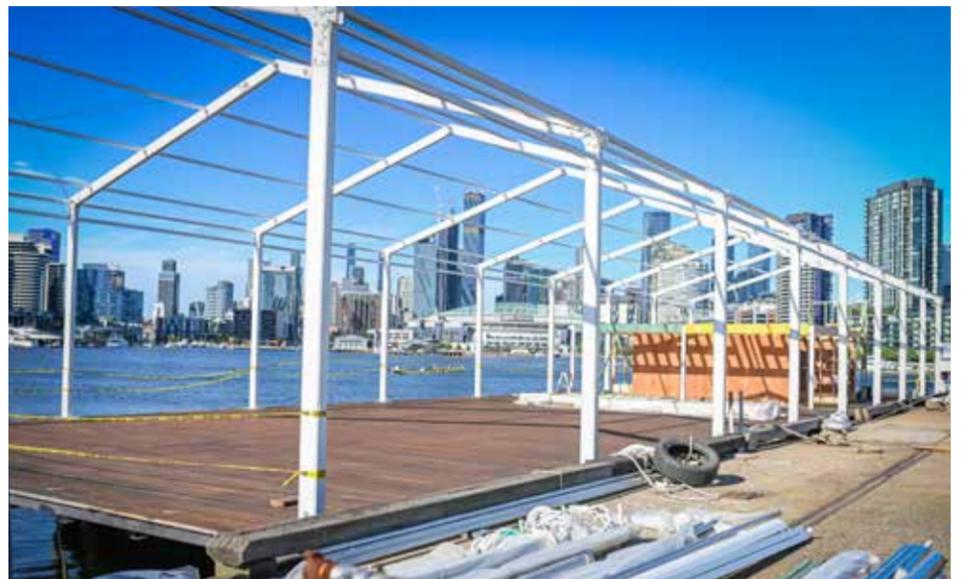
He said the portal frame installation was a “huge milestone” which “really defines the space and makes it a lot easier to envisage the final product.”

“The floor for the upper-level deck has just been finished and the stairs are about to go in. We’ll then move on to installing the balustrading, cladding, and finishing off with fixtures and fittings,” he said with the grand launch expected in winter.

“The space will be decked out with lush



▲ Workers at ATET last month.



▲ Construction has begun on ATET - a new events activation for Docklands on the former Alma Doepel barge.

planting, and we’ll have outdoor heaters on board, so it will essentially be like a big hot house.”

“After five years of planning, we’re incredibly excited to be able to see this dream coming to life and we can’t wait to share it with the local community.”

“We’re thrilled to have the opportunity to help breathe some new life into the Docklands precinct as it recovers from the effects of lockdowns and restrictions over the past two years.”

“As a destination venue, ATET will draw

visitors to the area, creating foot traffic and providing much needed activation to the area.”

He said the venue would be able to host a diverse range of events from weddings and corporate events to yoga classes, evening cinema screenings, and community workshops.

City of Melbourne councillor Jamal Hakim said the work for both projects was “really exciting” as Victoria Harbour was “our most important asset” and the “gateway to Melbourne.”

●

Glenn Harvey answers your legal questions

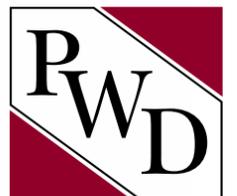
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Council pushes both levels of government to act on Central Pier

The City of Melbourne is calling on both federal and state governments to make the redevelopment of Central Pier a priority ahead of their respective May and November elections.

WORDS BY *Sean Car*
COUNCIL AFFAIRS



Central Pier was listed as a key project by the council in both of its lists of priorities to both levels of government, which included a range of initiatives under the headings of “Economic Recovery”, “City-Shaping” and “Climate Change and Renewable Energy”.

In both documents, the council said, “The pandemic has hit Docklands hard” with vacancy rates in Victoria Harbour and NewQuay both currently sitting at around 25 per cent. “COVID-19 has compounded the challenge of activating and increasing vibrancy within Docklands,” it said.

The council said the loss of Central Pier, which was closed by Development Victoria (DV) in August 2019 due to safety concerns, was contributing to the “perception that Docklands is a precinct in decline rather than a vibrant waterside location.”

“The Docklands Chamber of Commerce estimates the closure of Central Pier has resulted in a loss of between one million and one-and-a-half million visitors to Docklands each year,” the council said.

“A report [by SGS Economics and Planning] commissioned by the City of Melbourne into the economic impact of Central Pier’s closure finds that if remedial action is not taken, the cost to the city economy will be significant over time. Losses to total economic output are set to reach roughly \$800 million and 1500 jobs after five years.”

Hence, the council has advocated to both levels of government that Central Pier be considered as an urgent priority under the category of “economic recovery” and has pressed the state government to demolish it and build a “light-weight hospitality/events activation for interim use.”

It has also called on the federal government to partner with the state to fund the pier’s long-term redevelopment.

“The report into the economic impact of Central Pier’s closure also found that there is \$13.77 million of economic impact for every \$10 million spent rebuilding the pier,” the council said.

“Assuming the cost of the pier is \$560 million, there would be a \$771.21 million benefit in terms of the direct and indirect impacts of construction.”

At a residents’ forum in the CBD last month, City of Melbourne CEO Justin Hanney expressed the council’s concern with Development Victoria’s proposal to close the pier for a “longer period of time.”

“Central Pier has been closed for two years now and they’re [DV] proposing to close it for a longer period of time. We’re asking for an immediate demolition or rectification. It used to drag one million people per annum and without it there it’s impacting our city.”

DV’s group head of precincts Geoff Ward told *Docklands News* it was looking at a range of options for the pier, but safety remained its “main priority.”

“We’re continuing to work with Heritage Victoria, City of Melbourne, local business and the community on long-term plans for Central Pier.”

“We are looking at a range of options for the pier – including removing the structure from the water as soon as practical given some parts are more than 100 years old – with safety of the site our main priority.”

The state government allocated \$3 million in last year’s Victorian State Budget to “progress the planning and design” of Central Pier.

Included in the “range of options” currently being looked at by DV is removing the structure from the water “as soon as practical given some parts of the pier are more than 100 years old” as well as options to respectfully preserve the heritage of pier and surrounding docks, “while also taking a wider approach to revitalising the waterfront of Docklands.”

In January, works began to remove the western tip of Central Pier, which is no longer connected to the main structure and has been inaccessible for several years after being deemed structurally unsound.

Specialist marine contractor, Fitzgerald Constructions Australia Pty Ltd, is using a barge system to dismantle and remove the western tip from the water piece by piece.

The works to remove it from the water are expected to be complete in early 2023 and do not include the main structure of Central Pier.

Council advocates for public transport to Fishermans Bend

The City of Melbourne has also included public transport to Fishermans Bend in its suite of priorities for both state and federal governments, calling for the construction of a tram connection and a business case for Metro 2.

The council has requested a total of between \$1 billion and \$1.5 billion from both levels of government for the construction of a tram route across the Yarra River, which it argues could still be “completed in time for opening of the first phase of the University of Melbourne’s new Fishermans Bend campus in 2025.”

As Australia’s largest ever urban renewal project, Fishermans Bend is forecast to house up to 80,000 residents and accommodate 80,000 jobs by 2050 according to the state government’s planning framework for the precinct.

But unlocking these significant population increases hinges on the delivery of new public transport, with the area – more than two times the size of Melbourne’s CBD – currently devoid of a tram or train network.

The government’s planning framework maps out a tram connection across the Yarra River from Collins St through Yarra’s Edge and Hartley St, “before splitting into two branches” – one along Turner St and the other along Plummer St.

While many Yarra’s Edge residents continue to advocate against the tram bridge through its neighbourhood, which would restrict access to the Melbourne City Marina and travel through Point Park, the council is strongly advocating for it.

“The northern tram line, exclusively in the City of Melbourne, can be constructed along a mostly preserved corridor between the new bridge and Westgate Park in the Fishermans Bend NEIC,” the council said.

“Workers, students and residents need a high-quality public transport service that is safe, efficient and sustainable.”

It has also advocated for a business case to be completed for Metro 2, seen as “the missing link”, connecting Fishermans Bend with the CBD via a new rail tunnel from Newport to Clifton Hill, accompanied by electrification to Geelong ●



▲ An image highlighting Greenline’s path along the north bank of the Yarra River into Docklands.

Council adds big Greenline investment to election wish list

WORDS BY *David Schout*
PLANNING

Ahead of federal and state elections in 2022, the City of Melbourne wants the state and Commonwealth governments to each pump \$100 million into the “city-shaping” Greenline project, which had now opened to expressions of interest from local and international designers.

Expected to be completed by 2028, the project would see a six-metre-wide pathway established along the Yarra River’s northbank from Birrarung Marr all the way to the Bolte Bridge.

And the council is calling out for significant investment, ahead of a federal election expected in May and a state election in November.

In separate “advocacy priorities” documents for both levels of government, the council said that the river’s northern side compared unfavourably with a “revitalised Southbank” and was in desperate need of renewal.

“Just as Southbank and Federation Square energised Melbourne at the turn of the century, the Greenline transformation of the north bank will usher in a new era for the river at a time we need it most,” the documents read.

“Early forecasting indicates that through a proposed investment of up to \$300 million, Greenline is expected to deliver more than \$1 billion in economic activity and create up to 1000 jobs during construction.

In a speech delivered during Melbourne Design Week at Arbory Afloat, Lord Mayor Sally Capp said strong levels of investment was crucial to the project’s fortunes.

“Work is well underway and we’re advocating to the federal and state governments to help fast-track Greenline’s delivery with staged co-funding,” she said.

“We’re asking them for \$100 million each, with the remaining third to be provided in partnership between us, our key stakeholders, and the private sector.”

At this stage the state and federal government are yet to give public indication of their level of investment in the project, and whether they would meet the council’s request.

As of late March, the council had also opened expressions of interest for designs on the project, seeking submissions from near and far.

“[We’ll be] inviting firms in Australia and abroad to help us design the future of this city-shaping project for Melbourne’s future public realm,” Cr Capp said.

“Experts know intimately the leaps of faith and the rewards involved in shaping a city, and I look forward to seeing the city’s vision come to life through their concepts.”

After draft Greenline plans were endorsed in May 2021, a “final implementation plan” for Greenline was endorsed by councillors in December 2021 following work with 40 key stakeholders and almost 400 public submissions.

In her March 23 speech, the Lord Mayor – who made Greenline a key part of her 2018 by-election and 2020 general election strategy, winning on both occasions – said the potential of the project was considerable.

“Think upgraded parks, pedestrian bridges and boardwalks – a well-frequented and much-loved passage that acknowledges and celebrates our city’s rich Aboriginal culture and heritage,” Cr Capp said.

“You can imagine it now – balmy January nights wandering uninterrupted from a match at the Australian Open to the waterfront bars, restaurants and nightlife of Docklands. Luscious green lunchbreak strolls, and a sprawling new urban realm for families to explore – supported by adjacent riverside dining and cafes. Many cities have superb riverbanks and that’s what we’re creating here in Melbourne.”

Cr Capp’s vision for Greenline was inspired by the Highline project in New York, which is now one of the city’s most popular tourist attractions ●

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E-bike and e-scooters debate re-emerges after misuse sparks calls for education

WORDS BY *Brendan Rees*
TRANSPORT

The e-bike and e-scooter debate has again divided community opinion after a resident spoke of their frustration of seeing the electric-powered transport devices dumped across the Docklands precinct.

“Not having docking bases, all those types of vehicles are abandoned everywhere, sea and Yarra River included, as also confirmed by other citizens,” Docklands resident Pierfrancesco Iarussi said after posting a picture to Facebook of a discarded bike near Victoria Harbour.

“You can see them almost everywhere. Around 10 days ago there was a scooter in the water more or less in front of 7Melbourne.”

“In my opinion, it makes beautiful Melbourne look dirty and messy.”

Mr Iarussi’s concerns come after the failed oBike hire scheme in 2018 saw yellow bicycles abandoned in rivers and up trees, while police recently launched a crackdown on e-scooter misuse after users caused havoc on roads and footpaths.

He questioned whether docking stations could be provided for bikes and scooters, saying “can this service be managed as everything else to hire, from a car, to a pair of roller blades?”

Lime is operating the electric share bike [e-bike trial] in the City of Melbourne, Yarra, and Port Phillip after a temporary pause due to the pandemic.

According to the City of Melbourne, e-bikes will encourage cycling in the city and reduce transport emissions and congestion with Lime being responsible for all aspects of the operation of the service.

Under the rules, e-bikes should be locked to public bicycle racks where available, however, to retain access to parking for regular bicycles, share bicycles should “not completely occupy any bank of public bicycle racks.”

Otherwise, e-bikes must be parked in an upright position and not placed on footpaths that



▲ Pierfrancesco Iarussi is concerned about e-bikes and e-scooters being abandoned around Docklands.



are less than 1.5 metres or within 1.5 metres of buildings.

They must also not be placed where they could obstruct peak pedestrian flows or otherwise pose a safety hazard.

City of Melbourne councillor and Docklands resident Jamal Hakim said he so far hadn’t seen an issue with the operation of e-bikes and e-scooters but encouraged residents with any concerns to contact the council.

“It’s really important that we put all that feedback together so it’s a mode of transport that’s successful,” he said.

“I think most people who are riding e-scooters are doing the right thing ... but it’s really important for us to understand where it’s working and where it’s not working,” he said.

“I’ve heard lots from residents in Docklands say how fantastic the e-scooters have been for mobility around Docklands.”

“We’ve got such an expansive space in Docklands – I spoke to residents on NewQuay recently who shared with me how e-scooters have meant they are able to go from NewQuay

and Victoria Harbour so much more quickly.”

The orange and green e-scooter trail was rolled out in the City of Melbourne and surrounds from February 1 which is being operated by Neuron Mobility.

A company spokesperson said it had been “well-received by the community and are adding an environmentally friendly transport option to the city.”

“Neuron’s e-scooters have been embraced by Melbourne locals and visitors, we’ve had an amazingly busy start to the trial with over 650,000 kilometres travelled so far, and the overwhelming majority of people are riding responsibly,” the spokesperson said.

“Neuron e-scooters are fitted with GPS and are controlled by geofencing, so they cannot be ridden out of the riding area, or they lose power entirely.”

“We have worked closely with the City of Melbourne to set up our operating zone. For example, there is a total no parking zone around the Yarra River.”

The Neuron Mobility spokesperson added

its “geofencing” technology also controls speed in some areas, and the e-scooters also have a topple detection feature, “which means that if they are left on their side, our ground team gets an alert and then moves to reposition it safely.”

“Our e-scooters are also fitted with registration plates so members of the public can report any issue, like an incorrectly parked e-scooter for instance, to our customer support team, via our app or by phone and email - the details can be found on our website and on our e-scooters.”

A Docklands Representative (DRG) spokesperson said e-scooters, e-bikes, and segways (a two-wheeled personal transporter) were widely cited as “the solution” to the transport congestion.

“But if they are to be a legitimate part of our system, then they have to be treated as such, meaning that they have to be formally integrated into our transport infrastructure, starting with education about the rules, allocation of space [away from pedestrians] and good ‘end-of-trip’ facilities,” the DRG spokesperson said.

“Currently these micro mobility vehicles have just been ‘let loose’ under the pretext of a ‘trial’. There are already a lot of learnings from other Australian cities that Melbourne has failed to take on board.”

Robert Dunstone, the building manager of Harbour One apartments at NewQuay, said he found scooters dumped at the entrance of the building on a daily basis, which posed a safety hazard for residents if they had to evacuate.

Mr Dunstone said he was also troubled by the sight of drug dealers riding around on e-scooters to sell to people sitting in cars.

“They come around on their e-scooters with bum bags; cars pull up and you can actually see them do the deals through the window,” he said.

“I will get them on footage, it happens quite a lot. You see it especially out on Aquitania Way.”

Mr Dunstone said mini zip-lock bags containing what appeared to be a crystal-like substance were also being discarded on footpaths.

“In the past six months it’s just gone downhill fast.” ●

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Bar hours automatically extend after liquor licence reforms

WORDS BY *David Schout*
BUSINESS

City bars, restaurants and cafes can automatically extend their trading hours from 11pm to 1am after the state government sought to streamline processes for ailing hospitality businesses.

Under the reforms, pubs and hotels which previously were required to close at 11pm can now trade until 1am as a right, subject to any planning restrictions that may apply.

It is understood local councils could still veto some applications, although the City of Melbourne was unable to confirm this.

Licensed venues will also be able to supply a limited volume of alcohol with takeaway or delivery meals without having to apply and pay for another licence under the reforms.

The changes come amid concerns about Melbourne's night-time economy after two difficult years as a result of COVID-19.

"These important reforms balance supporting Victoria's hospitality and entertainment industries post-pandemic while ensuring harm minimisation remains a key focus," Liquor Regulation Minister Melissa Horne said. "All changes have been assessed to reduce both harm to the community and unnecessary hurdles for small businesses, which we know did it

really tough during the pandemic."

And while they've been warmly welcomed by venues and industry bodies, local residents might worry about how the changes might impact noise-sensitive areas.

President of CBD resident group East Enders Dr Stan Capp has questioned the merits behind what he called an "alcohol fuelled recovery."

However, the liquor licence reforms announced by the state government should create few issues, as according to local planning policy, taverns, hotels and nightclubs are allowed to operate until 1am anyhow.

Further, the automatic extension of trading hours does not apply to specific areas of a licensed premises

that have different trading hours and which are separate to the overall trading hours of the premises, such as a beer garden or balcony area.

Twilight focus going forward

At the March 15 Future Melbourne Committee meeting, City of Melbourne councillors considered recommendations from a panel of Melbourne's night-time experts that the council should focus upcoming campaigns on the "twilight" period to both encourage people to the city, as well as keep people in after work.

The Night Time Economy Advisory Committee — consisting of industry leaders and chaired by Cherry Bar owner James Young — earmarked the

Melbourne International Comedy Festival (March 30 to April 24) and the Grand Prix (April 7 to 10) as "ideal opportunities" to trial the approach.

Lord Mayor Sally Capp said the city would look to capitalise on the lucrative time slot.

"Melbourne really is a magical place after dark — and unlike Sydney, our nightlife is part of our identity and what attracts people into the city," she said. "The committee has done a tremendous job in collaborating and recommending solutions to boost our twilight economy. We look forward to considering new ways of supporting businesses who operate around the clock — and backing the thousands of jobs they create." ●

Automotive apprentice wins inaugural disability achievement award

WORDS BY *Sophie Berrill*
EDUCATION

A local 18-year-old apprentice with a passion for all things cars has become the first winner of the Apprenticeship Employment Network's Disability Achievement Award.

Massimo Zurzolo, who is deaf and wears cochlear implants, has been recognised for his commitment to success in the automotive industry.

"I feel that this award will provide more opportunities [for people with a disability] and is an acknowledgement that people with a disability can do anything," he said.

Mr Zurzolo is enrolled at the Kangan Institute in Docklands and took on extra units of study when his workplace closed during the COVID-19 lockdowns in Melbourne. He saw this time as an opportunity to upskill and is now employed in a mentored apprenticeship program with BMW Group Australia and NextGen Jobs.

While Mr Zurzolo did not need to use the extra supports Kangan Institute offers students with disability, he praised the training for being flexible and tailored to him.

"My teacher Michael has been open and willing to adapt his training by understanding that lip reading is important, with no hands over his mouth and with clear speech," he said.

COVID-19 restrictions were isolating for most students studying online. But for Mr Zurzolo, they also presented practical challenges related to his deafness. Lack of subtitles and limited scope to lip read made accessing information difficult.

Mr Zurzolo's teachers ultimately recognised his persistence through tough circumstances to complete all units of study.

"Massimo's passion for cars, combined with a personal determination and resilience has enabled him to overcome obstacles to build a future in doing what he loves," Kangan Institute's chief executive Sally Curtain said.

The Disability Achievement Award win is the latest in a string of accolades for Mr Zurzolo. He was recognised in 2021 as a finalist for the Victorian School-based Apprentice and Trainee of the Year and awarded Kangan



▲ Massimo Zurzolo.

Institute's 2020 Apprentice of the Year for Automotive – School Based.

He hopes that his story will inspire other people living with disability to pursue their dream careers and know their rights in the workplace, at school and in society at large.

"For anyone considering an apprenticeship, make sure that the right support network is in place to assist you with your disability," he said. "I believe in being honest and comfortable in discussing my needs at work and school."

Mr Zurzolo plans to take his interest in car mechanics, design and engineering to a future in the electric car industry.

kangan.edu.au ●



Paterson's push for Melbourne

WORDS BY *David Schout*
ELECTIONS

In less than two months, Labor candidate Keir Paterson will look to return Melbourne as a Labor seat in the upcoming federal election — but he faces an uphill battle.

The Kensington resident, who was born in Carlton and spent his early years in North Melbourne, is looking to oust Greens leader Adam Bandt, who many expect to claim election victory for a fifth straight time.

Most recently president of the 50,000-member Bicycle Network, an advocate group for more sustainable transport and safer riding, Mr Paterson has worked in mental health where he led programs and interventions to make workplaces more psychologically safe and mentally healthy.

In a recent Facebook post, the father of three said his decision to run for Federal Parliament stemmed from a deep affinity with the area.

"I love Melbourne, but it is hurting. Restaurants, pubs and shops are

shuttered, live music is silenced, our tertiary sector is on life support. The lifeblood of our city — the arts — is bleeding," he said.

"We can't afford another three years standing on the sidelines of government. An Albanese Labor Government will start the important work of a national reconstruction, committed to leaving no one behind. I want to be a part of that — and I will make sure our community is a part of that too."

A Labor stronghold from 1904 to 2010, the seat of Melbourne has since become synonymous with the Greens.

On the campaign trail in recent weeks, Mr Paterson said people had expressed a strong desire to "get rid of this Morrison Government" and that "the only way to do that was with a vote for Labor."

"No seat in the country has been impacted by COVID as severely as Melbourne. We need an MP in Canberra advocating fiercely for Melbourne's central role in the national post-COVID reconstruction," he said ●



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Locals have their say on NewQuay site

WORDS BY *David Schout*
PLANNING

After recently revealing its long-awaited vision for a large NewQuay site wedged between The District Docklands and Docklands Primary School, developer MAB has heard community views on the project in March.

Locals were invited to have their say about the site, which has long been used as a carpark, during two sessions.

The recently revealed plans for the new mixed-use precinct (at 396-416 Docklands Drive) outline how the prospective site would be used for both commercial and residents' needs, intersected by a diagonal pedestrian-only laneway and park.

The six buildings proposed in the plans will range from 50 metres high to a maximum building height of 70 metres, which is similar to the height of the Marriot Hotel (opposite the site on Waterfront Way).

The yet-to-be-approved development was, according to MAB, set to take five years once signed off by the Minister for Planning.

The public car park (on Docklands Drive) will cease operating once the first building project begins; at this stage expected to occur in 2023.

"To date we have been pleased with the level of engagement on 396 Docklands Drive," MAB senior development manager Stefan Miles told *Docklands News*.

"We will review feedback received and consider any appropriate revisions to the development plan prior to submission."

MAB has said the project would "transform a degraded car park into a high-quality precinct with exciting mix of uses" and, perhaps most importantly for Docklands Primary School next door, provide a "high quality park fronting the primary school on the corner of Little Docklands Drive and St Mangos Lane."

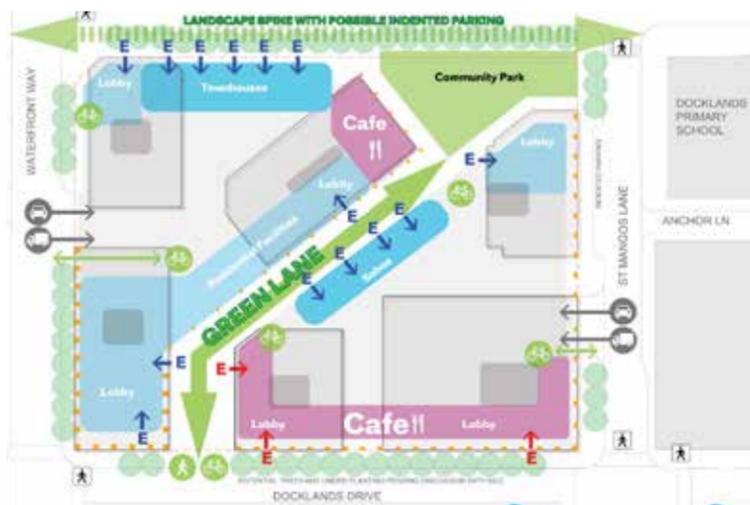
"The new park will be a welcoming place for residents, local workers, school parents and children," a consultation brochure shared with locals noted.

"It will belong to the council, and the chosen landscape design will be guided by the needs of these groups. The park will include landscape features that provide opportunity for seating, play and prioritise pedestrian permeability."

The park will be delivered in the first stage of the delivery process which, based on MAB's current forecasts was expected to occur within three years.

Overall, MAB has said the proposed site would bring "an injection of life and activity" through new residents and retail tenants.

Group head of precincts at Development Victoria (the Victorian Government's development arm) Geoff Ward said the project had



“

It [the park] will belong to the council, and the chosen landscape design will be guided by the needs of these groups. The park will include landscape features that provide opportunity for seating, play and prioritise pedestrian permeability.

”

considerable potential.

"We've enjoyed a long-term partnership in the NewQuay precinct with MAB and support its plans to continue to deliver a vibrant village for the community - which will also encourage people to visit Docklands," he said.

"This project demonstrates continued confidence in Docklands, creating jobs and encouraging people to work, live or visit in the precinct."

The proposed development sits directly to the south of another large-scale NewQuay site set to be transformed in the coming years.

The AsheMorgan-developed "Waterfront City East" site (bound by Footscray Rd, Little Docklands Drive and Waterfront Way) - currently a large vacant lot and 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.

In February the City of Melbourne gave its tick of approval for the development having rejected the proposal in 2020.

AsheMorgan has agreed to partner with the primary school to ensure the 8000 sqm high park, dubbed by Deputy Lord Mayor Nicholas Reece as the "largest elevated park in Australia", to ensure the space is flexible for use by students.

Cr Reece at the time spelled out the importance of future developments in NewQuay.

"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," he said on February 1.

"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."

MAB's next step following community consultation on the site (which was set to conclude on April 1) was to lodge development plans ●



David Schout
JOURNALIST
DAVID@HYPERLOCALNEWS.COM.AU

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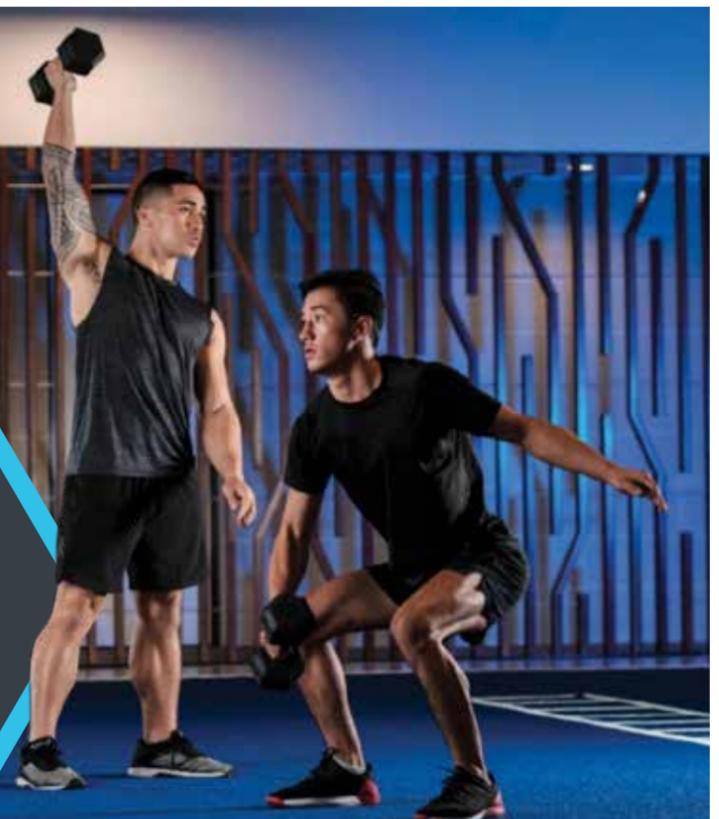
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Your City of Melbourne community update

SEVEN COMMUNITY CHAMPIONS WHO MAKE MELBOURNE TICK



Rapid Response Clean Team at work

MELBOURNE IS BUZZING AND READY TO WELCOME YOU BACK WITH OPEN ARMS.

As you enjoy life to the fullest, take a moment to appreciate the passionate workers who help make the City of Melbourne safe, beautiful, caring and connected, during the pandemic and year-round.

Here is a quick snapshot of just a few city heroes. Visit magazine.melbourne.vic.gov.au to read our full interviews with these local legends.

ANIMAL MANAGEMENT OFFICER



Nick in the Carlton Gardens with local dog Mishka

From a snake on Spencer Street to a peacock on the run in Kensington, our animal management team has seen it all.

'Lately I've rescued a staffy that was running around a construction site, rehomed a rabbit and waded in a fountain at the Carlton Gardens to rescue a distressed duckling,' animal management officer Nicholas Pecipajkovski said.

'The most rewarding part of my week is reuniting owners with their lost pets. Registration and microchipping are so important.'

While Nick's job has many heart-warming moments, the animal management team performs a critical service.

This includes daily park patrols, responding to reports of barking dogs, animal welfare issues and dog attacks, and assessing compliance among pet shops, animal shelters and pet boarding establishments.

Nick and his colleagues work closely with the RSPCA and police, pursuing fines and legal action where necessary.

'The animal management team is very hands-on and responsive,' Nick said.

'We are out there trying to keep the community and animals safe. We listen to feedback and, when issues arise, we always try to have positive conversations with pet owners.

'As our city evolves, we will continue to work hard to ensure the community has good shared access to parks and public space, striking a good balance between people and pets.'

Please take good care of your pet, be considerate of others and renew your pet registration by 10 April each year. To learn more about responsible pet ownership, visit melbourne.vic.gov.au/pets

LIBRARY SOCIAL WORKER



Erin at City Library

Thousands of people with extraordinary life stories pass through the doors of our city's public libraries every week. For community members having a tough time, support is at hand amid the shelves.

Library social worker Erin McKeegan works with people experiencing multiple and complex challenges including, but not limited to, homelessness, addiction and trauma.

She also meets weekly with a network of agencies to connect patrons to the care they need.

'The way libraries are used has completely changed. They are now one of the few public spaces that are free and accessible to all. They are a safe place to come for people who are marginalised or sleeping rough,' Erin said.

In recent weeks, Erin has helped a woman experiencing family violence to connect with a network of support, and assisted a man who hadn't slept for several days after he found himself experiencing homelessness for the first time.

While Erin's job involves listening to traumatic stories, she feels privileged to hear them.

'I like to think that I am hearing people's stories of survival and resilience.'

'With a social worker on staff, the whole library team now has more tools and resources to support people in need. We also get referrals from other City of Melbourne staff, like the maternal and child health team.

'This is a great network to have, and we will continue to listen and learn to improve our service.'

'I like to think that I am hearing people's stories of survival and resilience.'

For more information on homelessness, and how you can help, visit melbourne.vic.gov.au/homelessness

PARKS SUPERVISOR



We're planting new biodiversity gardens

Biodiversity gardens are springing up throughout Royal Park, increasing the variety of local plants and attracting even more native wildlife, including insects, birds and microbats.

'There aren't many places in Melbourne where you can see the sky without being blocked by buildings and trees. The grass circle is one of my favourite places,' Royal Park supervisor Chris Nicholson said.

You won't find many deciduous trees in the park, which was redesigned in the 1980s and '90s to 'evoke the original landscape' of bush and grassy woodland tended to for thousands of years by Traditional Owners.

River red gums are among the eucalypts now planted in the park to gradually restore the local population, and two dedicated gardeners have been establishing new biodiversity gardens.

'It's all about increasing the palate of plants in the park, and in turn the palate of birdlife, lizards and skinks,' Chris said.

Over the past two years, the team has planted natives such as kangaroo grass, juncus reeds, wattle and banksias. The Friends of Royal Park have been busy too, planting shrubs and replenishing the understorey.

Tread carefully on your next walk around the park. Kneel for a closer look at the new groundcover and find ruby saltbush in flower, and tiny native bluebells that attract more than 200 species of native bees.

Whether you have a big backyard, a green rooftop or pot plants on your balcony, everyone can help promote urban biodiversity. Request a visit from our team at melbourne.vic.gov.au/gardensforwildlife



Chris in the grass circle at Royal Park

MATERNAL AND CHILD HEALTH NURSE



Cloe with the handy green guidebook given to new parents

Give your baby a wonderful start in life with free support from our compassionate maternal and child health nurses.

The service offers 10 check-ups for children from newborn to school-age, new parents' groups, lactation consultancy, counselling, and additional support for vulnerable families.

'I love working closely with families to ensure they feel supported during the transition to parenthood,'

maternal and child health nurse Cloe Olive said.

'Every family has such potential, and we are privileged to listen and observe, to wonder through the eyes of a child, and create a space where parents are encouraged to do the same.'

During the pandemic, our nurses continued to provide face-to-face support when needed. They also moved many services online and found new ways to provide flexible care, which will help us continue to enrich our services.

'Being a new parent is an emotional roller-coaster, with a great exploration of many themes alongside parenting, including the importance of infant and parent mental health,' Cloe said.

'Resources on social media and online can be overwhelming and contradictory, so it's important for us to provide evidence-based information to help families feel more confident.'

'The journey into parenthood is also a great opportunity to break down an individual's notion of perfection and inadequacy.'

'After all, there are no perfect parents, and there are no perfect children, but there are plenty of perfect moments along the way.'

For more information, visit melbourne.vic.gov.au/maternalandchildhealth or call 9340 1444.



New mum Megan with baby Lacey



Manu (second from left) with colleagues

GRAFFITI REMOVAL WORKER

Tending to street art and keeping graffiti off city walls may seem like opposing forces, but graffiti removal expert Manu Parashar sees the beauty in each action.

'I've got more than 100 different paints in my unit so we can match the colour of a door or the wall of a heritage building,' Manu said.

Every morning, Manu patrols his section of the central city, both for illegal tags and damage to iconic street art. It's street art that drew him to this job, and his favourite spot is Hosier Lane.

'It's full of beautiful art and the art keeps changing. I go there almost every day, looking for anything which shouldn't be there, offensive words and that type of thing,' Manu said.

'We protect the street art by putting an anti-graffiti shield on the artworks.'

His favourite piece of street art – a portrait of a local dog called Jesse he once patted on his rounds – has long since been painted over. And yet the corner of Hosier and Flinders lanes serves as a reminder of the relationships he has built over time.

'The best part of the job is that we get to talk to people. We listen to them, see how everything is going in their life. They share their stories. We talk to shop owners as well,' Manu said.

'We protect the street art by putting an anti-graffiti shield on the artworks.'

Scan the QR code to report illegal graffiti tagging, and our Rapid Response Clean Team will get on the job.

Scan to report graffiti and street waste



GYM INSTRUCTOR

Boost your physical and mental wellbeing in the welcoming surrounds of your local recreation centre, supported by staff who love what they do.

'I spend my days running classes like high-intensity interval training, stadium circuit sessions and prime fitness classes for our energetic members aged 60 plus,' passionate gym instructor Bill Mooney said.

'I also show potential members the gym and write programs for people to help them achieve their goals. Someone might want to run 5kms, and another might want to hike in Machu Picchu with ease.'

'It's such a feel-good time when we see people achieve their goals. We are as excited as they are.'

Even if you have never been to a gym before, Bill welcomes you to drop by for a tour of North Melbourne Recreation Centre, where he works, or any of our City of Melbourne recreation centres.

We offer world-class facilities and best-practice programs for people of all ages and abilities across our recreation centres, to empower local people and promote community connection.

'Fitness is a continuous journey,' Bill said.

'Ultimately, our job is trying to improve people's lives and this isn't just a physical thing, it's a social thing. It's great to see people who train together becoming friends and going out for coffee.'

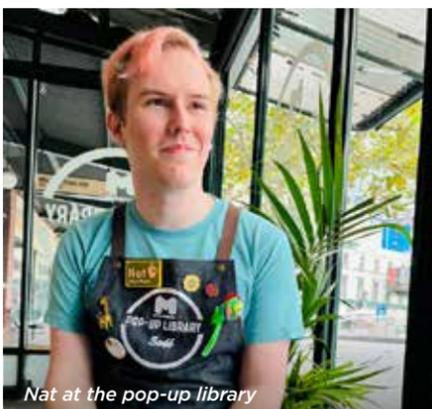
To find out more about our recreation centres and plan your new fitness routine, visit melbourne.vic.gov.au/activemelbourne



Bill at North Melbourne Recreation Centre

'It's such a feel-good time when we see people achieve their goals. We are as excited as they are.'

CREATIVE TECHNOLOGY ACTIVATOR



Nat at the pop-up library

It's time for tech to shine at a pop-up library and make-it space opposite the Queen Victoria Market.

It took just two months for creative technology activator Nathaniel Bott and their team to fill an empty Chinese restaurant with cool gadgets.

'Each piece of equipment on its own is expensive. Too expensive for many to own. So we bring it all together in the pop-up space and make it free for anybody to use,' Nat said.

The badge maker is strategically placed at kid level, so it's easy to obsess over designing a new badge after the family's weekly market shop.

More complex machines – such as the sewing machine, 3D printer and obelisk-like laser cutter – are kept around the corner and away from little fingers. All of it is free to use, and Nat is on hand to help.

'I've found a creative job that matches my weird and varied skillsets,' Nat said.

'People ask us when the pop-up is ending and I tell them that there will be a new library in the area soon, and it will have a bigger makerspace.'

We are developing a new community library at the Munro site, in the Queen Victoria Market precinct, featuring a creative makerspace, library and children's library, family services and a rooftop terrace.

Visit the Elizabeth Street pop-up library at 510 Elizabeth Street to feed your mind with an amazing array of best-selling books and access to wi-fi, as well as the bespoke Make*It Space.

'There will be a new library in the area soon, and it will have a bigger makerspace.'

Information and events in this publication are current at the time of printing. Subsequent changes may occur. All photos taken in line with health and safety guidelines.

KEEP IN TOUCH

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You can also join conversations to influence plans for your neighbourhood through Participate Melbourne at participate.melbourne.vic.gov.au

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\$46m sound stage to attract international productions

WORDS BY *Brendan Rees*
ARTS & CULTURE

Docklands is set to become the “go-to destination” for international filmmakers after a new \$46 million “super” sound stage at Docklands Studios was unveiled.

Sound Stage 6, which features a 900,000-litre, 4.5-metre-deep purpose-built water tank for shooting large-scale underwater scenes, officially opened on March 26.

The new stage is around 3700 square metres – almost the size of three Olympic swimming pools – and set to create a huge boost in creative jobs and attracting local and international screen productions.

Positioned at Docklands Drive, Sound Stage 6 was funded by the state government through its \$191.5 million VICSCREEN strategy, a major investment in local film, television, games, and skills development programs.

Sci-fi thriller *Foe*, which stars Saoirse Ronan and Paul Mescal, is currently shooting at the studios while Robbie Williams’ biopic *Better Man* will be the first film to start production at the facility.

Docklands Studios has experienced “one of its busiest periods” despite the challenges of the pandemic with the Netflix series *Clickbait*, NBCU’s *La Brea* and the TV ad-

aptation of *Shantaram* for Paramount Television having been recorded.

Australian actress Rachel Griffiths who is renowned for her role in *Muriel’s Wedding* said she was “so excited” to see the state-of-the-art studio open in “my hometown and I thank the Victorian Government for recognising the cultural and economic value of ramping up our studio capacity.”

City of Melbourne councillor Jamal Hakim said the studios were “shaping to be a clear powerhouse” with the new sound stage would be huge for the local economy.

“It is an investment in new jobs in Docklands and in the film industry. I can’t wait to see what productions come out of Docklands,” he said.

“Docklands is one of our family-friendly neighbourhoods, with so much entertainment and safe access to the water so it’s a fantastic location for film, music, and technology.”

Docklands Studios chair David Hanna said the opening of Sound Stage 6 would “boost our fast-growing reputation as a go-to destination for international producers.”

Creative Industries Minister Danny Pearson said the new stage would see a “significant increase” into injecting millions of dollars into the economy and creating thousands of local jobs ●

Trucks blowing up dust creates nightmare for residents

WORDS BY *Brendan Rees*
SAFETY & SECURITY

A Yarra’s Edge resident says excessive noise from trucks and concrete dusts blowing into her home is creating a living nightmare for her.

Local resident Anna said trucks using Lorimer St to access the multiple cement and concrete depots in the Lorimer precinct had become “quite stressful” and “very disruptive.”

“The trucks rock the building; you shouldn’t have to feel anxious when there’s an earthquake every second week,” Anna, who asked not to publish her surname, said of her apartment building.

Anna said the problem was worse on windy days where “you’re breathing in dust,” adding she had bought an air-filter for her home as we “can’t go out and we can’t open the windows.”

Her car, which is often covered in “grey” dust when parked in the street, had also been struck twice by passing trucks.

She said she was considering leaving Docklands if the problem continued, adding other residents in the neighbourhood had expressed frustration.

“The cement work is causing us all stress. The council knows about this,

and they won’t do anything so that’s why I get really frustrated.”

She said trucks were also leaving “cement all over the road,” which was cleaned up on one occasion after she called VicRoads.

“We had a brand-new road and it’s all going to be ruined,” she said.

The issue has raised questions about the future liveability of the Lorimer precinct and whether a balance can be struck between movement and access, ecology, open space and other land uses under the Fishermans Bend urban renewal project, which will be home to 80,000 residents by 2050.

Meanwhile, Anna said the stress of noisy trucks and dust was also compounded by hoon constantly tearing up the streets – an issue that has caused residents to move out of the area as the careless behaviour “impinges” upon their lives.

“Two or three cars came down Lorimer St and they’re doing 160 miles an hour racing. I’m thinking where are the police now?”

A Docklands Representative Group spokesperson said hoon activity was an “ongoing issue” which, “alongside being dangerous, really impacts residents in terms of night-time noise levels”.

Police said they were proactively patrolling the area ●

Docklands fish and chip shop fined

WORDS BY *Spencer Fowler Steen*
BUSINESS

The City of Melbourne has slapped new Docklands fish and chip shop Designer Foods 101 with a fine worth nearly \$2000 for throwing karaoke nights outside its business on NewQuay Promenade in breach of the property’s planning permit.

But owner Duke Holder alleges he is being unfairly targeted by the council and abused by nearby residents whom he claims have physically and verbally threatened him and his staff, including throwing metal canisters and pointing lasers at their eyes.

Since starting up Designer Foods 101 in September last year during the pandemic, Mr Holder said he had struggled to make ends meet due to a lack of customers and the council making him jump through “unnecessary bureaucratic” hoops before being able to open.

But around February this year, Mr Holder

started staging karaoke nights from Thursday to Sunday running from 8pm until 11pm outside his business which he understood was allowed under his liquor licence.

“We had people from all walks of life coming together singing happily,” he said.

“It’s a unique thing to see in this day and age that unity. That’s why I chose to live in Melbourne; because everyone can bond and find common ground.”

However, the karaoke nights have sparked controversy with nearby residents, whom Mr Holder said had been making as many as eight or nine complaints every time he held karaoke.

But Mr Holder said it was “abuse” from “day one” since starting the initiative, which he claims has brought people to Docklands from far away suburbs and stimulated the local economy.

“On day one, a resident came down and banged her fists on the table and yelled at my staff and I,” Mr Holder said.

“A lot of my staff don’t feel safe.”

Mr Holder claims that one night, a man in a NewQuay Promenade apartment was shining a red laser in the eyes of karaoke singers.

“Lasers can blind people,” he said.

Mr Holder said he bought more than \$3000 worth of karaoke equipment based on a representation council employees made to him that his liquor licence allowed for entertainment outside his business.

“They said you’re allowed to entertain as long as it’s nothing dangerous or derogatory and as long as it’s below a certain noise level,” Mr Holder said. “Not once did any of them say I needed a permit to conduct karaoke. Police have said, ‘you’re not breaking the law, but film anyone who’s violent and let us know’”.

The City of Melbourne issued Mr Holder with a breach notice on March 3 for breaching one of the property’s planning permit conditions.

The condition states: “no loudspeaker, amplifier, relay or other audio equipment shall be installed or used outside the premises or within

an outdoor dining or seating area.”

On March 15, the council served Mr Holder with an infringement notice for continuing with the karaoke nights, issuing him a fine of \$1817.40 to be paid by April 15.

“The council won’t give me a permit for the speaker and won’t tell me why, even though Cargo has speakers,” he said.

Mr Holder said he was contributing to the local economy by buying produce from a host of local businesses including fish traders, Woolworths and Costco. While DF101 started with just three staff, Mr Holder said he now employed 14 staff in total.

“Business is hard without karaoke,” he said.

“Council wants to put me out of business, but I’m doing exactly what [Lord Mayor] Sally [Capp] wants by drawing people to Docklands from other suburbs.”

The council declined to comment on the matter, but *Docklands News* understands no application has been made by Mr Holder to delete or alter the condition on his permit ●

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DOCKLANDS NEWS



Tribute Boxing still in the ring after two tough years

Tribute Boxing opened its first gym in Abbotsford in 2016 before it realised the lucrative possibilities of Docklands' office workers a year later. The corporate lifestyle, with its long hours spent sitting at a desk, presented an obvious need waiting to be met.

WORDS BY *Sophie Berrill*



“One thing that boxing gives, in my opinion, more than general activity is stress release more than anything else,” CEO Mikaela Welti said.

“There’s something therapeutic about hitting pads and hitting a big boxing bag that can really wash away stress and relax the body.”

Ms Welti and her team found a dream location at the bottom of Collins Square, which buzzed with the potential of 40,000 workers in the immediate vicinity.

In those early years, Tribute Boxing had normal waitlists of five to 10 for its prime-time classes, which already fit 30 to 42 people. It seemed to be doing something right to attract so many clients to a sport with an intimidating reputation.

“It’s been explained to me a couple of times this way: you come to Tribute Boxing to learn how to box, but you stay for the community and the people,” Ms Welti said of their client feedback.

A large part of that community quickly crumbled as work from home orders rolled out in March 2020 as a result of the COVID-19 pandemic. From those uncertain times, and even since restrictions eased most recently in November last year, only around 2000 workers have been passing through Collins Square’s doors each day.



“The reduction of people was just astronomical,” Ms Welti said.

The various stages of lockdowns were undeniably a grind for staff. First, they moved classes online.

Then, as rules changed, they moved them outside on pitch black winter nights, before eventually bringing them back inside the building with density limits. Across all the waves of COVID, Tribute Boxing was closed for a total of 365 days during 2020 and 2021.

Ms Welti and her colleagues had sleepless nights worrying that they might go the same way as many other gyms during the pandemic. Luckily, they had something unique up their



sleeve: their trainers were employees, not contractors.

“It was something that we did hold as important for our employees and our coaches, giving them that employment stability,” she said. “And it actually did help us over COVID because it meant that our trainers qualified for JobKeeper, which wasn’t the case for a lot of gyms.”

JobKeeper payments, small business grants and members who generously did not suspend their memberships kept the business running for nearly two years. The return to their gym has been gradual, with many memberships still suspended, but Ms Welti is hopeful the new financial year will bring a big movement back

to the office.

“Now it’s time to put our heads down, bums up and show people why it’s great to come back to the office,” she said.

Ms Welti believes businesses could leverage partnerships with gyms like Tribute Boxing as strong incentives for workers to return to the office. The main hurdle, she said, was the psychological impact the pandemic had inflicted on people’s sense of certainty, attitudes to work, and social anxiety.

“You don’t know what’s going to happen next. It’s all kind of up in the air, so commitment to gyms is not as high as before,” she said. “We’ve got to get used to a new norm again unfortunately. I feel like we continually say that, but it’s so worth it, and we have to do our job and prove that.”

Tribute Boxing has changed up a few things to support the return of the community that set its gym apart. It’s starting to focus more on mental health, with tailored education sessions, breathwork, mental toughness and team building challenges.

Ms Welti is a dietician, and other staff are trained counsellors, so they are using the skills of their staff in a more holistic way.

She said that the pandemic had a silver lining for Tribute Boxing because it “lit a fire cracker” under the business. It’s now working on an academy, retreats and corporate events, which she said it would not have done if not for COVID-19.

It’s also calling out to any Docklands residents interested in becoming part of its community to get in touch.

“There’s still a lot of work to be done getting the city back to what it was and memberships back to what they were. But it has definitely pushed us to diversify, and I think in the long term that’s really going to help us as a business.”

For more information:
tributeboxing.com.au



Business networking is back in person!

Local creative agency MoWorks and the Docklands Chamber of Commerce teamed up to host a business networking event on March 24 at the Melbourne City Marina.

In what was one of the first networking meetups of its kind in Docklands since the easing of COVID restrictions, the event’s strong turnout was a clear sign of the local appetite for more in person events.

The initiative was supported by the Chamber, as well as Hatch Quarter and Renew Australia. Enjoy a smattering of photos from the event by *Docklands News* photographer John Tadigiri



DOCKLANDER



Docklands' very own "personal cheerleader"



For Latvian-born Docklander Zanda Kruze, helping people and building an uplifting positive rapport with whomever she meets has always been in her DNA.

WORDS BY *Kaylah-Joelle Baker*

As the friend who could always be trusted to give advice and support, it was only when the "toughest and longest lockdown" hit Melbourne that Zanda pushed herself to question her purpose in life, leading to her realisation that she was neglecting her passion for helping people.

Choosing there and then to make a change, Zanda started her business Beaming You which focuses on supporting people in making "healthy choices for life through a personalised approach."

"I created Beaming You to help people make a change because I think a lot of people are thinking they would like to do something and change something, but they may not know how to do it or may not have the support or encouragement they need," she said.

Specialising in improving clients' health and wellbeing through a holistic approach, Zanda combines the people skills she obtained from a range of careers with her certificate IV training in weight management, and her continual

studying of research-based studies.

Describing herself as a "personal cheerleader" for those who seek her out, her business is all about helping people reach a state of content.

"My job is to lift people up when they have had a bad day, to support them, encourage them and give them the knowledge if they don't have the knowledge on how to do certain things or implement healthy changes," she said.

"For me, the client is the heartbeat of my business, and it is warming and humbling to see the changes they make."

Starting her business in August 2020 before launching the website in May 2021, all from her home in Docklands, Zanda finds her speciality in improving her clients' health while aiding them with the fulfilment of their life goals.

"Health and fulfilment go hand in hand, because you can't have one without the other. You need to look at both as they are equally important and that's the core of Beaming You," she said.

Using an all-round and "highly personalised approach", Zanda works closely with each client individually to truly find out where they are at and what their lifestyle is so she can tailor to their precise needs and wants within a 12-week program.

"I don't believe in one size fits all when it comes to things like this. Some people think they have to change everything but it's just about taking small steps and remaining consistent," she said.

While many of her sessions with clients have been confined to online, it is through in-person exchanges where she thrives, particularly when it comes to getting out and about with fellow Docklanders.

"I love the sense of community in Docklands and that people feel they belong. There's a lot of friendships and positives within Docklands and I just feel there is a very good ambience," she said.

Drawn to the area after visiting Yarra's Edge, Zanda and her partner couldn't resist relocating from Sydney in 2017 when they saw how "quiet, peaceful and incredibly beautiful" the area was.

But it is ultimately the community and the vibe of Docklands that has helped the couple call the place home.

"This is the happiest place I have ever lived in my whole life. You can stop and ask anyone how they are going," she said.

"But it's a hidden gem, so I don't want to vocalise it too much." ●

For more information on the work Zanda does through Beaming You visit: beamingyou.com.au or Instagram @beamingyou

HISTORY

The most modern hotel in Australia

“

Imagine you're an eager tourist arriving at Spencer Street Station in the late 1920s or early 1930s.

”

With your back to the acrid coal smoke and much-needed sea breeze of the docks, you take one of the numerous passageways to the front entrance of the station and there, across the street at the corner of Spencer and Little Collins, you find the Hotel Alexander, the swankiest hotel in an otherwise no-frills end of the city.

The hotel started life as the Alexander Family Hotel in 1866, when proprietor Charles Alexander opened an hotel on the north side of Spencer and Little Collins streets. Little is reported about the building during this period, but it has been described by the hotel website as a "classically detailed Victorian-styled building with three levels." Advertisements during its early years, such as one found in *The Avoca Mail* in 1869 promised a "choice assortment of wines, spirits, ales, &c.", along with "first class accommodation" and "good baths". It appeared to have been a popular place for the railway workers, as an 1866 *Leader* article (October 20) highlights several workers celebrating the acquittal of porter Mr Smyth, who had been wrongly accused of stealing.

Charles Alexander died in 1889 but his hotel

outlived him, passing through many licensees over the next four decades. By the 1920s the hotel was owned by Scottish-born spirits salesman and hotelier, James Richardson, who at one point owned nine different hotels in the country. On July 1924, an article in *The Herald* announced that the hotel, now named The Sunshine, would be reconstructed and that Richardson and architect Leslie Perrot (later known for designing the Chevron Hotel at St Kilda Rd and the now-defunct Hotel Australia at Collins St) were leaving for America to study design ideas. When the resulting plans were shown to the licensing court a couple of years later, it was proposed the new 40-metre-tall tower would be "the most modern in Australia" with seven floors having bedrooms with private bathrooms. While a frugal man by reputation, Richardson was still willing to spend more than £350,000 on the reconstruction.

The new hotel, now known as the Hotel Alexander, was opened on January 31, 1928. Standing at 12 storeys, the building displayed American-style influences and the finest amenities. The first-floor featured saloon bars, and then a 30-metre square mezzanine floor that featured a lounge lined with counters of polished walnut. The second floor had dining and banquet rooms, with the main one capable of seating 300 visitors. For around 25 shillings a day (for a single bed) or 45 shillings a day (for a double bed), you could stay in one of the 200 bedrooms that occupied the building, each with its own ensuite bathroom, a new concept for Australian hotels at the time. Rooms also featured an electric reading light, wardrobe facilities, a writing desk, and free delivery of the morning newspaper. It also boasted a temperature-controlled environment, allowing the best comfort for anyone wanting to avoid the stinking hot summers or brutally chilly winters. Around 150 or so staff worked at the building

during that time. Along with treating guests to a night of luxury, the hotel also hosted many wedding receptions and business conferences.

Richardson passed away in 1951, and the Alexander was sold to Federal Hotels for £450,000, refurbished and renamed the Savoy Plaza. It famously featured the Rainbow Room, opened in 1956, which consisted of an all-glass dancefloor that would flash an array of colourful lights thanks to hidden revolving discs. During this time, some of the biggest celebrities of the era would grace the building with their presence. This included Ella Fitzgerald, Louis Armstrong and *On The Beach* co-stars Ava Gardner and Anthony Perkins (who ironically would later play Hollywood's most infamous motel owner, Norman Bates).

Ol' Blue Eyes himself, Frank Sinatra, was a guest during his 1955 tour and while leaving the Hotel on January 18, became a target of a bizarre attack. *The Argus* (January 19) reports that a fan with a newspaper bag ran up to him and attempted to "bag his head" for reasons only known to the assailant. Fortunately, the fan was apprehended (with no charges made) and Frank would croon another day. The hotel also gave a platform to emerging local talents, from would-be Aussie icons such as John Farnham, to international superstars such as The Seekers.

The golden years of its luxurious star-studded days came to a close in the 1970s, when it was converted into a police training unit. However, after being bought by Spencer Investments in the late 1980s the hotel underwent a renaissance re-opening in 1991 as the Savoy Hotel (and for a time was named the Savoy Vibe Hotel). Today the Savoy continues to operate as a hotel and recently went through refurbishments that harken back to the halcyon days of Art Deco design with the main shell of the hotel's exterior strongly resembling its 1920s counterpart ●



Ashley Smith

RESEARCHER
ROYAL HISTORICAL SOCIETY OF
VICTORIA

ABBY'S ANGLE

Have you ever held a secret dream close to your heart?

Maybe a romantic dream, of meeting the most perfect partner ... maybe a dream of winning Lotto and finally being able to walk away from a thankless role ... maybe, of being free ...

I've held onto many dreams throughout my life, not all of them healthy – such as a “wrong” person in a relationship magically becoming the “right” person (they did not). And not all of them exactly a serious dream, more a whimsical thought (for the record, I didn't purchase any pygmy goats for my backyard, but I did heavily research them, and it did seem like a fantastic idea).

But there is one thing I have consistently dreamt of, and I think it actually is at the heart of most of our dreams. Freedom.

As I have grown and matured, I think it's fair to say that my perception of freedom has also grown and matured. It's gone from being completely focused on financial freedom, to freedom of choice. And while I'll probably never let go of the dream of winning Lotto, my goals now are to nurture this dream to have a work life balance that I am passionate about. Writing is something I love, working out the thoughts in my head to put them to paper is something I find rewarding, almost soothing (only when completed I might add).

So, for me, as I approach the 20th anniversary of having my own business, it helps me to know what I dream of, as it helps me shape the next 20 years to be something I enjoy. It helps me to focus on what I want to do for work, the clients I want to have, who I want to write for and what I want to write about.

For our friends in the Ukraine, freedom is certainly their dream, and it is certainly a very scary path to achieve that dream. But they know what they are fighting for, for their freedom. For those in Russia, we are wishing that they were able to enjoy freedom of information, so that they too could dream of peace and perhaps it could be achieved. For anyone who is fighting for their rights, they are perhaps dreaming of the freedom to be themselves, to be free of judgement or persecution. And for those who are fighting a broken heart, they too dream of being free of the pain they feel, to be in a relationship where they are free to love without fear.

Dreams come in all shapes and sizes, but the ones we hold dear to our hearts are the ones we know are worth fighting for. And it just seems to me that it all comes down to being free, to being able to choose what you want to do, to being able to love freely, to passionately pursue that which makes you happy and keeps you safe. Sure, I might dream of financial freedom, but it doesn't mean that I don't want to work – it means that I want to be able to choose the balance that makes me happy – and that is in writing.

And I love writing for you, thank you for helping me keep my dream alive, for helping me understand what it is I really love. The world is full of people with very big and very important dreams, and big and important battles. Please make sure that you also listen to your dreams, and you fight for the freedom to be who you want to be in this world.

Abby x ●



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ABORIGINAL MELBOURNE

Lots to see at KHT

Docklands News caught up with Koorie Heritage Trust (KHT) CEO Tom Mosby in March to discuss all things art, design and education happening at the Trust.

WORDS BY Spencer Fowler Steen

Having only just recently reopened to the public, Mr Mosby said he encouraged everyone and anyone to come down to Federation Square to enjoy exhibitions showcasing the very best on offer from Victorian metropolitan and regional First Nations' artists.

He said KHT's latest exhibition, *Off The Wall*, was all about mark-making tradition.

“What we have done is commission three Victorian Aboriginal artists,” Mr Mosby said.

“We thought we'd do something experimental; we provided large sheets of paper and said, ‘do what you'd like to do, we'd like to see your interpretation of people, culture, and community.’”

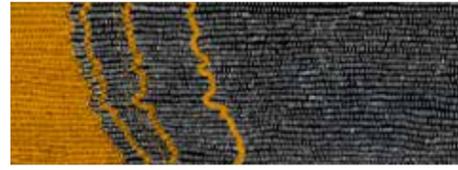
“It's a beautiful, beautiful exhibition.”

The other exhibition on display at KHT is *Blak Jewellery*.

Mr Mosby said the exhibition emerged out of KHT's Blak Design program, an initiative created a couple of years ago to address the lack of participation and representation of First Nations' peoples in the design, industrial design, fashion and textiles industries.

“Each year through an expression of interest, we recruit up to about 15 participants from around Victoria looking at metropolitan and regional artists,” he said.

“We offer different disciplines and we men-



▲ Spotted Bonytongu, Charlie Miller.



▲ Protection, Mandi Barton.



▲ Molwa (Shadow) Reflections, Mandi Barton.

tor the participants through practical sessions around the design process, and also business skills.”

“Despite COVID and lockdowns, it's been highly successful, and I strongly encourage people to come to see it.”

After reopening to the public in December, the KHT has seen a surge of people flocking to see art in-person, with KHT's famous walking tours around the city also back on.

“People are coming back and wanting to engage in the city, so those tours are a really good way to learn about the settlement and pre-settlement of Melbourne and really get a feel and understanding of Melbourne,” Mr Mosby said.

“For us, it's about really encouraging people to come back in-person. Our program and services are available, and we'd really love see people attending the exhibitions.”

KHT will continue to run programs and open-forum discussions online ●

For more information:
korieheritagetrust.com.au/whats-on/kht-online/

SKYPAD LIVING

Pilot projects in vertical villages

Vertical villages need improvements tailored to our way of living – but how will pilot projects help?

As the name suggests, pilot projects are about testing.

And currently, there are several interesting pilot projects aimed at vertical villages. Included here is the City of Melbourne's Food Organics High-Rise Pilot, which focuses on diverting food from landfill. To date, the City of Melbourne has looked at residents living in dwellings of up to five storeys. It's now expanding its focus to include residents living in high-rise properties of six storeys and above. The aim is to identify “the unique issues and challenges in food organics collection” that these properties might encounter when using new technologies, such as onsite organics processing.

Also under way, albeit on a more limited scale, is a pilot project looking at the energy efficiency of common areas in vertical villages. The stated aim is to gather data to create energy-use-profiles of the common property of high-rise residential apartment buildings.

However, while both pilot projects are potentially useful to vertical villages, it must be noted that “pilots ain't pilots” – meaning that the purpose of these two pilot projects are quite different - and not simply in terms of their subject matter.

City of Melbourne's Food Organics project is a “pilot program”, meaning it is seeking to test the implementation and operation of an

initiative in-context. As such, it is more akin to an experimental trial. In a nutshell, it is a small-scale, short-term tryout aimed at helping an organisation learn how a large-scale project might work in practice.

In contrast, the energy efficiency pilot is a “proof-of-concept” project which aims to determine whether selected approaches can, in fact, capture the type and calibre of required data (e.g., accurate, complete, etc). A proof-of-concept pilot, then, is an exercise which focuses on determining whether an idea can be turned into reality.

While both are pilot projects, a proof-of-concept pilot differs from a trial pilot principally in terms of focus – testing the tools versus testing the complete solution.

And to add to the terminology mix, there are also “pilot studies”. These pilots are different again, as their purpose is to assist the design of a research project and, in particular, test its validity. It provides feedback to the researcher regarding design weaknesses and is used to improve the quality of the subsequent study.

Why is this difference between pilot projects noteworthy?

It has, unfortunately, been the case that vertical villages have agreed to participate in a particular pilot project, based upon promises of shared benefits – but, in reality, the type of benefit returned was of little value to the owners' corporation.

For this reason, and before agreeing to participate, it is important for vertical villages to understand the type of pilot they are to be involved with, and what, specifically, they can expect in return. In particular, there must be clarity about our role, communication (frequency and type) and deliverables.

In terms of deliverables, beware the offer that “a final report will be shared” as these documents are typically tailored to a specific audience (not us!), meaning that the subject matter may only be of marginal relevance to owners' corporations. Indeed, it may be the case that access to the data is of more value to us.

Also view with caution initial promises of “regular communication” as this can quickly drop off once access has been granted.

Some may say that these issues can be sorted through greater attention during the negotiation phase. And largely this is true. However, unfamiliarity with the subject matter, unclear terminology and reference to “accepted approaches” makes difficult determining what is realistic for us to request.

So, what are the take-homes for vertical villages?

We need to walk an informed, fine line between encouraging pilots focused on our mode of living, and ensuring we are not reduced to the status of rubber-stampers. Most critically, we must demand the approaches taken are always “with us” and not “on us” ●



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

Imagine Docklands was under water

Imagine the damage if every underground car park in Docklands was underwater.

Predicted impacts of floods on inner-city Melbourne, like those predicted for the northern rivers region of NSW, are far bigger, more intense, and more regular floods.

We've seen the damage these floods caused up north.

One in three homes have been destroyed. A number of people have lost their lives. The damage bill is already more than \$2 billion.

This is what the climate crisis looks like. It's caused by the mining and burning of coal and gas. It creates bigger, and more frequent extreme weather events.

Inner-city Melbourne, areas adjacent to the river, and lower lying areas like the Docklands and Southbank are all in harm's way from bigger and more intense floods.

According to the latest International Panel on Climate Change (IPCC) report, floods like

the one we have seen this month are likely to be more regular, and 40 per cent bigger.

That's why it is so hard to hear politicians from the old parties say things like "no one could have predicted this", "one in 100-year event" or describe the events as "unprecedented."

It was predicted and ignored.

Now, with more dire warnings for our future, it's time to change who picks up the bill for the damage caused by the climate crisis.

Everyday people did not cause the climate crisis, we just have to pay for the damage.

That's got to change. We need to make the big corporations who caused the climate crisis, who have profited from causing the climate crisis, and who continue to make it worse, pay.

Companies like Santos, Woodside and Exxon are the people who should be made to pay for the climate crisis, but these companies often don't even pay tax. Many of them make massive profits, much of which is sent offshore tax free.

The Liberal government is trying to look the other way. With an election on the way, the government is happy to send thoughts and prayers, but not what's needed.



What's needed is no more coal and gas. Right now, the Liberals and Labor are both backing 114 new coal, oil and gas projects. They both take millions in donations from coal and gas corporations, and the big corporations get

special treatment, and their projects get fast tracked.

This time, Melbourne has been spared. But we know it's only a matter of time until the next fire, flood or drought hits us here.

The faster we act now, the less damage there will be. Every tonne of pollution matters, and we are running out of time.

We have enough sun and wind to be a world leader in renewable energy, we can build new industries, clean manufacturing, green metals and renewable hydrogen. These industries can create generations of secure, well-paid jobs.

But we won't get there without leadership. This country needs leaders who will stand up to the fossil fuel industry, not sell us out to them.

Otherwise, there'll be even more Australians struggling to keep their head above water ●

For more information visit:
adambandt.com/community-grants or phone 9417 0772

MELBOURNE MARITIME HERITAGE NETWORK

So far away from us – yet inextricably connected by the sea

Melbourne Maritime Heritage Network (MMHN) acknowledges with sorrow the desperate plight the citizens and seafarers of Ukraine.

Many merchant vessels remain in Ukrainian waters with ships at berth unable to leave because Ukrainian ports have been closed since the conflict commenced.

Many in the international maritime sector are desperately working to assist seafarers in these most and challenging times across the globe.

The marvel of maritime wrecks. How simply amazing!

Maritime enthusiasts the world over are doubly astonished! Last month there was news of the wreck of the *Endeavor* in Newport Harbour off the coast of Rhode Island (USA). But perhaps even more astounding, this month the wreck of the *Endurance* was found off the coast of Antarctica!

The Falklands Maritime Heritage Trust (FMHT) reports that after 106 years, archaeologists have not only located the wreck but filmed this most "unreachable of wrecks" in irrefutably in the wildest, most remote and seemingly impossible location. How did this happen? The FMHT applied to the UK Foreign, Commonwealth and Development Office for a permit to conduct a mission to the Antarctic in February 2022, to look for the wreck with a charter agreement with the South African Government on research and supply vessel *Agulhas II*. The appropriately named expedition, *Endurance22*, sailed from Cape Town early in February 2022, significantly a month after the 100th anniversary of Shackleton's death on January 5, 1922 on the island of South Georgia in the South Atlantic. Falklands-born maritime archaeologist Dr John Shears, who also led the 2019 expedition, and a Trustee of the FMHT, led a team of 50. The detail of the expedition is fascinating. Imagine locating a wreck which has not been seen since it was crushed by the ice and sank in the Weddell Sea in 1915!

See endurance22.org/endurance-is-found
MMHN encourages you to look read further on this wonderful Falklands Maritime Heritage Trust website. See fmht.co.uk

Long ago, before the Panama Canal, vessels sailing from Europe to the west coast of the Americas, or from one side of the New World to the other, had to do so by way of Cape Horn,



where Atlantic meets Pacific – the fiercest patch of ocean on the planet. Old square-riggers ferried immense quantities of cargo and passengers, as trade and travel boomed between the 17th and 19th centuries.

The worst passage was east to west, towards the Falklands, and the seabed around the islands became a final resting place for many a sailing ship. Those that did manage to limp into Port Stanley often found themselves condemned to remain, and so became part of its rich history of maritime heroism and disaster. This seafaring heritage has continued through the eras of steam and diesel to this day.

Piers and ports

Week after week, the media reports alarming neglect and degradation of piers and wharves around the Victorian coast. Closer to home, Parks Victoria has closed three piers at historic Williamstown, prohibiting public access due to the structural risk. There seems to be no timeframe to reopen them.

Docklands residents face the same prohibition on Central Pier which is incrementally disappearing before our eyes. Again, there is no timeframe for reopening. Where is the regard for public amenity? The poor state of our ports and piers and much of Victoria's other maritime infrastructure is sadly not news!

Who precisely is responsible? This is not an easy question to answer when you consider the labyrinthine web of state agencies for piers, wharves and ports in Victoria. Many in MMHN, and many in the Docklands community, struggle to follow the complex lines of demarcation at play in the management of our waterways, ports and piers.

The state government conducted an Independent Review of the Victorian Ports System in 2020. It was the "first holistic review into the ports system in 20 years." The government claims that "since then, the [waterways] system has gone through significant changes, including the introduction of a third stevedore in 2015 and leasing of the Port of Melbourne in 2016."



Clearly, change was overdue. Indeed all 63 recommendations in the review were accepted in order to "cut red tape, boost safety, and improve the way our ports operate". Yet the complexity of waterways management remains. This bureaucratic re-jig appears to have failed: waterways management remains too complex. Our important maritime infrastructure continues to rot.

Although a partial list, enumerating the key entities and roles may be helpful:

- **Ports Victoria** is a new entity arising as key recommendation of the review. MMHN is pleased to note the apparent rationalisation of several ports agencies in Victoria. We congratulate Brendan Webb who has been appointed inaugural CEO for the Victorian commercial ports body, Ports Victoria. His new role involves overseeing the merger of Ports Victoria and the former Victorian Ports Corporation (Melbourne) and Victorian Regional Channels Authority. Ports Victoria is based in Geelong and is responsible for vessel "transit zones" in Port Phillip Bay.
- **Local and Commercial Ports (Dept of Transport)**. There are 63 designated "local ports" along Victoria's coasts and multiple ports management authorities with responsibly to provide services to the commercial fishing industry, charter boats and recreational fishing and boating interests.
- **Port of Melbourne (PoM)**. Formerly a Victorian Government entity, the Port of Melbourne Corporation was transferred in 2016 under a 50-year lease to the commercial Port of Melbourne Group

owned by a consortium of shareholders. Stevedoring operations are undertaken by its tenants and not by PoM employees. PoM is not responsible for Station Pier or its cruise ship operations. However, PoM does have control of areas of acute interest to its neighbours in the Docklands precinct as well as custodianship of more than 30 local heritage assets. See portofmelbourne.com/facilities-development/port-development-strategy



Jackie Watts

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We must protect Victoria's oceans from gas drilling

Like most Victorians, our beaches and oceans are very special to me.

Before kids, I loved to scuba dive and discover the wonders below the surface. Now, most of my time at the beach is spent paddling in the shallows or exploring rock pools with two pre-schoolers!

Our coasts are home to precious and rare creatures, animals and plant life, but they're also an incredibly important contributor to our economy. For example, the 12 Apostles is one of Victoria's most popular tourist destinations, with more than two million visitors per year in pre-COVID times.

That's why it's absolutely shocking to me that the Victorian Labor Government is expanding gas drilling off Victoria's coast. During the past few years, it's opened up five huge new areas for gas exploration, including right next to the 12 Apostles marine national park.

In the wake of worsening extreme weather events – including the devastating floods in NSW and Queensland right now – governments need to be rapidly moving away from fossil fuels, not drilling for more.

Just a few weeks ago, the NSW Government announced a ban on all new drilling and mining for coal, oil and gas in their oceans. Amid all the tough news right now, NSW's decision to ban new drilling is a welcome positive step forward for climate action.

The Victorian Labor Government needs to join NSW and do the same, which is why last week in Parliament my Greens colleagues and I introduced a Bill to ban oil and gas drilling



▲ Ellen Sandell is joined by Dani from Surfers for Climate at the Victorian Parliament to announce the Greens Bill to ban offshore oil and gas drilling.

along Victoria's coastline too.

We currently don't have many active drilling projects off our Victorian coast, and the few we do have are due to wrap up in the next few years, so the impact on industry or jobs would be very minimal. However, the positive impact on our climate from preventing any future projects and emissions would be huge.

Pushing our state government further and faster on climate action has always been a top priority of mine. While this Labor Government has done some good things when it comes to investment in renewable energy, unfortunately it's also expanding gas drilling. This is on top of the fact that we still get 70 per cent of our energy from burning coal in Victoria, and the state government has no plan to transition away from coal any time soon or to support workers and communities as we do so.

The Victorian Government can't just build renewables with one hand, and drill for more fossil fuels with the other and hope the climate crisis will go away – it doesn't make sense. I think we can do things better.

If you'd like to hear more about our plans to ban offshore drilling, or lend your support to our Bill, you can find out more at greens.org.au/vic/ban-offshore-drilling

As always, if there is anything I can help you with, please get in touch.



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WE LIVE HERE

Party policy time

With the fragrance of a federal election in the air, we have a sniff of party policies at a national level on short stays.

A policy articulated by the Greens, courtesy of a statement in this masthead by Adam Bandt, national leader of the Australian Greens and federal MP for Melbourne, focuses on the socioeconomic impact of short stays, including housing affordability.

Adam Bandt strikes at the heart of the issue, saying, "It's hard to develop a sense of community when all the apartments around you are being flipped on sites like Airbnb. No one wants to feel like they're living in a busy hotel."

The MP's stance aligns with what we have been forewarning in this column for some time now: namely that as we recover from the pandemic and we kickstart tourism again, it's critical to implement controls on the use of apartments for short stays.

"As we recover from the pandemic, we need to invest in our communities, not simply let the market rip," Adam Bandt said

Adam Bandt's statement has some essential macro and micro elements. It acknowledges the impact of the proliferating short stays on housing affordability and also refers to everyday high-rise challenges and cost imposts, such as accelerated damage to common property and the need for more security.

The statement also refers to the research the Greens have been conducting into policy solutions around the world, many of which have been detailed in this column.

We are looking forward to seeing the major parties issue policy statements, without holding our breath.

Owners Corporations Act – going in circles

The federal Greens' focus on bigger-picture housing issues brings us back to a core issue at the state level here.

Frustratingly, the Victorian Government has been constrained in comparison with NSW. In Victoria, OC rules, called bylaws in NSW, are technically defeated by planning regulations.

This peculiar limitation has seen Consumer Affairs Victoria (CAV) using the anomaly to exclude the issue from its reviews.

For example, in its *Consumer Property Acts Review Issues Paper No. 2, Owners corporations*, CAV specifically excluded the issue of whether OCs should be able to regulate short stays, deeming it "out of scope". Aggravatingly, CAV in this review also characterised the issue of "short stays" as being limited to the problem of parties.

The main point remains that serious reforms are needed in the planning laws:

"One issue that is beyond the scope of this [CAV] paper is whether owners' corporations should be able to make rules prohibiting a certain use of a lot, where that use is permitted under the applicable planning instrument," CAV wrote.

All the CAV-led reviews and consultations have been risibly powerless to have any effect on the core democratic issue – the devolution of power to communities – despite having a ready model in NSW they could take as a basis and refine.

The so-called "Short-stay bill" has been an unmitigated failure. No recommendations from community consultations were acceded to. Planning issues have been ignored. Despite this, both major parties voted for the bill and it has been embedded, and effectively buried, in Sections 159A to 159F of the *Owners Corporation Act 2006, Version 19* released on

December 1, 2021. The review, promised by the government when it lobbied the opposition for its support, has now been avoided for two years.

Let's stop the government's excuses. The government needs to open a discussion about the challenging intersection of planning and consumer laws – a problem created by the arbitrary legal abstraction of our lives into "departments".

We Live Here will vigorously pursue reforms to the planning regulations to allow self-determination by high-rise communities in Victoria.

Australia lags behind

Globally, there is abundant evidence that short stays have had an immense impact on communities and housing affordability. We anticipate more socioeconomic research will be undertaken to assist regulators in developing workable frameworks for controlling the sector.

One important volume of research is *Airbnb, Short-Term Rentals and the Future of Housing*, by Professors Emeritae Lily M Hoffman and Barbara Schmitter Heisler, published in the USA. This book poses the question: how do Airbnb and short-term rentals affect housing and communities?

The two professors argue that the most disruptive impact of Airbnb and short-term rentals has been in communities where housing markets are stressed. The authors describe how that Airbnb incentivises speculation in residential housing.

The overall effect of short-term rentals, according to the authors, has been similar across countries and cities. Local responses have varied from less restrictive in Australia to increasingly restrictive in the United States and most restrictive in Germany. Shockingly, Australia takes the title of "Highest penetration by Airbnb".

The book claims that while Airbnb has made some concessions, it has not given any city the data needed to enforce regulations efficiently, resulting in costly impacts on governments and ultimately, communities.

With the publication of this book, we are

embarrassed and angry to find Australia classified a laggard, one of the most under-regulated jurisdictions for short-term rentals!

This should be a wakeup call for local, state and federal legislators: take notice of what is happening around the world and learn how to fix the problem here. Lagging behind is not fatal, remaining there is.

Why do we need a dark sky?

We strive to shine a light on the dark corners of the political world. Outside in the physical world, there is a strong argument for allowing natural, celestial light to be revealed in darkness.

Of course, we refer to the night sky and the problems associated with light pollution.

Our attention has recently been drawn to this issue by the International Dark Sky Association (IDA) through their Victorian Branch (IDAVic). The main aim of IDA is to maintain the beauty of the night sky for generations to come and to support good lighting fixtures which are also environmentally friendly.

For example, there can be serious unintended environmental, ecological, safety and health consequences from commencing a LED street lighting program without careful planning.

For more information and to learn how you can become involved, visit the IDAVic website at darkskyvic.org.

Campaign donations

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



Barbara Francis & Rus Littleton
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CAMPAIGN@WELIVEHERE.NET
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How to get started with healthy meal prepping

Recently, I've had an increase in questions around how to lose weight. This is obviously a large topic, and honestly, it comes down to preparation.

The saying of "Failing to prepare is preparing to fail" is so true when it comes to weight loss. So, let's start with meal preparation!

There are a lot of good reasons to consider meal prepping as part of your weekly routine. Put simply, meal prepping is cooking meals in large batches, then portioning them out as your meals for the week.

Meal prepping is great for:

- Sticking to a diet;
- Staying within a budget;
- Healthy meal options when you're time-poor;
- Avoiding takeaway; and
- Ticking off all your healthy food groups.

The list could get longer, but the benefits are clear.

If you're a beginner, the idea of meal prepping might seem daunting and like a lot of work. But once you've got the hang of it, it'll fast become a natural part of your routine.

Here are a few tips to get you started.

Plan

The first step to meal prepping is to plan what you want to eat for the week and include the amount and type of ingredients you'll need.

This will form as both your shopping list and recipe cards, allowing you to budget for the expense and time it will take to cook.

Hint: there are a lot of great apps on the market built to help you plan your meal prepping.

Start off small and simple

You don't need to buy a chef's outfit and transform your kitchen into a commercial food prep space. Start off small and simple by prepping one or two dinners for the next few nights, then gradually working your way up to a level that suits your time, budget, and energy.

Set a "prepping day"

Most people usually opt for a Sunday as meal prep day ahead of the work week and when they have the most time to shop and cook. Whichever day works best for you, schedule it in for both grocery shopping, batch cooking, and container packing.

Get yourself good-quality containers

You'll be using a lot of containers that will be exposed to microwaves and dishwashers frequently, so investing in good-quality containers that are appropriately sized will be worthwhile. The best option is glassware containers as they are the most durable, hygienic, and dependable for frequent use.

Select a good spread of foods

Planning and prepping your meals comes with the advantage of choosing exactly what goes into your food, so you can make good choices in the recommended portions for vegetables, fruits, and meats or proteins.

You also want to make sure you're choosing foods that keep/reheat well across the course of the week. These can include frozen vegetables, fresh whole fruits, hearty greens, lean proteins such as chicken, pork, beef, canned fish, tofu, and eggs, nuts and seeds, and healthy pulses such as beans, lentils, and chickpeas ●



Dr Mike Edgley
CHIROPRACTOR
DOCKLANDSHEALTH.COM.AU

Consumer Affairs takes steps to improve the governance of OC managers

One bad apple can spoil the bunch. The owners' corporation (OC) management industry is filled with talented and passionate individuals, who love working in OC management and thrive on the fast-paced nature of the business.

Unfortunately, from time to time, an isolated incident by one bad manager can lead to an unfair public opinion that a higher number of managers might engage in such conduct. These falsehoods exist in all sorts of professions, including the law.

It is well known in the industry that directors of a couple of small OC management companies engaged in dishonest and unlawful activity by deducting funds held on trust for OCs and deposited them into separate business accounts, divested the funds, closed the accounts and businesses and ultimately spent the cash.

To date, Consumer Affairs Victoria has not taken action. One hopes for the sake of the reputation of the industry that investigators do throw the book at the managers for this business practice.

However, in taking baby steps in this regard, Consumer Affairs finally had its legislation to amend the OC Act passed in December last year. As part of the new legislation, the amendments make clear that an OC manager cannot be appointed for more than three years, or five years for a retirement village OC.

Further, an OC manager's contract cannot include terms that:

- require the OC, before it revokes the appointment of the manager, to:
 - pass a special resolution;
 - pass a unanimous resolution;
 - pass any other resolution requiring more than a simple majority of votes;
 - convene a general meeting of the OC; or
 - take any other prescribed step.
- allow the manager to renew the contract of appointment at his or her discretion.
- require a tier one or two OC to give three months or more notice of its intention to revoke the appointment.
- require a tier three, four or five OC to give one month or more notice of its intention to revoke the appointment.
- provide for the automatic renewal of the contract of appointment if the OC fails to give notice of its intention not to renew in accordance with its terms.
- restrict the ability of the OC to refuse to appoint a person as manager, other than a requirement that consent to appoint a person as manager must not be unreasonably withheld by the OC.

If any of these terms are included in a contract entered into after December 1, 2021, they will be void.

If an OC fails to give notice of its intention to renew a contract of appointment, it will be taken to have been renewed. In this circumstance, the contract may be terminated by the OC or the manager with at least one month's written notice (or a shorter period if provided for under the contract).

In addition, the duties of an OC manager have been expanded. They must:

- ensure any goods and services they procure on behalf of the OC are competitively priced and/or procured under competitive terms.
- not exert pressure on any member of the OC to try and influence the outcome of a vote or election.
- give written notice to the OC chair disclosing any commission, payment or other benefit they are entitled to receive under a contract to supply goods or services to the OC.

Upon request from an OC, managers must provide copies of financial statements for bank accounts that contain money they hold on trust on behalf of the OC, as soon as practicable. This applies for any period within three years immediately preceding the request.

Also, a registered manager must now be covered by professional indemnity insurance and notify the Business Licensing Authority if they cease to be covered. Their registration will be automatically cancelled 30 days after coverage ceases.

These reforms are welcomed and will help to weed out the one or two bad managers that operate out there in Victoria.

The reforms also herald a move towards giving OCs greater choice and flexibility about who manages their affairs ●



Tom Bacon
TOM BACON IS THE PRINCIPAL
LAWYER OF STRATA TITLE
LAWYERS.
TOM@
STRATATITLILAWYERS.
COM.AU

PRECINCT PERSPECTIVE (YARRA'S EDGE)

Giving back to Docklands

What a great initiative from City of Melbourne and the Docklands Chamber of Commerce to provide residents access to \$100,000 to support local businesses in the Docklands precinct to get back on their feet after the devastating effects of COVID-19.

Hopefully people are taking up this offer for 3008 residents as we all have a responsibility to support local as they supported us during the pandemic.

As we approach the Victorian Election in November it is now time for interested parties to voice their opinions on the issues that affects us as this is the only time when we seem to have access to our politicians who are after our vote.

An issue that I have been very vocal about for the past four years is to get answers on the proposed tram bridge from Collins St to Lorimer St and now we have a freight bridge proposed next to the Bolte Bridge which we can't get answers on either.

Both sides of politics promise much but are very light on detail.

An issue among many residents of the Yarra's Edge precinct has been the lack of proper planning by state government and, in particular, the City of Melbourne with their dependence on development with no real consideration for open and green spaces other than Point Park

which is a great asset and well and truly utilised.

It seems that overdevelopment without the proper consideration of roads and public transport is a recipe for disaster and we only hope that the proper planning controls will be in place for one of Australia's most exciting redevelopments at Fishermans Bend.

One of Melbourne's "jewels in the crown" is Yarra's Edge Marina and the surrounding precinct but it seems it is the poor relation when it comes to spend and events from the City of Melbourne.

Other areas get activities, but this side of the river misses out and the council gets a substantial amount of rates yet we receive little in return other than the normal maintenance.

I understand that planter boxes have been approved for the boardwalk but as yet we are to see any action in this regard.

Another real issue are the dumping of electricbikes and scooters all over the precinct, and while I think it's a great concept, I can't understand why the council got rid of the blue bikes

that had to be returned to a home base.

Another thing that I would love the council to consider is a floating swimming pool at the end of Marina opposite Point Park. I realise extensive plans have been done for the north side of the river but to me it makes sense as it's away from residents.

The pool should be heated by solar panels and could be used for 12 months of the year. It's time for the council to think outside the square and provide residents with another sporting activity which is sorely needed ●



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



ROXIE, 33
We came here today for ArtVo and to go to the Archie Brothers Cirque. We really, really enjoyed it here and have been here for five hours. It's a lovely place and I am here from Diamond Creek.



ERIN FAGAN, 9
I am from Perth, and I live in Baldivis. I came here for Artvo and we also went to the arcade and Carl's Jnr. It is pretty good, and I got ice cream.

Faces of Docklands

What brings you to Docklands? Where do you come from and how do you like it?



HALLY BUM, 29
I am from Thailand, but I have lived in Docklands for three years. I study and work in a Thai food restaurant. I love the Docklands because it is a very nice place.



BENJI BAYLY, 18
I am from Eltham in Melbourne's east. I come here to ice skate at O'Brien Icehouse and I like it here mostly for the skating but also because I love walking along this area and my friends live here. I come here once or twice a week.

CHAMBER UPDATE

Docklands Dollars 3008

Our flagship program continues to bustle along. We've partnered with Lendlease, MAB, Mirvac and The District Docklands to offer a 25 per cent rebate (up to \$25) when a Docklands resident spends at an eligible Docklands business.



It's a simple registration and redemption process which we hope will be a stimulus for you to spend locally. We are now five weeks into the program and have had an incredible uptake from our residents. Thus far we've had more than 100 individual businesses represented in the redemptions

Docklands Chamber Networking

With the assistance of Renew Australia and MoWorks we hosted our second networking event of the year on March 24. Taking advantage of the beautiful Melbourne City Marina we hosted more than 100 people to explore their thoughts on what Docklands needs moving forward. We'll be closely working with *Docklands News* moving forward to do the same with our residents.

Works and La Guapa – welcome to Docklands

We welcome two very entrepreneurial businesses to Docklands on Collins St, Victoria Harbour. Works is simply the most delicious smelling store I have ever walked in. Do yourself a favour and go see the team if you are after skincare. Just 50 metres away is La Guapa, a gorgeous Spanish-themed outerwear store. Think bright colours, gorgeous wool and Latin flare, perfect for the Melbourne winter we are about to run into.

\$50 memberships for 2022

The time is right to join the Docklands Chamber. Our social reach, level of respect with both the local and state government, knowledge of Docklands and our collaborations are unparalleled in the precinct. We are asking a bare \$50 for a membership to be represented. Email Shane – admin@docklandsc.com.au – for more information ●



Shane Wylie
MEDIA DIRECTOR
DOCKLANDSCC.COM.AU
DOCKLANDS
Chamber of Commerce

GET YOUR FREE FLU SHOT NOW

Friday 29 April, 2022
Melbourne Town Hall
90-130 Swanston St, Melbourne VIC 3000

Influenza (flu) vaccination offered to anyone between 18-64 years of age.

BOOK YOUR FLU SHOT HERE

*Due to uncertain COVID restrictions, appointments are essential.

Or visit LINK: <https://aus01.safefinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gobookings.com%2Fau%2Fclients%2F50333E0A-8A91-482E-A3D9-50F37DC8ECD3&data=04%7C01%7CTanya>

IMMUNISATION COALITION | IMMUNISATION ACTION WFFK | Wellness | CITY OF MELBOURNE

Pet's Corner

An anything but ordinary Chihuahua

“

For Felicity, her little light chocolate puppy Mackenzie, or “Kenzie” for short, came into her life to give her company at just the right time.

”



WORDS BY *Kaylah-Joelle Baker*

“She is a COVID puppy,” Felicity said.

Now nine months old, the purebred long-haired Chihuahua came from Seymour breeder Dearchi before finding her home in Docklands.

Avoiding big dogs due to her tiny size, Kenzie has found favour with a fellow Chihuahua called Honey in the same building, who is “her best friend and big sister.”

But although she does have a best friend in the area, being a smaller puppy in Docklands has unfortunately not come without struggles.

“Dogs off leashes have come for her and it’s a big issue in the area,” Felicity said.

Despite the threat outdoors, Kenzie remains a so-

cialite who makes the most of her time gallivanting outside.

All while understanding the importance of rest and nutrition.

“She also loves getting out, wherever that is, and sleeping a lot,” Felicity said.

“She loves cooked carrots which seems weird and despite the advice of the breeder, I do feed her steak sometimes.”

While Felicity was sure about picking the name Mackenzie due to the “meaning of the name” as it can mean “pleasant to look at”, she can’t be so sure of the fact that her little pup is your typical Chihuahua.

“I’m not sure she is a dog. Sometimes she acts like a kitten, a rabbit, or a tiny prancing horse,” she said ●

10 YEARS ON

Looking back at Docklands News - 10 Years On

APRIL 2012 | ISSUE 74 |

DOCKLANDS NEWS



Fire on the water

“

Docklands was in the news for the wrong reasons again last month with a massive boat fire at Yarra’s Edge capturing Melbourne’s interest.

”

The owner of the luxury Horizon 78 cruiser had only just taken possession of the \$4 million boat when fire broke out at about 4.30 pm on March 21.

A Marina YE employee, the owner and another man attempted to battle the blaze before abandoning ship minutes before the boat erupted in flames.

Toxic smoke from the fire permeated the CBD as fire fighters attempted in vain to extinguish the blaze. The fire was only put out several hours later when the boat sank at its mooring.

The incident has drawn attention to the inadequacy of the fire brigade’s capacity to fight marine fires.

A less-reported concern arising from the incident is the silting of the river at Yarra’s Edge which meant that the Port of Melbourne’s fire-fighting tug ran aground as it attempted to get close enough to the fire.

The grounding churned up debris from the river floor as the skipper gunned his engines and escaped back downstream.

This same tug performed fire-fighting demonstrations at the Community Safety Day in this location less than two years ago.

Marina YE manger Allan Cayzer said it was not known how the fire started. An attempt to salvage the craft on March 25 failed ●



▲ Photos: Courtesy of Donna Nutter.

Quiz



- Gouache, oil and encaustic are all types of what?
- Who are the two approved e-scooter providers in the City of Melbourne?
- Where are the smallest bones in the human body located?
- Who was the first Indigenous Australian to become a member of the Federal Parliament?
- Which team won the first ever game of AFL at Docklands Stadium (now known as Marvel Stadium)?
- What is the birth name of Dr. Dre (pictured)?
- According to Development Victoria, Docklands has how many square hectares of green parks and reserves?
- What is the hard upper shell of a tortoise called?
- What is the name of the Indian festival famous for covering participants in bright coloured powder?
- What term is usually given to the technique of turning sharply when surfing?
- Which four property developers have joined together to fund Docklands Dollars 3008?
- After closing in 2021, there is a proposition to move Melbourne Star Observation Wheel to where?

QUIZ SOLUTIONS

1. Paint 2. Lime and Neuron Mobility site
 3. Ear 4. Neville Bonner (1971-1983)
 5. Essendon 6. Andre Romelle Young
 7. 11 8. Carapace 9. Holi Festival 10. Carve or carrying 11. Leondlease, M.A.B. Mirvac and The District Docklands (Ashe Morgan) 12. The Melbourne Aquatum

5x5

No. 010

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

Q		I		K
	N		E	
A		S		Y
	E		S	
T		E		D

SOLUTIONS

QUICK, UNSEW, ASSAY, REUSE, TWEED
 QUART, UNSWE, ISSUE, CEASE, KEYED

PUZZLES AND PAGINATION
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Apr. 2022

Sudoku

No. 010

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

EASY

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

HARD

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

SOLUTIONS

EASY

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

HARD

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

Wordfind

Theme: Musical instruments

The leftover letters will spell out a secret message.

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

- | | | |
|-----------|----------|-----------|
| ACCORDION | HORN | SAX |
| BANJO | JAM | TIMPANI |
| BASS | LUTE | TUBA |
| CELLO | MANDOLIN | UKE |
| CORNET | MOOG | VIOLA |
| DRUM | OBOE | VIOLIN |
| GONG | ORGAN | XYLOPHONE |
| GUITAR | PIANO | |
| HARP | PICCOLO | |

Secret message: Orchestra

Crossword

No. 010

ACROSS

- Paradise (6)
- Shock; surprise (8)
- US state (7)
- Liberty (7)
- Myths (7)
- Large reptiles (7)
- Country in Central America (9)
- Land surrounded by ocean (4)
- Cab (4)
- Unnecessary (9)
- Australian currency units (7)
- Stupid (7)
- Famous waterfall (7)
- Waterway (7)
- Traveller (8)
- Redact (6)

1		2		3		4	5	6	7	8
					9					
10							11			
12							13			14
15	16				17			18		
								19		
20					21					
				22						
23							24		25	
26							27			
28								29		

DOWN

- Drew attention to (11)
- Between (5)
- Designer of machines or structures (8)
- Protect (9)
- street (3,3)
- Southeast Asian nation (9)
- Pig meat (3)
- Admirers (4)
- Awesome (11)
- Supplementary (9)
- Plane and rocket industry (9)
- Signal (8)
- African desert (6)
- 2.54cm (4)
- Melodies (5)
- Modern; recent (3)

SOLUTION

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

Codeword

No. 010

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

SOLUTIONS

I	L	P	D	U	L	R	C	B	J	R	G	W
S	C	P	C	S	O	S	O	S	O	V	L	N
E	A	Z	Y	K	F	J	H	I	X	Z		

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

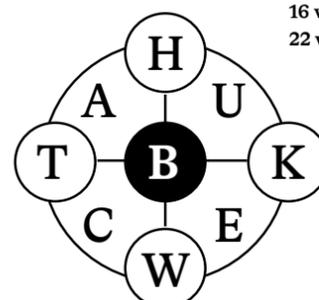
9-Letter

No. 010

Today's Focus:

- 11 words: Good
- 16 words: Very good
- 22 words: Excellent

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



SOLUTIONS

Reference:

Collins Concise English Dictionary

abet, about, bach, back, bake, batch, bare, bath, beach, beat, bean, beck, beta, buck, bucket, BUCKWHHEAT, cube, tabu, tuba, tube

呼吁优先考虑重建中央码头

墨尔本市政呼吁联邦和维州两级政府在其5月和11月的选举前优先考虑Docklands港区中央码头的重建。

Sean Car

中央码头是市政上报给两级政府优先事项中的一个关键项目，包括在“经济复苏”、“城市塑造”和“气候变化和可再生能源”标题下的一系列举措。

市政在这两份文件中表示，“疫情对Docklands港区带来了沉重打击”，维多利亚港和New Quay的空置率目前都在25%左右。“疫情加剧了激活港区的困难。”

市政表示，由于安全问题，维多利亚发展局(DV)于2019年8月关闭了中央码头，使得“港区成了一个衰落的区域，而不是一个充满活力的滨海港区。”

市政指出，“据港区商会估计，中央码头的关闭导致港区每年损失100万至150万

游客。”

“墨尔本市政委托[SGS经济和规划]机构撰写的关于中央码头关闭对经济影响的报告发现，如果不采取补救措施，随着时间的推移，城市经济的成本将变得巨大。五年后，总经济产出的损失将达到约8亿澳元以及1500个工作岗位。”

因此，市政向联邦和州两级政府提出建议，将中央码头作为“经济复苏”类别下的一个紧急优先事项，并敦促州政府拆除该码头，建造一个“轻型餐饮/活动中心供临时使用。”

市政还呼吁联邦政府与州政府合作，为中央码头的长期重建提供资金。



大楼风向标被盜

具有100年历史的铜制帆船风向标在Docklands港区历史悠久的海员福利机构大楼顶部其所在位置被盜。

Rhonda Dredge

这个风向标是3月6日星期日被发现失踪，据信是一夜之间从大楼屋顶被盜的。

海员福利机构(Mission to Seafarers Victoria)首席执行官 Sue Dight 呼吁任何有信息的人出来或联系警方。

凡提供找回风向标信息的人，可获得500澳元的奖励。

大楼顶上的风向标被盜已有三天了，海员福利机构倍感不安。

当时，Dight女士收到一条从大楼对面居民发来的一张大楼屋顶上的金属杆照片和一条短信：“天哪！风向标不见了”。这是她



一直担心的事还是发生了。

她非常沮丧，本以为小偷不会来了。因为他们在周四晚上试图来偷盜过，但失败了，这次他们又回来并偷走了风向标。

Dight女士告诉本报：“他们破坏并移动了摄像头，只留下盜贼的脚踝和连帽衫的照片。”

第一个线索是发生盜窃前的星期五早上，在楼顶俯瞰西院的位置发现了一把塑料椅子。

她说，当时检查了，以为这把椅子只是为了涂鸦。“从窗户可以看到楼顶的所有部分，但是我们又发现了一把钢锯，我立刻想到了风向标。”

当时风向标还在，但当她放大照片时，注意到支撑杆上有一个小切口。那时已经想到防备发生这个犯罪行为。

当时也报了警，更换了监控摄像头，联系了一家私人保安公司并试图堵住入口处，但在接下来的两个晚上盜贼还是返回来偷走了风向标。

担心港区快变成夜间“禁区”

一名23岁的篮球新星在Docklands港区不幸被刺身亡，当地居民越来越担忧社区的安全了。

Brendan Rees

3月13日凌晨3点20分左右，在Harbour Esplanade附近的Bourke街上，Alier Riak与人发生争吵后被刺，他26岁的兄弟Kuol Riak也严重受伤。Alier Riak被认为是一个“受鼓舞的”和“热爱回馈社区的”年轻人。

受害者来自西澳大利亚，据了解事件发生时，他们正在庆祝生日。

Riak先生受伤后被送往医院，但不久后伤势过重而死亡。

这场悲剧震惊了当地社区，担心不断增长的暴力、反社会行为和公众场合酗酒，使这个区域的夜晚将“很快成为禁区”。

港区代表组织(DRG)的发言人说，“周末发生的悲剧事件令人震惊，但并不感到惊奇。”

“令人遗憾的是，这起死亡事件只是当晚港区发生的几起暴力事件之一，警察和



救护车都为此赶到现场，并关闭了Harbour Esplanade。

“多年来居民一直提出大量饮酒而引起的安全问题，令人遗憾的是，酗酒引发的暴力正在使港区的一些主要区域成为‘禁区’。”

DRG发言人表示，解决这个问题很复杂，但“有一点是肯定的，即商家需要开始发挥作用，还有供应酒类的场所以及Docklands商会”。

“他们的经营必须考虑到社会责任，以及对当地社区的影响。”

然而，港区商会执行官Shane Wylie表示，他理解居民的担忧，但商会对于那些遵守噪音限制和酒牌许可的场所“没有执法权”。

“参与”活动目的何在

墨尔本市政于3月3日（即本报三月版发布的第二天）启动了“参与港区(Participate Docklands)”的活动。

Sean Car

市政在全市范围内发起了一系列“参与”活动，听取“反馈意见和信息”，以制定新的社区计划。

通过其“参与墨尔本”的官网，市政邀请任何与港区有关联的人，无论是居民、上班族、企业主、游客还是“其他人”，对Docklands港区的未来发表意见。

这个活动有利于港区的社区计划，就在最近市政和维多利亚发展局完成了该区域的2012年“社区计划”。

尽管市政鼓励居民对港区的“计划”进行讨论并提出意见，但是社区对此非常谨慎，尤其是在疫情期间，对任何重大变化的前景并没有过于兴奋。

本报虽然并不是市政府和市民的唯一媒体渠道，但由于没有将这次“参与活动”的启动日子与报道刊头截止时间协调一致而引起关注。

虽然人们可以原谅由于截止日期的疏

忽，但自那以后，市政再也没人在四月版之前联系过本报。

市政表示，3月期间在港区的Buluk公园、Ron Barassi Snr公园和Marvel体育场等地举办了一些“即兴活动”，与当地市民面对面讨论这一活动的过程。

本报于3月24日到Docklands商场(The District)参加市政的即兴活动，市政在其网站通知在下午2.30至4.30之间进行。

然而我们在商场花了一个多小时寻找这个“即兴活动”，却毫无踪影。港区商场管理部门和社区之家对在商场内要进行的这一活动一无所知。

毫无疑问，市政进行了一些咨询活动，并还将继续进行，可是这不得不让人们有所疑问，市政到底希望多少人实际“参与”这个活动过程呢？

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**PROPOSAL TO UPGRADE MOBILE PHONE BASE
STATION LOCATED AT DOCKLANDS**

**Telstra plans to upgrade an existing telecommunications facility located at
720-750 Collins Street, Docklands VIC 3008**
www.rfnsa.com.au/3008010

1. Telstra are currently upgrading existing mobile network facilities to allow for the introduction of 5G to Telstra's network. As part of this network upgrade, Telstra proposes the installation of NR850 (5G) & NR/LTE2600 (5G/4G) technologies at DOCKLANDS locality and surrounds.
2. The proposed works at the above site include the removal of three (3) off panel antennas, the installation of three (3) off panel antennas, the reconfiguration of six (6) off panel antennas, and installation of associated ancillary equipment. All internal equipment will be housed within the existing equipment shelter.
3. Telstra regards the proposed installation as a Low-Impact Facility under the *Telecommunications (Low-impact Facilities) Determination 2018* based on the above description.
4. In accordance with Section 7 of C564:2020 Mobile Phone Base Station Deployment Code, we invite you to provide feedback about the proposal. Further information and/or written submissions should be directed to Jasmine Bautista, Aurecon Australasia via email to: Jasmine.Bautista@aurecongroup.com or via post to: Jasmine Bautista, Aurecon Australasia PO Box 23061, Docklands VIC 8012 by 5pm on 14/04/2022

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