

# SOUTHBANK NEWS

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▲ Southbank resident Jannine Pattison has launched a petition calling for a ban on trucks in the area.

Photo: John Tadigiri.

## Langham and ARA at loggerheads as council supports Southgate vision

WORDS BY *Sean Car*  
PLANNING

Southgate's owners ARA Australia's plans to reimagine the precinct were advanced by the City of Melbourne last month, but it didn't come without continued objections from The Langham Hotel, as well as local businesses and residents.

While Southgate's tenants and neighbouring residents from Quay West have made their feelings known about ARA's plans for some time, the May 18 Future Melbourne Committee meeting saw The Langham join a growing list of opponents.

Speaking on behalf of the luxury hotel operator, which sits within the Southgate precinct, Damien Gardiner implored councillors to defer its decision on ARA's master plan, while slamming the developer for "inadequate" consultation.

ARA is progressing plans to redevelop Southgate by constructing a new 26-storey commercial office tower at the centre of the precinct, along with 2000 sqm of publicly-accessible open space and new retail and hospitality spaces.

Addressing councillors on May 18, Mr Gardiner said The Langham had "significant concerns" regarding the "negative impacts" that the "bulk and scale" of ARA's proposal would have on the operations of its hotel.

He added that the proposal represented an "inappropriate response" to the context of the site, and that The Langham was yet to be shown a number of detailed plans by its neighbour.

"Consultation with Langham and other parties throughout this process has been inadequate," Mr Gardiner said.

"Langham has not seen what the

final proposed form of the building will take, has not seen the easement plan, the early works plan, the staging plan or the February 2021 preliminary traffic assessment."

"We are concerned that the development will significantly and negatively impact the operation of The Langham on a permanent basis. Sunlight to rooms will be blocked in a number of places, access to loading bays will be compromised, fire egress pathways and the impacts on those has not yet been clearly understood and mitigated."

Quay West resident Mem Aziz also addressed the meeting, saying he and other residents continued to hold concerns with the proposal and ARA's continued "failure" to communicate.

But the Minister of Planning Richard Wynne is the ultimate authority in determining whether a permit will be issued for what councillors agreed was a "once-in-a-generation" opportunity to unlock one of Melbourne's most important civic spaces.

The minister has also decided that an incorporated document through a planning scheme amendment is the right process in determining the outcome of ARA's ultimate vision - meaning no third-party rights or formal consultation for affected parties.

Effectively, councillors were tasked with providing feedback to the minister on a master plan on May 18, with the final detailed plans to come back before councillors for comment at a later date once the minister approves ARA's master plan.

And while unanimously supporting the general vision of that plan, councillors did so under an amended motion which advised the minister

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## Residents revolt against dangerous intersection

*A short-term safety fix at a notoriously dangerous Southbank intersection has been slammed by residents as "inadequate", who say lives are still being put at risk.*

WORDS BY *Brendan Rees*  
SAFETY & SECURITY

Warning signs and bollards were recently installed at the corner of Power St and City Rd after a B-double hit five people on May 6, leaving two fighting for life.

But locals say the safety measures designed to improve pedestrian safety don't go far enough after a street sign and a concrete bollard were bowled over by a truck less than 24 hours after being installed.

No one was injured in the latest incident, but it has reignited calls from residents for an immediate upgrade to the busy intersection which is frequented by livestock and B-double trucks.

"It's a bad situation; in a perfect world I would love to see those trucks get off City Rd," resident Jan Martz said, who witnessed the horrifying truck crash last month.

"It's a dangerous pedestrian corner, there's just no two ways about it."

"I don't care what they put over there, I'm just not going to use it."

The state government announced late last month it had begun short-term safety works, while the Department of Transport was in talks with the City of Melbourne for a more permanent solution.

The first phase, which is expected to be completed by the end of June, includes the crossing being painted bright yellow to make it more visible for all road users.

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# So long, Scoop

*Vale Shane Patrick Scanlan – 1958 to 2021*

WORDS BY *Sean Car*  
 OBITUARY

This newspaper's founding publisher Shane "Scoop" Scanlan died suddenly at his home in Blackwood last month. He was 63 years old.

Shane truly was one of a kind. An "old soul" who immersed every ounce of himself into the art of journalism; from putting pen to paper right through to delivering the actual publication himself.

Whether it was by cargo bike, scooter or on foot, you could often spot him in his unmistakable Akubra doing the rounds in his beloved Docklands, or dashing across the river to Southbank, with pen, notepad and camera at the ready.

To borrow a line from his close friend Doug Jarvis, Shane was "a bloodhound with the tail of a Labrador".

While his dogged desire for his next "scoop" was unrelenting, his passion for the Docklands community, and those who made it special, was unwavering.

And it was through his first and original community vehicle, *Docklands News*, into which he poured so much of himself, ever since its first edition in 2003.

Where others threw stones at Docklands, Shane never missed the opportunity to staunchly advocate on its behalf.

Never was there any fear in creating a bit of havoc, or treading on a few toes, so long as it meant getting things done for the ever-evolving Docklands community.

And through his passion and love for Docklands, he's had a profound impact on so many people's lives – more than he ever could have imagined.

It was a passion he would carry over to neighbouring central-city communities, through *Southbank News* and *CBD News*, right up until his retirement two years ago.

Across the city, and indeed right throughout far wider circles, there will be people feeling the shock of his loss for some time, but none more so than his wife Louise, his boys Patrick, Ryan, Courtney and Clancy, and his entire family, to whom we send all of our love.

But while we will forever miss his presence, it's important we can celebrate the life that was, and the legacy he leaves behind; a legacy continued through this very newspaper.

As a friend and a mentor, few have had a more profound impact on my life and I'll forever miss having him in my corner.

So long, Scoop. Thank you for everything ●



▲ *Shane Scanlan at his home in Blackwood, with dog Doris.*

*Photo: John Tadigiri.*



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# Langham and ARA at loggerheads as council supports Southgate vision

Continued from page 3.

to refer it to the Victorian Design Review Panel (VDRP) to assess the proposal's "massing and envelope".

The council's chair of planning and Deputy Lord Mayor Nicholas Reece said it was critical to get the proposal right in what was a "post-card location".

"If we don't get this right, the consequences for Melbourne I think are very, very significant," he said.

"The building envelope appears to be quite large, it appears to be bigger than the other buildings in that cluster of buildings there at Southgate and it is going higher than many of them as well."

"The massing and development envelope should go to the VDRP as well so that the minister can get feedback upon that envelope ahead of making that decision ... I think that will lead us to make an even better development for this site."

But in addressing ARA's head of asset management Rohan Neville, who also presented to councillors at the meeting, the Deputy Lord Mayor implored the developer to undertake an "exceptional standard of community engagement".

"There has been a real cross section of Melbourne," Cr Reece said. "From famous restaurateurs like Lino at La Camera, from upstanding residents like Mem [Aziz], from prestigious hotel owners like The Langham; legendary hotel operators here in Melbourne."

"They're all coming before us saying 'hey this consultation process has been unsatisfactory' so I would implore ARA to really put in place exemplary consultation processes with the community, with your stakeholders going forward."

Rohan Neville said ARA was confident its plans would deliver benefit to all stakeholder groups and that it would continue to explore the "possibility" in realising all objectives as part of its development.

"As you can appreciate this is a very complex



site with a vast and varied amount of stakeholders," Mr Neville said.

"We have tried through the processes with the City of Melbourne officers and DELWP (Department of Environment, Land, Water and Planning) try and communicate as best as we can in relation to how we can coordinate and work together to realise the intrinsic value of this site for the greater City of Melbourne."

"And really for us, there is an ongoing possibility to continue to work with our stakeholders to continue to realise everyone's objectives as part of this development."

But in highlighting a "number of positive aspects" with the Fender Katsalidis-designed proposal, Cr Reece applauded ARA's "really strong commitment to architectural and design excellence".

The council's deputy chair of planning Cr Rohan Leppert also expressed his "genuine excitement" about the potential for increased permeability throughout Southgate, as well as increased public open space.

While ARA had originally sought to transfer the 2000 sqm "River Meadow" open space to

the City of Melbourne, council officers instead recommended the site remain under ARA's ownership but designed to council standards with legal agreements to govern uses.

Lord Mayor Sally Capp said while the plans reflected the ambition the council had for Southgate, she too was conscious of "getting the balance right" between stakeholders and maximising the building envelope.

Rohan Neville said ARA looked forward to "rejuvenating a Melbourne icon".

"Our vision really is for Southgate to rightfully reclaim its place as an iconic Melbourne landmark and tourist attraction," he said.

"To also create a city-shaping development with added permeability to the neighbouring Arts Precinct and cultural institutions while improving connectivity to the broader Southbank area and beyond."

"We do expect further engagements to be ongoing given its significance and we will look forward to carrying those out should this application be successful." ●

"Keep it small, say locals" - page 12.



*If we don't get this right, the consequences for Melbourne I think are very, very significant.*



Sean Car  
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## Restrictions have not stopped results for my clients

### May private sales:

- 10/181 Franklin St • SOLD \$1,350,000
- 2502/180 City Rd • SOLD \$865,000
- 608/152 Sturt St • SOLD \$365,000
- 103/88 Kavanagh St • SOLD \$590,000
- 1109/14 Kavanagh St • SOLD \$432,500
- 156/100 Kavanagh St • SOLD \$415,000
- 19/185 Barkly St • SOLD \$961,000
- 1410/33 City Rd • SOLD \$380,000
- 3400/241 City Rd • SOLD \$730,888
- 1207/83 Queensbridge St • under offer

### May auction results (during lockdown)

- 1/78 Wells St • SOLD price undisclosed
- 921 Centre Rd • SOLD \$50k over reserve
- 38 Miles St • SOLD \$812,000
- \$92,000 over reserve
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- \$186,500 over reserve
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# The human toll of being the “Freight State”

WORDS BY *Sean Car*  
EDITORIAL

When the news broke that a truck had mounted a curb collecting a traffic light and five pedestrians in the process in Southbank last month, the entire community immediately knew which intersection was being referenced.

For many years, the community has raised the life-threatening safety issues of the now ill-fated City Rd and Power St intersection with both levels of government and anyone who'll listen, only for those calls for change to continuously fall on deaf ears.

And lo and behold, it's taken a tragedy – one which nearly cost two lives – for decision makers to finally pay attention to the issue. It should never have come to this.

But while the state government worked with the City of Melbourne to implement some short-term safety upgrades at the intersection shortly after, those too were scuttled by a truck within 24 hours as a concrete bollard was sent crashing into a newly erected sign smashing the front window of Southbank Grand (pictured).

So, where to next?

Despite the best hopes and the very reasonable wishes of local residents to remove trucks from the pedestrianised streets of Southbank and send them through the Domain Tunnel, that will never happen, according to the Department of Transport and Citylink operator Transurban.

Trucks that are more than 4.65 metres and higher, as well as placard loads such as fuel tankers, cannot pass through any Victorian tunnels under the *Road Transport (Dangerous Goods) Act 1995*.

Livestock vehicles are also unable to use CityLink tunnels due to both the physical constraints of the tunnel and for animal welfare reasons.

Irrespective of May's events, a spokesperson for Transurban told *Southbank News* that it wasn't feasible to modify the tunnel to accommodate over-height vehicles, which could damage the inside of the tunnel and cause an extremely dangerous situation.

“Thousands of trucks a day use the CityLink tunnels to help move important goods around the state,” a Transurban spokesperson told *Southbank News*.

“To keep everyone safe, a small number of trucks cannot access tunnels as there are strict national safety regulations that prevent trucks carrying dangerous goods or over the allowed height limit from entering any tunnel.”

The Department of Transport, when asked by *Southbank News* last month, reiterated this and said it had no plans to allow placard loads access to the tunnel in the future. So, option A, is ruled out.



The next issue is the intersection itself, which is currently made up of two right turning lanes into Power St (citybound), a through lane and a slender left turning lane which takes vehicles to the freeway.

This is the turn in which the incident on May 6 unfolded. And for truck drivers, road users and locals who know the corner, it's easy to see how it happened.

With developer Central Equity's Southbank Grand tower façade built within metres of the corner, it provides pedestrians using the footpath virtually no room to move. Combine that with a turning lane regularly used by the some of the largest trucks on our roads and their huge turning circles and you have a recipe for disaster.

Minister for Roads and Road Safety Ben Carroll said the government was developing a “long-term and permanent solution”, as traffic engineers and safety experts will no doubt be looking at somehow reconfiguring the intersection.

Next, there is the issue of the footpaths themselves – a City of Melbourne responsibility.

Prepared in partnership with VicRoads as the authority responsible for the City Rd carriage-way, the long-awaited, and now long-delayed, City Road Master Plan should have been the council's leverage stick with the state government to improve safety a long time ago.

While the council holds limited power on what's a state-managed road, a core principle of the master plan sought to better serve the many pedestrians calling Southbank home through simple measures such as footpath widening.

It may not be the ultimate authority on City Rd, but the council's voice holds a lot of weight. And one would imagine, had there been more conviction to progress the City Road Master Plan when it was first endorsed in 2016, safety

“

*People would be alarmed to see the scale of the expected growth in freight.*

”

issues could have been more rigorously discussed around the table.

But irrespective of the master plan, ratepaying locals have been lobbying the council to lobby the government on this issue for some time. So, to what extent has the council, through leaders past and present, formally addressed the matter with the government during the same time since the master plan was endorsed?

When asked by *Southbank News*, the council's current CEO Justin Hanney didn't specify, but said it was in “regular and ongoing conversations with the Department of Transport ... to help make this a safer intersection for locals, workers and visitors.”

“The Lord Mayor has spoken to Minister for Roads and Road Safety, Ben Carroll, and the Member for Albert Park, Martin Foley, about this intersection and has been assured that the Victorian Government is urgently working on a permanent solution.”

“The Department of Transport has committed to a redesign of the intersection and the City of Melbourne will work closely with them on this design solution.”

But more broadly speaking, how, through years of planning, has a rapidly developing and gentrified suburb like Southbank found itself in a situation where it is being forced to accommodate the trucks, rather than the other way around?

Transport planning expert from the University of Melbourne Dr John Stone points to Victoria's self-promotion as the “Freight State” as central to this power imbalance, arguing that the trucking industry had always got what it wanted.

And nowhere was there a starker example of this imbalance, according to Dr Stone, than the *Victoria - The Freight State* report, commissioned by the former Denis Napthine Liberal government in 2013 – the 2050 “freight vision for Victoria”.

“*Victoria - The Freight State* really says moving vehicles through our cities and towns is something that is seen as vital to the economy and that every support will be given to the freight industry,” Dr Stone said.

“People would be alarmed to see the scale of the expected growth in freight. It's very well entrenched in government planning and government economic thinking.”

According to Dr Stone, the ultimate questions were – how much freight should we have? How much freight can we move safely around the city? How do we minimise it? And how much of it can be transferred to rail?

Unlike many countries overseas, which were increasingly transporting more freight via rail, Dr Stone said government policy in places such as Victoria still placed too much emphasis on trucks and roads.

While floating other measures for City Rd, such as possible curfews and limiting the size of vehicles permitted to move through Southbank, he said that until a major policy shift occurred, residents of Southbank would continue to be adversely impacted.

“We build the Melbourne Metro, and we build the North East Link and the West Gate Tunnel. We constantly invest in both options rather than saying we actually have a duty to climate, duty to safety of the population to be moving to rail much, much quicker,” he said.

“Basically, the government and Transurban are sort of washing their hands of the problem and saying Southbank people just have to cope. The risks to people in Southbank should be higher on the government's priority.”

“So, in the short term it should be limiting the size and nature of the trucks moving through there while you come up with alternative routes, or the alternatives to the way you manage freight.”

“Something has to give and it's really up to the freight industry to say how it's going to manage itself against the lives of pedestrians in Southbank.” ●

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# RECYCLING ORGANIC WASTE



We're reducing waste going to landfill with our new weekly food and garden waste collection

**Put food and garden waste to good use with the City of Melbourne's new organic waste collection. Coffee grounds, banana peels, even lawn clippings can all be composted to benefit Melbourne's parks and gardens.**

We've listened to the community's concerns around recycling and from June we are introducing a food and garden organic waste collection service - an important step in addressing climate change impacts. We'll begin by supplying more than 9000 single-unit properties and single-storey apartment blocks with new food and garden organic waste bins.

Increased recycling will help us reduce emissions citywide, and bring us closer to a circular economy, which aims to eliminate waste by reusing and recycling resources.

Organic material disposed of in landfill also generates methane, a gas that has a climate change impact 25 times greater than carbon dioxide. That's why it's important we process this organic material differently.

From June, residents in single unit properties, such as a house or townhouse, and single storey apartment blocks of fewer than 30 dwellings will receive:

- A new lime green-lidded food and garden organic waste wheelie bin (120-litre)
- a kitchen caddy for collection of food scraps
- a roll of 52 compostable caddy liners to avoid bin odours.

This will be a staged approach, and we'll work with the community to find innovative ways to offer this service to multiple level apartment buildings and highrise Melbourne.

## COLLECTIONS FREQUENCY

Did you know most 240L recycling bins collected with the current weekly service are only half-full?

With this data, when households receive a food and garden organic waste wheelie bin, there will also be improvements to their overall kerbside collection service - recycling collection will shift to fortnightly.

Any household with a smaller bin will be able to upgrade their recycling bin to 240L.

For more information, visit [melbourne.vic.gov.au/foodgardenwaste](http://melbourne.vic.gov.au/foodgardenwaste)

## IN-BRIEF

### NO MORE LIBRARY FINES

In good news for library users, City of Melbourne libraries will no longer fine people for overdue items. During last year's lockdowns all library fines were put on hold - and this will continue indefinitely to make sure everyone in the community can enjoy our library services. All borrowers are encouraged to continue to return items by the return date.

### DREAM FACTORY

From Aussie classics to contemporary concept cars, this exhibition captures the story of design and innovation at General Motors Holden in Fishermans Bend, home to Melbourne's most successful city-based automotive factory. Visit [melbourne.vic.gov.au/dreamfactory](http://melbourne.vic.gov.au/dreamfactory)

### VIRTUAL VISITOR HUB

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### BUSINESS WORKSHOPS

If you're an inner city small business owner in Melbourne's city centre, Docklands or Southbank, explore our virtual and in-person workshops in June. Get support with marketing, budgeting, resilience and change and digital transformation, and more. To find out more contact our Business Concierge Service on 9658 9658 (press 1 for business) or visit [melbourne.vic.gov.au/innercitysupport](http://melbourne.vic.gov.au/innercitysupport)

### CITY BATHS RESTORED

Works are underway at Melbourne's oldest bathing site, the Melbourne City Baths, to restore the brickworks, replace roof tiling and repair the timber ceiling planks in the pool halls. These works will help preserve the building for future generations.

### COUNCIL MEETINGS

Watch meetings live from wherever you are thanks to our live-streaming capability. Tune in live or catch up later. Find all the details about Council and committee meetings at [melbourne.vic.gov.au/aboutcouncil](http://melbourne.vic.gov.au/aboutcouncil)

Information and events in this publication are current at the time of printing. Subsequent changes may occur.

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# OLDER PEOPLE CONNECT

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You'll be joined by tech experts from Lively who can provide support in English, Cantonese, Mandarin and Hindi. The sessions are designed to help people learn new skills in a one-on-one setting. Participants can bring their own device or use one that is provided.

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- connecting to wi-fi
- setting up and using email
- video chatting with friends and family
- finding information about services
- learning about what is happening in the neighbourhood and more.

### Chair yoga and seated dance

Enjoy an hour of gentle stretching, breathing and relaxation with chair yoga. Or try moving to music at a free social seated dance class at Kathleen

Syme Library and Community Centre (251 Faraday Street, Melbourne). No prior experience necessary and all abilities welcome.

### Tai Chi and tea

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### Advance Care planning

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to explore the care you might want if you became seriously ill.

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Experience the health benefits of Tai Chi



# Residents revolt against dangerous intersection

*Continued from page 1.*

Concrete blocks at the corner where the near-death crash happened have been completed, while plastic bollards, planter boxes, and sensor technology that trigger changes to traffic lights to reduce waiting periods and overcrowding of pedestrians have also been installed.

Pedestrians will also be given a head start to cross the road before left-turning traffic is given the green arrow, and a new sign will be installed to remind motorists to give way to pedestrians.

Markings will also warn road users of turning trucks and remind drivers that vehicles longer than 7.5 metres can use two lanes to turn left from City Rd.

The measures come after a truck mounted the footpath before ploughing into pedestrians at the intersection last month.

The 64-year-old truck driver from Wyndham Vale was charged and bailed at the Melbourne Magistrate's Court.

Police allege the truck driver did not stop at the scene and continued driving along Power St.

Five pedestrians including four men and a woman all aged in their 20s were injured and taken to hospital.

A Royal Melbourne Hospital spokeswoman said two people had since been discharged while one man remained in a stable condition.

One man had also been discharged from The Alfred hospital while the other remained in a serious but stable condition.

Southbank Residents' Association president Tony Penna, who has been calling for a ban on trucks for years at the intersection, said a temporary fix "was always going to be inadequate".

"The bollard has come across the footpath so if pedestrians were trying to do the right thing by standing back, they were probably going to be taken out by a bollard," he said of the June 1 incident which also took out a planter box and damaged a window at around 6pm.

Mr Penna, who visited the site with Deputy Lord Mayor Nicholas Reece to raise his concerns weeks before the near-death crash, said it had been an "accident waiting to happen".

"There is a greater risk of injury and death by putting the trucks through the densely populated suburban road of Southbank than it is to put them in the tunnel."

The Department of Transport's head of transport services Nick Foa said the "temporary" safety measures

had created a barrier between pedestrians and traffic.

"If that bollard wasn't there and a pedestrian was standing on that corner they could have been hit directly," he said.

Mr Foa said the department would review the incident and make any "necessary changes".

"[We'll] consider additional improvements to the short-term safety measures while we investigate a permanent solution."

According to data from the department, there have been a total of seven crashes at the intersection from July 2015 to June 2020, mostly vehicle to vehicle however one involved a B-double and another with a cyclist. Of the crashes, three were considered serious and four involved minor injuries.

The City of Melbourne has vowed to work with the state government to "urgently deliver" a safer intersection.

"We are working on permanent safety measures on this corner and the temporary safety changes have been repaired and reinstalled," Lord Mayor Sally Capp said.

"Thankfully, this time no pedestrians were there, and no one was injured."

"We understand the frustration many locals have and we are working together to deliver safer streets in Southbank."

Meanwhile, resident Jannine Pattison, who launched a petition calling for a ban on trucks in the area and safety improvements at the intersection, said "common sense should prevail".

"It [safety] should be a priority and it's just not," she said as her petition had garnered more than 1320 signatures. "This is absolutely not a war between trucks and pedestrians, rather it's a fight to make better safety for all road users."

"We seem to be throwing up building after building and not doing planning around infrastructure, footpaths, road flow, and green space."

Road Safety Minister Ben Carroll said, "This is a complex intersection in a busy, high-density area of Melbourne - we're delivering immediate upgrades to protect the community and make City Rd safer for all road users while we get on and develop a long-term safety solution."

Peter Anderson, CEO of the Victorian Transport Association (VTA), said it was working closely with the state government and the Department of Transport "to identify better solutions for this part of the road network" ●



▲ Southbank Residents' Association president Tony Penna said residents wanted a clear understanding as to when the project would be completed.

# Southbank Boulevard woes continue

WORDS BY *Brendan Rees*  
PHOTOGRAPHY BY *John Tadigiri*  
COUNCIL AFFAIRS

Fed-up residents are demanding answers as why the \$47m Southbank Boulevard project continues to be plagued by delays with no end in sight.

The works, which will see five new public spaces and neighbourhood parks in the heart of the city's Arts Precinct, have now slipped 16 months behind schedule.

It has now become Melbourne's most expensive capital works project - with residents saying they've had enough and voicing their frustration over a lack of community consultation.

Construction has been conducted in several stages since works began in July 2018 and was expected to be completed by February last year.

But with the project dragging out by 35 months and no timeline set, residents say they are being left in limbo.

What was originally a three-stage project, then became a five-stage project and recent indications suggest that latest stages have been broken up into sub-categories, providing residents and businesses without any clear timeframe.

According to the council, the project was originally estimated to cost \$35m during the early stages of planning before it blew out to \$47m.

Lord Mayor Sally Capp said the council had "learned a lot during this project", after conceding the project had been beset by delays and disruptions.

She acknowledged the patience of residents and businesses, saying "we know it has taken far longer than expected" but "the finished project will be worth the wait".

"We have learnt a lot during this project and the next stages are being delivered much more smoothly," Ms Capp said.

"I understand many locals are frustrated by the ongoing construction so close to their homes but we are building these parks to create a greener, more welcoming space for residents, workers, and visitors."

"The team has moved on to the next stage of the project that will deliver two neighbourhood parks, creating 2730 sqm of new open space."

"The first of those parks will be completed in September with the whole stage completed by the end of October."

"We are committed to reducing inconvenience for locals and have notified those impacted of disruptive works as the project has progressed. We don't anticipate the need for night works to complete this project."

"We recently opened the 2200 sqm plaza outside the ABC Centre and have just finished planting 40 new trees in the space in April, bringing the total to 49 for that area."

Resident Suzannah Dacre said she was forced to move from her Southbank Boulevard apartment after the noise and dust became unbearable.

"It just got absolutely chaotic with the road shutdowns and the dust and everything like that," she said.

"It was atrocious the dust. We've got two white dogs and no word of a lie ... if they went out on the terrace in the morning, they would be grey."

"We got one notice very early on a few years ago, but that was just a meeting to discuss it and then there was no further information."

"You're meant to know an end date of construction and that's not exactly a big project down there that should have been done."

Another resident, Dr David Hamilton, who has lived in Southbank for more than 10 years, said the works were "taking forever" despite no construction impacts from COVID.

As first reported in the November 2020 edition of *Southbank News*, Dr Hamilton said he had continued combing through previous council budgets and public expenditure reports and estimated the project's cost would blow out to \$52.5m.

"The Southbank Boulevard project is an abject failure. It's a failure of project management, it's been a failure of design, it's been a failure of consultation," he said, adding "there is still no estimate of the cost to complete".

"We still have quite an area of land which is going to be completed by mid-2021. This is, in fact, probably the areas that residents have been crying out for, namely parks, playgrounds, all the essential elements."

"What it also brings home is how the council relates to local communities."

"Would we have the Southbank Boulevard project if five or six years ago we had an effective framework to interact with people who live in the adjoining buildings?"

Saporito Taquito restaurant owner Matthew Defina, whose business is on Kavanagh St, said the works had impacted his trade with two of his parking spaces lost to freight crates on a Friday afternoon earlier this month.

"There's a big freight crate where they store all their stuff and there's fences," he said which restricted customer access. "Every now and then they'll put up stop signs and that just ruins the whole street."

Southbank Residents' Association president Tony Penna said the project was frustrating and that the council was "just hoping for the best" with a completion date ●



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CITY OF MELBOURNE



# Cash splash on Southbank parks

WORDS BY *David Schout & Sean Car*  
ECONOMY

The City of Melbourne has allocated \$20 million on new Southbank open space in the next 12 months, in what comes as a much-needed boost for Melbourne's most densely populated suburb.

The council's draft budget for 2021-22 has set aside the sizeable sum, plus a further \$5 million in the 2022-23 financial year, to redress the critical shortage of green space in the area.

It comes after more than 150 locals attended a community forum hosted by the Southbank Residents' Association (SRA) at Metropolis Southgate on March 23, which was largely staged on the back of a number of failed council projects in Southbank.

These included the ongoing project to transform Southbank Boulevard into a linear park (read more on page 7), as well as loss of land at Boyd Park and delays to the long-awaited City Road Master Plan.

With the council's draft four-year plan targeting 1.1 hectares of new open space in Southbank by 2025, Lord Mayor Sally Capp said the greening initiative was an immediate measure to address the issue.

"We have set aside \$20 million for green space in Southbank because we've listened to the community and we know how critical it is in our most densely populated suburb," Cr Capp said.

The commitment is part of a wider \$60 million spend throughout the municipality on expanding public open space, maintaining parks and water management.

SRA president Tony Penna said the funding allocation was much-needed.

"Open space is what Southbank is significantly lacking and this is the number one concern of residents, specifically green open space," he said.

"The council has let Southbank down in that area [open space] and any attempt to improve this is welcome."

The lack of open space in Southbank has long been an issue.

The suburb is one of the most densely populated (local population divided by land area) in Australia, and the dearth of nearby public areas has been the source of angst among local residents for years.

Alongside emerging urban renewal areas, Southbank was considered by the council as an area of "greatest need" for increased public open space.

The news follows other recent open-space initiatives slated for prominent Southbank locations.

In May the council backed an \$800m redevelopment of the Southgate shopping and dining complex, which included a proposal for 2000 sqm of public open space above Southbank Promenade.

This is the equivalent of more than four basketball courts.

Further, late last year the council secured 1000 sqm of public open space along Southbank Promenade as part of a deal with developers of



▲ Lord Mayor Sally Capp, with Cr Philip Le Liu (left) and Deputy Lord Mayor Nicholas Reece (right), announces the budget in the Munro development car park in the CBD last month.

a 120-metre commercial development at the former home of ExxonMobil at 12 Riverside Quay.

The site, from which the public was set to enjoy views out onto the Yarra River and the CBD, was reportedly worth more than \$25 million.

### Council puts down a record budget

In addition to the new Southbank Open Space Reserve, Southbank was a "budget winner" last month as the City of Melbourne handed down a record 2021-22 draft budget of \$789.9 million to help the city continue its recovery from the pandemic.

The draft budget and the council's draft four-year plan spelt out a number of wins for Southbank, including \$22.5 million for the Dodds Street Linear Park, Southbank Boulevard green scaping, pocket parks and new climate adaptation urban landscapes.

An additional \$9 million was allocated to the City Road Master Plan and another \$5 million allocated for new Metro bike lanes along St Kilda Rd. The largely shelved Southbank Structure Plan was also listed as a key area of focus.

Given the challenges imposed on the city by last year's lockdowns, the council has impressively achieved a \$31 million turnaround since delivering a \$57.4 million deficit in last year's budget.

Despite a forecast deficit of \$26.2 million, the council has delivered a record spend headlined by \$244.7 million in infrastructure, as well as \$4.8 million in rates discounts, which the Lord Mayor Sally Capp said would save ratepayers between \$10 and \$50.

The Lord Mayor was joined by finance governance and risk portfolio chair Cr Phil Le Liu at Queen Victoria Market's (QVM's) new underground car park on May 25 at the Munro development to announce this year's budget.

QVM's precinct renewal program is one of the winners in the council's big infrastructure spend, with a further \$50.2 million committed. The Lord Mayor's \$300 million Greenline project also received \$1 million towards designs.



*The council has let Southbank down in that area [open space] and any attempt to improve this is welcome.*



The council has also included \$21.5 million for bringing major events back to the city, while more than \$50 million will be invested in providing core services such as waste and recycling, cleaning and graffiti removal and safety upgrades.

Businesses will also continue to receive support through the joint \$200 million Melbourne City Revitalisation Fund with the state government.

This includes more than \$800,000 for the city's precinct associations, subsidised fees for outdoor dining, expansion of the Business Concierge program and the establishment of Invest Melbourne – a new entity which will seek to fast-track planning processes, building permits and work to attract global headquarters and research centres to the city.

The budget also includes more than \$2 million to support people experiencing homelessness in partnership with organisations like Launch Housing, Front Yard Youth Services and the Salvation Army.

Fees and charges for more than 70 per cent of council services will not change, or will be modestly increased in line with CPI inflation.

Parking fee revenue is budgeted at \$51 million and parking fine revenue is budgeted at \$39 million ●



▲ Firefighters battle the blaze. Photos: Gary Willis.

## Police investigate Montague fire

CRIME

Port Phillip Crime Investigation Unit detectives continue to appeal to witnesses following a fire at a factory in the Montague Precinct of South Melbourne on May 5.

Police along with other emergency services were called to the Ferrars St factory around midnight following reports the single-story structure was well alight.

Officers cordoned off the factory and managed traffic in the vicinity of the fire.

The scene of the fire was the premises of Tuck's Industrial Packings & Seals at 120 Ferrars St. The roof collapsed and it took more than 40 firefighters to bring the blaze under control.

The building is located directly across the road from South Melbourne Primary School in Southbank and the school was temporarily forced into closure on May 6 while fire crews attended the scene.

A crime scene guard was placed on the property overnight and an arson chemist and detectives also visited the scene.

The fire is still being treated as suspicious.

Investigators are appealing to anyone in the area at the time of the fire or anyone with dashcam who may have been driving near Buckhurst or Ferrars streets to come forward.

Traffic diversions in the vicinity of the fire remained in place for most of the day on May 6.

Anyone with information is urged to call Crime Stoppers ●

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# I'm a Southbanker

## Stories from the locals you know

Southbank and South Wharf are a vibrant mix of residents, workers and businesses. Over the past 20 years they have evolved from just places to live into communities with a growing heart. We invite you to get to know some of the personalities behind the shops, bars, restaurants and cafes. Drop in for a chat, enjoy a drink or meal with friends, because it's your "front yard", and it's you who make it our "home".

### GoBoat Melbourne

Andrew Ferguson  
Sandridge Wharf (Adjacent Southbank Promenade)  
goboat.com.au/melbourne P: 8372 0664



The launch of GoBoat in January 2019 was a game-changer for the river. The self-drive boats with an international reputation have provided an on-water experience to a new demographic, eager to experience Melbourne in a totally different way.

Two years and a pandemic later, GoBoat Melbourne's success continues to grow, with 16 vessels now in the fleet, and four more on their way from Europe in August. Co-owner Andrew Ferguson said that while the Melbourne response had exceeded their original estimates, it is in line with what other GoBoat licensees around Australia and overseas are reporting. GoBoat started in Copenhagen in 2014 and then expanded to three locations in London. It arrived on Canberra's Lake Burley

Griffin in 2017, in Melbourne in 2019 and most recently launched into Brisbane. The interstate and international network provides Andrew and his business partners Nick and Oliver with a raft of marketing and operational data, as well as consumer insight. While the sharp reduction in tourist trade has seen a drop in mid-week bookings, a big rise in use by Melburnians on weekends has largely compensated.

GoBoat Melbourne's customers span three generations, but Andrew said that about 60 per cent of bookings are made by women, mostly in the 25 to 34 age bracket. They tend to live in the southern and south-eastern suburbs and are seeking a quiet one- or two-hour boat hire to enjoy the city's spectacular sights with friends.

Four full time staff and up to 12 casual staff supervise the operation from the Riverside Quay berth. Full safety and protocol briefings, use of GPS tracking and geo-fencing, plus a patrol boat to supervise the hire boats, ensures a tightly run operation.

Andrew said Melbourne was similar to GoBoat UK's Kingston operation because of the narrow width of the Yarra and the co-sharing of water space with rowers and commercial boat operators. The operation will move back to its original Banana Alley berth in August this year, following renovation to the wharf.

Before starting GoBoat Melbourne, Andrew and business partner Oliver operated an indoor sports venue and they still run a sports events business. The third partner, Nick, operates GoBoat Canberra and heads GoBoat Australia's operation. Andrew is a father of two young children and also finds time to be president of the Black Rock Football and Netball Club. When you add a rapidly expanding business enterprise on top of that, it's a recipe for a very busy lifestyle.

### Showtime Events Group

Brad Dabbs  
W: showtimeeventgroup.com.au  
E: events@seg.melbourne P: 9682 1777



South Wharf's Showtime Events Group has turned into a juggernaut business in just nine years, under the direction of its general manager Brad Dabbs.

The Group's venues include Showtime Events centre, Cargo Hall and Polly Woodside on South Wharf, Old Melbourne Gaol, 14 spaces within The State Library – including the prestigious Ian Potter Queens Hall - and the majestic Ripponlea estate ballroom in Elsternwick.

It's just as well the business has been a runaway success, because Sydney-born Brad left behind a dream job in the Whitsundays to head to Melbourne in 2012.

"It was time to grow up, you can't sustain the island party lifestyle for too long – it wears you out!" he said.

"My aim was always to get down to Melbourne, because this city does

events so well and I wanted to be part of that."

Showtime Events Group now runs events ranging from an 80-person wedding through to street parties for many thousands of people. Twenty full time and 130 casual staff provide the arms and legs to bring their events to life. It has been voted "Australia's best wedding reception centre" twice at the Australian Bridal Industry Association awards and is in the running to take it out again. Brad's biggest adrenaline rush was a mega street party for 7000 conference delegates on South Wharf, which made use of the laneways and every venue in the historic precinct.

Showtime Events Group partners very closely with the Melbourne Convention Bureau and the Melbourne Convention and Exhibition Centre. In pre-COVID times, Brad and staff travelled regularly to China to secure business.

During the 2020 lockdown, Brad and the team focused on developing the business model, as well as running a number of slightly quirky online events, including cooking classes with Adrian Richardson, trivia and food quizzes and music nights.

The Group has recently acquired the rights to the Polly Woodside events space and is in the process of converting the building adjoining the tall ship into another unique function venue. One thing for sure is that Brad Dabbs' life will not get any quieter. He gets plenty of exercise running after his two-year-old and during his non-stop working week. He aims to be at every event the group runs and his record to date is attending nine events in one night. Now, that takes some stamina!

Friday, 18 June, 2021, 12 noon-1.30pm

Function Room, Belgian Beer Cafe, Riverside Quay, Southbank

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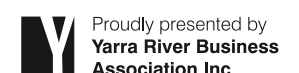
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# Restaurant approved on Yarra River

WORDS BY *David Schout*  
PLANNING

A floating restaurant along the Yarra River is set to become Southbank's newest dining venue.

The 60-metre pontoon, to be situated between Sandridge and Evan Walker bridges, would feature two levels for dining and drinking.

Dubbed "Yarra Botanicals", the unique new venue was endorsed by Lord Mayor Sally Capp who said it was important to "try new things" in the post-COVID era.

"We've shown that during the past 12 months in particular, that this is the time for us to be thinking differently and doing things differently as we revitalise our economy," Cr Capp said.

The council's planning chair Nicholas Reece said the new restaurant and bar would complement similar nearby drinking venues.

"I think Melbourne over the past decade or more now has done a very good job with Yarra River activation," he said.

"If I think of Ponyfish [Island] and Arbory Afloat, these venues have become some of the most popular in our city, and I think they've made people think of the Yarra River in a different way."

The venue would be managed by Australia's second-largest pub operator Australian Venue Co, which operated a number of Melbourne pubs and bars, including Southbank's Hopsotch.

According to the group, Yarra Botanicals was set to employ "at least" 70 people, would spend \$1.75 million with local food and beverage suppliers each year, and generate visitors in excess of 200,000 annually.

Managing director Paul Waterson said the project had been five years in the making, and responded to a changing hospitality environment.

He praised the city's outdoor dining initiative — recently extended permanently — as having "huge impact on the recovery of our industry".

"We feel we have a really differentiated venue that will undoubtedly bring people back to the city," Mr Waterson said.



▲ An artist impression of "Yarra Botanicals" - the newly-approved floating restaurant on the Yarra River.

"There's no doubt that post the lockdown last year people are heeding the medical advice and preferring to dine in outdoor and semi-enclosed spaces."

However, councillors weren't united in approving the permit.

Greens councillors Rohan Leppert and Olivia Ball voted against the three-year application, arguing it did not align with wider plans for the river and brought about a "very significant precedent issue".

Cr Leppert said the council's Yarra River-Birrarung Strategy supported "temporary" activation along the river rather than "new, semi-permanent" activities.

The strategy, endorsed in 2019, noted the river was "first and foremost a public place for

people to enjoy, with key views and waterfront features kept free of obstructions".

Cr Leppert said referring to the strategy in support of the floating restaurant proposal was problematic.

"I just disagree that the Yarra River-Birrarung Strategy should be relied on as the basis to support a building and works permit for constructing on a pontoon on the Yarra. If it was on [Southbank] Promenade, absolutely," he said. Cr Leppert said he was worried subsequent decisions would refer back to this approval.

"We now need to think about the precedent. If we issue a building and works permit for a three-year set-up on the pontoon on the Yarra here, that then says we will have more and more of these. It also means that in three years' time

when we ask the applicant to seek another permit, because the permit will expire, we will have very little basis on which to say no ... this is a very significant precedent issue that we're talking about here."

Construction on the pontoon restaurant was set to cost \$4.1 million ●



*David Schout*

JOURNALIST

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# Boyd site gets green light from government

WORDS BY *David Schout*  
PLANNING

A contested 42-storey development at the western edge of Boyd Park has been approved by the Minister for Planning, paving the way for work to begin on the site that currently houses a public basketball court and pop-up orchard.

The "Boyd Village" development, a partnership between developer PDG and the City of Melbourne, was finally approved by the state government in May.

It will feature 40 affordable housing units and almost 1000 sqm of community facilities, among 394 private apartments.

Construction on the former J H Boyd Girl's School site, which residents have overwhelmingly opposed due to the removal of scarce open space, was set to welcome a "vibrant mixed-use vertical village".

"Southbank needs more community facilities and this project will also help to reduce the shortage of affordable homes within the City of Melbourne," Deputy Lord Mayor and council's planning chair Nicholas Reece said.

"This shows what can be achieved by working together collaboratively with the private sector to deliver great outcomes for our community — while also creating local jobs and stimulating our economic recovery."

Development on the site has long been controversial. The council originally purchased the land — which includes the Boyd Community Hub, Boyd Park and the development site — in 2007, with plans to sell off a portion for development to fund the creation of Boyd Park.

Multiple deals with a previous developer, Mackie, and later Cairo, fell through, and Boyd Park was built and funded by the council in the meantime.

In 2019, the council sold the 1843 sqm portion of Boyd Park to developer PDG for \$16.5 million. As part of the deal, PDG agreed to deliver a range of community benefits in its proposal.

In December 2020 councillors unanimously endorsed the planning application, despite 128 submitters who overwhelmingly opposed the site.

As one of Australia's most densely-populated suburbs, local objectors decried the removal of much-loved community space.

Southbank Residents' Association president Tony Penna told *Southbank News* that while the site's redevelopment remained a sore point, the group was pleased it could help shape final plans.

"The residents of Southbank are disappointed any development was given approval on our sacred green open space," he said.

"While the sale and development of that section of land was always planned, SRA is proud of its efforts with highlighting the community's love and need of that space and our success with reducing the footprint of the final site and obtaining almost 1000 sqm of community space within the development."

The council has said a new basketball court would be located in the Kings Way undercroft as part of the City Rd Master Plan, something Mr Penna hoped would happen in a "timely manner".

It is not yet known what community facilities will occupy the bottom two levels of the new development, with a pending community consultation process expected to help inform the vision.

Construction of Boyd Village at 132-136 Kavanagh St is expected to get underway between late 2021 and early 2022 ●





# Keep it small, say locals

WORDS BY Rhonda Dredge

OPINION

A new 26-storey office tower is likely to be squeezed into a space less than 10 metres from the windows of apartments from the Quay West residential tower.

According to locals the proposed tower will also block the view of the city from the lower floors of the Eureka tower, while it will also encroach upon the easements of the Langham Hotel to the north-west.

The pressure to keep the new tower within bounds gained momentum last month when councillors called for an amendment to developer ARA's master plan for the site.

The motion was passed at the City of Melbourne's Future Melbourne Committee last month with the proviso that "an extra level of advice" address the bulk of the building envelope.

Whatever the amendments, the presence of yet another construction site will force residents to undertake another period of reality testing about their choice of Southbank as a home.

If you walk through from the Herald & Weekly Times building towards Hamer Hall there is a bit of a "dead space" in between them where the new tower will sit.

There is no denying that living in the city's prime "picture postcard" location comes at a cost. Councillors waxed lyrical at the Future Melbourne Committee meeting about the location and its significance for Melbourne's identity.

The proposed development by ARA Australia, which will also see half of the Southgate shopping centre demolished, addresses a need to improve this identity by connecting Southgate with the river and with the pure architectural forms of Hamer Hall.

For starters, it's almost impossible to see the river from this prime terrace because of all of the paraphernalia tacked onto the Southgate building. The timber veranda posts, and spiral staircase make it look like a warehouse out of a *Deadwood* movie set.

According to local architects, when Southgate was first conceived back in the '90s most large projects were awarded to overseas firms and American architects got the gig.

They say that Southgate is really just a shopping centre that never really worked for retail but did brilliantly in terms of its classy restaurants and riverside location.

"As ugly as it is, it was the first time something was done on the riverbank. It had riverfront, upstairs, downstairs and food," a leading architect told *Southbank News*.

"The leasing manager was good. He targeted inner urban shops. Charmaine's from Fitzroy, Walter's Wine Bar from the city. Norman Day said that you could have



pitched a tent here and it would have been successful."

The problem was at the upper level, most of it cut off from the river. Wolfgang Puck, a themed bar and grill from the United States, did not last long and was soon replaced by an architect's office.

This lack of "permeability" is addressed in the new plans. It has never been that easy to get to the river from Hamer Hall. A wide, classical terrace defined by '60 brutalist architecture butts up against a spiral staircase and the dinghy third level of the shopping complex.

All of these complications will be swept away by a new 2000 square metre north-facing public park, welcomed by the council and architects alike.

There will also be 10,000 square metres of retail beneath it, all with multiple access points to the river. A new staircase will approach the riverbank where Clem Meadmore's statue now stands.

Architects warn that the interface between restaurants and the river will be crucial and are urging for a more subtle approach than timber balustrading or corporate heaviness.

In Europe awnings protect diners from snow. These can be retracted. But in Melbourne restaurateurs demand their all-weather outdoor dining areas enclosed.

Local architects Fender Kastalidis have landed this important and highly visible Southgate gig and they will be the ones copping the flak if it doesn't work. The firm is not known for its visual restraint, witness the enormous gold crown on their latest tower Australia 108, the tallest in the country.

Commentators say, however, there is demand for small office space in Southbank and welcome the tower. "We couldn't find anything under 500 square metres," one small businessman told *Southbank News* ●



## South Melbourne Market's five-year strategy the roadmap to recovery

WORDS BY Brendan Rees

BUSINESS

The City of Port Phillip's Deputy Mayor says "some very large challenges" lay ahead for the South Melbourne Market as it looks to future-proof the iconic shopping venue in its five-year strategic plan.

Speaking at a council meeting last month, Gateway Ward Cr Marcus Pearl said there was a "significant amount of change coming for the market and the pace of that change is already fairly frenetic," and warned, "there's a bumpy ride ahead".

"It needs a sustainable governance structure and a communication line to council officers and councillors to ensure that when the bumps in the road hit over the next five years in terms of this plan, we have the right governance structure in place," he said.

It comes as the council recently sought community feedback for its 2021-25 draft strategic plan for the market to "ensure it is in the best position to tackle the challenges ahead". According to the market's annual report, 5.1 million people visited the market from July 2019 to June 2020, a drop of 7.5 per cent from the previous year due to COVID-19.

It noted the market's income had been "significantly impacted" with \$780,000 given in rental relief after the market recorded an operating deficit of \$1.93 million following a fall in car parking revenue and the closure of its cooking school.

Cr Pearl, who sits on the market's advisory committee, said its strategic plan was "ambitious" and it was "up to this council obviously to get the policy setting right" through "balanced feedback from the community".

"The market isn't a success by accident. It's a success because of the wonderful people that have managed it."

However, he conceded, "I don't think any of us would realistically expect this to provide large cash dividends to council, but certainly, it needs to wash its face".

Last month the council conducted a survey to gauge the community's support for the key outcomes of the market's draft strategic priorities for the next five years to ensure it has "a bright and prosperous future" as a shopping destination.

A council document noted the South Melbourne Market was "a much-loved local community hub" and valuable community asset, with the strategic plan focusing on "ensuring a positive community experience for everyone who visits the market".

"It also seeks to ensure that the market adds to the vibrancy and sense of place for the broader South Melbourne community," it said.

“

*The market isn't a success by accident.*

”

Trader Clare Lonergan, who sells baby wares, clothing, and teddies at the market, said while the impact of the pandemic had been devastating it was encouraging to see more people visiting the market.

"We're very grateful for all the local Melburnians who have rediscovered us. That has been really great," she said.

"Even in the past six to eight weeks we were seeing more people come from interstate, which was great. That has really helped us."

Ms Lonergan, who owns Clare's Bears and Wares which has been operating at the market since 1988, said the various stalls offered "a little bit of everything".

"When you do talk to people they've been coming here for decades, everything has been positive in that respect," she said.

When asked how traders had been coping, she said "some are struggling, some are doing it easier than others", adding "overall" her business was going okay.

During the May council meeting, a question was raised about whether a seat at Coventry St and Cecil St would be clear of waste and pallets at the market.

In response, Danielle Bleazby, the executive director of the South Melbourne Market, said it was aware of the "untidiness" of the pallets, and was something management was "keeping an eye on and making sure that it will be clear".

Cr Christina Sirakoff said the market was "truly a treasured landmark" and hoped the "South Melbourne market team can turn around the market losses into a profitable revenue stream".

Cr Katherine Copsey said, "We get some really great feedback and ideas from the community so I'm very pleased to be progressing to consultation."

Community feedback on the strategic plan will be presented to the council in this month.

During Melbourne's lockdown, South Melbourne Market's food stalls have been permitted to trade, while restaurants and cafes have been limited to serving takeaway only.

Non-food stalls including service providers have been closed ●

## E-scooters to drop in city

WORDS BY David Schout

TRANSPORT

Melburnians could soon be whizzing around town in electric scooters after the City of Melbourne put its hand up to be part of a state government-led trial.

After a series of mostly unsuccessful bike-share schemes, the council hoped the latest "micro-mobility" option would prove successful.

However, one councillor admitted to being "very nervous" about the trial after varied levels of e-scooter success around the world.

The Victorian government has asked for expressions of interest from two metropolitan councils to be part of the one-year trial, which would allow scooters to travel up to 20kmh — up from the current limit of 10kmh which was considered unworkable.

The new state rules dictate that e-scooters can be ridden on bike lanes and roads with speed limits up to 50kmh, however would be banned on footpaths.

The City of Melbourne has now submitted an expression of interest to be part of the trial, and while successful councils had yet to be announced at time of publishing, it was widely expected to be selected given its centrality and overall suitability.

Most e-scooters currently seen on the city's streets are illegal, as they are



both too powerful (greater than 200 watts) and travel faster than 10 kmh (current state laws).

Lord Mayor Sally Capp said they were "a largely unregulated transport option", and welcomed the trial.

"Every time I see somebody on a scooter I think 'oops I think they might be breaking the law'. I think sooner we get this sorted the better," she said at a June 1 Future Melbourne Committee meeting.

While the Victorian government has set the new rules for electric scooters, the trial will only legalise shared fleets managed by companies that have agreements with the two selected councils.

Cr Capp said working collaboratively with these companies would provide a "valuable opportunity to help shape the future of e-scooters on our streets".

Safety concerns, however — both to pedestrians and riders themselves — continue to dog the relatively new transport option around the world.

Cr Rohan Leppert said these concerns would remain until proven otherwise.

"I won't be shy about the fact that I'm very nervous about a scooter trial in the centre of Melbourne, and I'm glad that we're not going first," he said.

"If you look at some of the experiences in cities like Auckland and Brisbane and plenty of cities overseas, we've seen what happened — a bit like what happened here with oBikes — if you don't have enough of the base level of regulations to understand how government might support and guide an operator through being a good citizen, then you're not going to end up with a scooter system that's publicly safe, and you're not going to end up with a system that's embraced with a high reputation."

Cr Leppert said restricting riders to certain streets and preventing scooter use on footpaths was crucial.

"I think that's absolutely vital, because we don't want to be facilitating a highly dangerous mix of different transport modes in the wrong place ... done well, this has the capacity to do fantastic things for our city. But we really have to make sure the regulations are right."

The council has suggested the government extend the trial to three local government areas rather than two, to ensure a greater dataset to analyse at the trial's end ●



# “Milestone moment”: Yarra pool a step closer

WORDS BY *David Schout*  
PLANNING

A swimmable pool on the Yarra River’s Northbank is a step closer after the City of Melbourne committed to “formally assessing” the ambitious project.

After endorsing draft plans for the 4km “Greenline”, Lord Mayor Sally Capp said it was “the appropriate time” to properly explore the pool proposal, which includes plans for a lap pool, kids pool and wetlands at Enterprize Park next to Melbourne Aquarium.

The project has been pushed for a number of years by community-led group Yarra Pools, with support from architects, designers and business owners determined to prove it as a viable vision for Melbourne.

President Felicity Watson said the council’s decision not only vindicated the group’s body of work, but the project’s merit.

“I think this decision really does justify all the work that we’ve undertaken,” she told *Southbank News*.

“But it also goes to show that the work we’ve undertaken has shown that it is a credible plan. We’ve always been really interested in ensuring it’s something that’s achievable, and something that does fit within the strategic lens of local and state government. So, a lot of work has gone into that, and a lot of pro bono support by experts. What we really feel is that we have put together a credible case.”

Inspired by successful urban river swimming projects both globally and in Australia, the idea of a “swimmable Yarra” was first flagged in 2016.

However, to date, Yarra Pools had yet to make significant headway on proposals to the City of Melbourne.

Ms Watson said the May 4 decision was a “milestone” for the project, and had been positively received.

“It’s a project that people are really excited about. It ticks so many boxes – it has the potential to be transformative for Melbourne. So there were lots of happy people that have been involved in Yarra Pools, either at the moment or in the past because it’s definitely been a collective effort.”

Both the council and Yarra Pools believed the river’s Northbank was under-utilised and in need of reform.

The primary goal of the Greenline project (details on page 7) was to activate that stretch of the river, via a 4km green trail from Birrarung Marr to the Bolte Bridge.

The council now believed a pool could be part of that activation.

It resolved to “formally assess the merits of a project put forward by the community-led Yarra Pools association, to determine the feasibility of incorporating a swimmable Yarra project into the Greenline project in future, in this or another precinct”.

Despite confidence in the project, Ms Watson said it “definitely does need to go through that next level of rigour and assessment”.

She said open-air swimming was not only a healthy pastime, but provided an opportunity “to connect with the culture and history of place”.

“I think it’s something that’s really lacking in Melbourne. I lived in Sydney for a long time and there’s a whole culture of open-air swimming in Sydney – there are lots of



▲ The council has committed to exploring plans for a pool on the Yarra River’s Northbank.

“

*This decision really does justify all the work that we’ve undertaken.*

”

open-air pools in the city. There’s Bondi Icebergs, there’s lots of ocean pools as well. And I think that’s something that’s really missing from the Melbourne landscape. I know some people say it’s a climate-based thing, but there are pools in northern Europe that are incredibly popular.”

The council committed to assessing the viability of the Yarra Pools plan in the “short term” ●

# Keeping up heart in the queue

WORDS BY *Rhonda Dredge*  
HEALTH

The population might have been taking a swipe at the government over the rollout of vaccines, but on the first day of lockdown down at the Melbourne Convention and Exhibition Centre (MCEC) they were trying to remain stoic.

There were long queues inside and outside this prime vaccination centre for the inner city with ushers in orange directing people to the right entrances.

People were converging from the east and the west and with waits of three hours many of the vaccinated were emerging with grumbles.

“It’s hopeless,” Paul from Richmond complained. “I waited three hours but one of the parliamentarians went straight through. You can’t have double standards.”

The parliamentarian in question was State opposition leader Michael O’Brien who swanned through with a full media entourage to get the jab on Friday morning.

For the first time, Pfizer vaccines were being made available for 40- to 50-year-olds and Mr O’Brien was among those who were swift to get down to the centre.

“We’ve been waiting for 55 minutes,” Kate from Newport said, who was standing in the queue for 40- to 50-year-olds with her partner Dan. “But we don’t mind. They’ve looked after us well, offering us water.”

Dan was less accepting of the rollout. “I would have had it earlier but for the machinations of the federal government who control vaccine access,” he said.

“If you look at the list of countries, the US with the change of government got 40 per cent vaccinated in five months.”

“I’m frustrated. There’s no question. There’s no Dolly Parton spruiking for it here.”

By contrast, the Royal Melbourne Hospital’s music therapy group was playing cheerful songs such as *Stand by Me* to the assembled crowds with the hope of distracting punters from their woes.

“It’s a lovely touch – a bit of Otis Redding



▲ The Royal Melbourne Hospital music therapy group calms frayed tempers at Jeff’s Shed during lockdown.

while standing in the queue,” Dan said. “If they played *Poison* by Alice Cooper that might have been more appropriate.”

There is an assumption by authorities that Australians develop mental health issues when they stand in queues and that they need to be cheered up.

It might have been more helpful, however, if it was easier to get an appointment. By Friday it was difficult to get through on the government phone line with the earliest bookings two weeks hence.

“I was on hold for an hour on Wednesday

when I tried to phone,” a woman with an auto-immune disease told *Southbank News* who had turned up with her mum for a booked appointment.

A man was turned away when he arrived after 1pm and was informed that walk-ups had been stopped for the day. “Pathetic,” he said.

People still had to queue even if they had made bookings but not everyone was complaining.

“There should be more support for the systems we have in place,” Jo said, who had travelled from the eastern suburbs and was yet to go through the ordeal. “I’m fed up with the accusations and blame culture.”

She said that allegations of wrong-doing were framed in questions put by the media.

“Why attack the only ship available in a storm? It’s not a job I would want.”

At the time of publishing, the state government had administered more than 650,000 vaccinations in Victoria. Only 2.2 per cent of the entire Australian population had been fully vaccinated ●

# Connect with your local community

The **Southbank Community Hub** is a free online space to connect with fellow Southbank locals, stay in the know, post requests for help, share skills and local knowledge, ask for recommendations, discover local services, classes, retailers, events and more!

This Facebook group is owned by **Southbank News**.

If you’re a local resident or business you can join up here:

[www.facebook.com/groups/southbankcommunityhub/](https://www.facebook.com/groups/southbankcommunityhub/)

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# DELIVERING FOR THE COMMUNITY – OUR NEW COUNCIL PLAN

After a year of significant disruption, the City of Melbourne has been working closely with the community to deliver the services and support that people need now, while developing a plan that reflects the community's aspirations and priorities for Melbourne's future.

In May, the Melbourne City Council – the Lord Mayor, the Deputy Lord Mayor and nine councillors – endorsed the draft Council Plan 2021-25, which sets out what Council will achieve during its four-year term to further the community's vision for Melbourne.

This four-year plan is delivered in yearly increments – the first of which is the Budget 2021-22 – which details the Council's funded activities for the coming financial year. This draft Budget was also endorsed by Council in May, and both plans are now available for the community to review and provide feedback.

## Planning for the future

The draft Council Plan brings together recent community insights to help us preserve and progress the city in six key areas:

### 1 Economy of the future

Building a strong and adaptive city economy and a sustainable future city.

### 2 Melbourne's unique identity and place

Celebrating the places, people and cultures that make this a vibrant and creative city.

### 3 Safety and wellbeing

Ensuring everyone feels safe and included as they participate in community life.

### 4 Access and affordability

Reducing inequality by ensuring access to housing, core services and information.

### 5 Climate and biodiversity emergency

Acting immediately to reduce our emissions and waste, and adapt to climate change.

### 6 Aboriginal Melbourne

Ensuring that First Peoples' culture, lore, knowledge, and heritage enrich the city's growth and development.

These six key areas will be brought to life with initiatives such as support to help businesses adapt and thrive, infrastructure and capital works projects, improvements to recreation facilities and more. As always, we will continue to deliver all council services including waste and recycling collection, library and community services, maternal and child health services and many more.

The Council Plan will be a "living document" and Council will report to the community on progress made, as well as any adjustments needed to meet our targets or adapt to new circumstances.

## It's time to have your say

You are encouraged to provide feedback on the draft Council Plan and draft Budget. Visit [participate.melbourne.vic.gov.au/council-plan-and-budget](https://participate.melbourne.vic.gov.au/council-plan-and-budget) to review the plans and share your thoughts. Feedback can be provided until midnight on Tuesday 15 June.

Following Councillor consideration of public feedback on the draft plans, they will be presented to the Council meeting on 29 June 2021 for adoption.

## A HEALTHY CITY FOR ALL

As part of the Council Plan, every four years we include an approach for how we will support our city's health and wellbeing. A liveable city is a healthy city and, since the last plan was created in 2017, Melbourne has gone through immense change. Last year we completed an extensive review that highlighted key issues for health and wellbeing. In March this year we asked Melburnians to help us rank these topics and share whether anything was missed.

This feedback, along with data and insights, has shaped the focus areas for our Health and Wellbeing Plan: public health and safety, housing and homelessness, and mental wellbeing. These topics have been integrated into the draft Council Plan 2021 – 25, and are the ongoing focus of many services and programs we provide to the community.



## A LONG-TERM VISION

Also included in the Council Plan is the Community Vision – your 10-year vision for the city.

In March and April of this year, we heard from more than 1400 people who live, work, study, visit or own a business in the municipality, to prioritise the community aspirations that were most important to them. Their insights informed the Community Vision, which is a refresh of Future Melbourne 2026, our existing 10-year vision for the city that was released in 2016.

Overall, the community's aspirations were for a city that:

- is healthy and safe
- considers climate change in everything that we do
- is inclusive, accessible and affordable.

Over our annual, four-year and ten-year plans, we will work closely with the community, and partner with other levels of government, as well as the public and private sectors to realise this vision.





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# BUDGET INVESTS IN STRONGER ECONOMY

**A rates discount, a boost for recreational facilities, job creation through capital works and a new recycling program are highlights of the City of Melbourne's draft Budget 2021-22.**

After helping to steer the city through tough times, the City of Melbourne has a detailed plan to lead Melbourne's recovery from the global pandemic.

The \$789.9 million city-shaping budget puts people first and delivers essential services and programs to rebuild and strengthen the local economy.

Record infrastructure spending of \$244.7 million will create jobs now and set the city up for future generations, while a \$21.5 million investment in events will attract people back to the city and boost business across the municipality.

## Economic recovery

The City of Melbourne has achieved a \$31 million turnaround since delivering a \$57.4 million deficit in last year's COVID-19 recovery budget, with a forecast deficit of \$26.2 million for 2021-22.

We've stepped up to support our business community as it faces the toughest trading conditions in decades.

We are proud of our response to COVID-19 – and we believe the city is emerging in better shape because of our economic stimulus support and fast action to deliver inventive programs like expanded outdoor dining.

We're focused on drawing more people in, bringing back the buzz and making sure the city remains a great place to live, work, visit and do business.

Our core services remain a priority – these include waste and recycling services, keeping the streets clean, and providing community services such as libraries, maternal and child health support, childcare, and support for older people.

In addition, the draft Budget includes significant progress on city-shaping projects. We're working to progress Greenline which will deliver one of the biggest transformations of the city since the opening of Fed Square in 2002. We want the Yarra River's Northbank to become one of the city's premier destinations for workers, residents and visitors.

The Queen Victoria Market precinct renewal is well underway and the Brens Pavilion in Royal Park is to be upgraded. We're also investing more than \$10 million in the Kensington Community Recreation Centre redevelopment, which is due for completion in 2022.

## Reducing waste and cleaning the city

We will invest more than \$50 million to get rid of waste, scrub the city clean, remove graffiti, and improve lighting and safety.

Our bread-and-butter operations are essential to keeping our city running smoothly – we collected 45,000 tonnes of waste and recycling last year, which included more than 10,000 mattresses and five million cigarette butts.

For the first time we're introducing a food and organic waste collection, which will reduce landfill and create compost that can be used on our parks and gardens.

## Keeping rates low

After delivering a recovery budget last year that included a freeze on rate increases, this year we are continuing to keep rates low.

In recognition of the ongoing impacts of COVID-19, and to support businesses and the community during the city's recovery, we have made the unprecedented decision to absorb this year's 1.5 per cent rate increase by applying a rates discount. The City of Melbourne will surrender \$4.8 million in rates revenue by applying the rates discount.

To have your say on the draft Budget, visit [participate.melbourne.vic.gov.au/council-plan-and-budget](https://participate.melbourne.vic.gov.au/council-plan-and-budget)

Feedback on the draft Budget 2021-22, draft Council Plan 2021-2025 and draft Revenue and Rating Plan can be provided on Participate Melbourne until midnight on Tuesday 15 June.

Following Councillor consideration of public feedback on the draft plans, they will be presented to the Council meeting on 29 June 2021 for adoption.

## FAST FACTS

- Total draft Budget 2021-22: \$789.9 million
- Record infrastructure investment: \$244.7 million
- Rates discount: \$4.8 million surrendered in revenue
- Deficit: \$26.2 million
- Return to surplus: 2022-23
- Borrowings: \$147.7 million.

*Information and events in this publication are current at the time of printing. Subsequent changes may occur.*

## KEEP IN TOUCH

To stay connected with all the latest news from the City of Melbourne, follow us on social media and subscribe to *Melbourne* magazine online at [magazine.melbourne.vic.gov.au](https://magazine.melbourne.vic.gov.au)

You can also join conversations to influence plans for your neighbourhood through Participate Melbourne at [participate.melbourne.vic.gov.au](https://participate.melbourne.vic.gov.au)

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# Rising's big night cancelled

*The gates were firmly closed on The Wilds when Southbank News went to press, with hopes dashed of a reopening while the ice was still cold on the rink.*

WORDS BY Rhonda Dredge

The bamboo was standing tall, the tunnels ready, the immersive experience for the people of Melbourne on hold.

Then the state government extended the lockdown for a week and a "POSTPONED" became a "CANCELLED".

The rink was booked to some other venue and a couple of days' grace never eventuated, let alone "the surge" that had been promised.

Lighting engineers and roadies were some of the most disappointed people connected with cancellation of the event at the Sidney Myer Music Bowl.

"I would just love to have seen some people through it," said one roadie, getting ready to pack up.

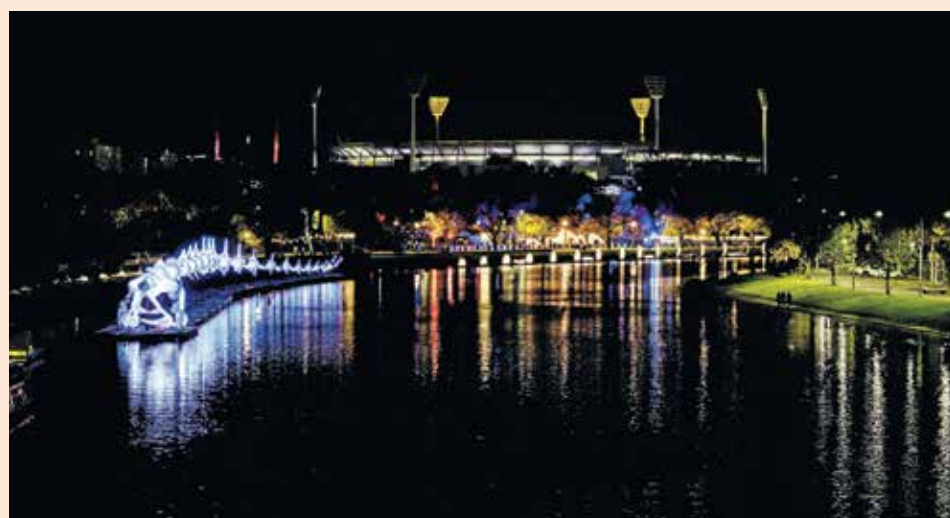
"The light show still goes on at 5.30pm. You might be able to see it through the gate."

*The Wilds* was one of many events cancelled at the Rising Festival, funded by the state government, Arts Centre Melbourne and other philanthropic organisations to run from May 26 to June 6.

Some say the festival is jinxed. It was cancelled in 2020 because of the pandemic and this time around included a heart-breaking \$2 million fund for new commissions which hardly got an airing.

Just the *Wandering Stars* and *Ancestral Memory* installations on the Yarra are still permissible under COVID regulations and the Flinders Street Station exhibition by Patricia Piccinini will be extended until August.

Sadly, *The Wilds* was the most ambitious of the offerings at the Sidney Myer Music Bowl since the last lockdown. Like many events, it was sold out, proof of the appeal of this large outdoor venue to the public.



▲ Photos by Paul Cooper.

The *Live at the Bowl* program opened on January 27 with Missy Higgins and included a broad range of artists, more so than in previous years.

Punters have been lucky enough to engage in trance music, laugh with comedians, get tips from cooking personalities, enjoy grunge bands, mainstream singers, especially-commissioned symphonies, and even take heed at a play called *hubris*, depicting the devastating, dangerous characteristic that often leads to a hero's downfall.

"The quickest show to sell out was *MaRLo*, which sold out in a matter of minutes," Michael Barr, spokesman for the Arts Centre, and a great fan of the venue, said. Private decks for the trance band were priced at \$630.

"It's unique," Mr Barr said. "It was one of the only venues we could operate under safety procedures. Just a single show was cancelled."

Unfortunately, it had taken the Tully family from Richmond several months to emerge out of the last lockdown and to find the right kind of event for their family. They had booked for the first Saturday night of *The Wilds*.

"*The Wilds* was definitely advertised as a family-friendly event," mum Emma said. "We were keen to do something with the kids."

When she received an email offering a refund for the ticket, she was pretty disappointed but rallied at the suggestion there was still some hope of rescheduling.

"They said it would rise again but will it ever get off the ground?" she asked.

Her fears proved to be founded. The lockdown was extended. The kids stayed home, watched *Amazonia* and had takeaway instead. "It was a big night," she said.

Our hearts go out to all the artists and workers affected by Rising's latest cancellation ●



**PROFILE PICTURE**

**PHOTOGRAPHY STUDIES COLLEGE**



KADRI ELCOAT

# Postcards from the Edge

*Photography Studies College (PSC) student Kadri Elcoat's latest photography collection, Postcards from the Edge, explores life during Melbourne's extended lockdown period in 2020.*

WORDS BY *Rachael Fleury*

The collection, which has been selected for Sydney's "Head On" Portrait Photo Festival, sought to break the mould of other work common during lockdown by bringing colour and humour to the images.

"A lot of people sought to portray life in lockdown, but these images were often of empty

streets and monochrome colours. I wanted to do the opposite and make images that were as colourful and creative as possible," she said.

All of the photos in this collection are "selfies", taken inside Kadri's South Melbourne home. She was drawn to exploring the tension of people still trying to live their everyday lives while being stuck at home. "This is virtual life taken to the next level," she said. "We might have all been go-

ing quietly insane trying to figure out how to live our old lives, but I wanted to bring some humour to the experience."

The series depicts Kadri in various scenes, including; snorkelling in her bath, rock climbing under her stairway and surfing in her backyard. The bath shot, which has become the hero image of her collection, was inspired by her love for travelling and something she would typically



do in non-COVID times to escape Melbourne's "hellish" winters.

"For that shot, I bought a coral trout from the South Melbourne Market; I took the photos of me in the bath with it and then roasted it for dinner with coriander and ginger. 'Waste not, want not'," she laughed.

Kadri is inspired by the work of David La Chappelle – the American photographer famed for his colourful, hyper-real and often subversive style. The pops of colour and the fashion editorial style are both evident in her work. Kadri said she was going for a "Vogue but wrong" look with this collection. The bath shot, entitled *Coral Trout/ Get Me Out*, sums up the sense of being trapped in a small space.

In her "real life", Kadri is a patent litigation lawyer. She has always been interested in photography but took it up more seriously in 2017 as her creative outlet. At the end of 2019, she decided to take it further and enrolled at PSC in the Advanced Diploma of Professional Photography.

"I enrolled in the course to find my own style," she said. "And the change in the way I see the world over the past two years has been profound. As a lawyer involved in analysis all the time, it has been amazing to see the different layers of communication in photography."

"The tutors are all very supportive, and some of them have become friends, which is a wonderful and unexpected benefit. If you need something to happen with your photography, PSC can make it happen." ●

**For more information:**  
[facebook.com/kadriphoto](https://facebook.com/kadriphoto)



© Simone Schroeder, PSC's Part-Time Advanced Diploma Graduate



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# An investment simply too compelling not to pursue

“

Welcome to the 10<sup>th</sup> article of our 12-part series which will attempt to explore the role that housing can and should play within Australian society and why it is important to our economy that we house all Australians, rich or poor.

”

This series intends to draw on a range of perspectives centred around housing and homelessness. We will hear a range of views from business, the not-for-profit sector and hopefully government, as to why they believe housing is an important social and economic building block for Australia's future prosperity.

This month we have asked Mario Biasin, co-founder of Metricon Homes, Australia's largest builder, to share his thoughts around why the objective around housing all Australians is important, especially given his early beginnings as a migrant to Australia ...

I have been involved in the residential building industry for more than four decades, playing a part in building homes for tens of thousands of Australians through Metricon Homes. With my co-founder George Kline, we had a clear vision when we started building back in 1976 – we wanted to build good-quality homes for Australian families at an affordable price. Both of us, as child migrants to Australia, were acutely aware of the role a home plays in anchoring people, giving them a sense of belonging.

I can clearly remember the moment I first became aware of homelessness in Australia and how it impacts people in a devastating way. I was in Sydney for a work trip about 30 years ago and saw rough sleepers – a sight I'd not witnessed in Melbourne. This started my thinking about how the construction sector could contribute to alleviating housing distress.

When I reflect on how the property sector has changed over time, and the impacts on homelessness, the biggest change from my perspective has been the price of land relative to construction costs. Around 45 years ago, the price of building a home was around twice as much as the land. This has shifted dramatically. Land now costs at least 50 per cent more than the home in most capital cities, while land prices in regional areas have also increased yet perhaps not at the same rate. Relatively, construction costs have decreased. Numerous efficiencies in the construction process – from raw material prices to different building practices – have significantly reduced the cost of building a house. Land prices have increased disproportionately within this equation. This has resulted in home ownership and even fair rental prices being unattainable for many Australians.

Active participants in the home building sector have a role to play in the solutions. Government, industry, corporates, funders and the community sector have the capacity to

collaborate to rethink how to provide more affordable housing solutions for the many people and families who are in desperate need of a safe roof over their heads. More intensive support for victims of domestic violence and those suffering mental health challenges will no doubt play a role too.

When I consider ways that our government, both state and national, could support better outcomes for those at risk of homelessness, two key opportunities come to mind. Firstly, government and councils own land in regional and metropolitan areas that is often well located and in close proximity to amenities. Could this land be better utilised as blended social, affordable and private market housing? Is some top-down urgency now warranted to drive activity in this area?

Secondly, the Victorian government has made an unprecedented commitment to enhancing social housing stock with the \$5.3 billion Big Housing Build. Could this approach be used as a blueprint by other states to supercharge the development of social housing? Australian Housing and Urban Research Institute (AHURI) research reports that \$1 invested in last-resort housing generates \$2.70 of benefit to the community during the subsequent 20-year period, including health cost savings, improved quality of life and reduced crime costs, among others. Additional value would likely be achieved with secure tenure. Furthermore, as well as benefiting those in need of housing support, it would also stimulate economic activity and jobs. Is the business and social rationale of this investment simply too compelling not to pursue?

As a business, Metricon has stayed true to its original vision to provide quality homes for Australians from all walks of life. In 2018 we responded to the increasing challenge of homelessness by creating a division of our organisation purely focused on building

social, affordable and accessible housing. Called EveryOne, this business unit is part of our social responsibility to the broader community. EveryOne taps into Metricon's expertise to deliver well designed and competitively priced homes for government and community housing association clients, tailored for the tenants they support.

I'm proud to play a small role in unburdening more Australians from the stress of finding a safe and affordable home, one where they feel they belong. I also look forward to continuing the conversation about how we can collaborate to ensure that homelessness is significantly reduced.

*I hope you found the above perspective by Mario interesting and insightful. While what was said may not align with our view of the world, we all need to listen and digest what is said by others in order to find common ground. This is why we are focusing on the fact that the provision of shelter is a fundamental human need (not human right) and without that need being met, we have unintended social and economic consequences that will span generations.*

*As I said in my first article, doing nothing is NOT AN OPTION! We need to act and we need to act now. All of us need to be part of the solution so please feel free to write to me with your thoughts: [info@housingallaustralians.com.au](mailto:info@housingallaustralians.com.au)*



Rob Pradolín

FORMER GENERAL MANAGER AT FRASERS PROPERTY AUSTRALIA AND FOUNDER OF HOUSING ALL AUSTRALIANS (HAA)

[INFO@HOUSINGALLAUSTRALIANS.COM.AU](mailto:INFO@HOUSINGALLAUSTRALIANS.COM.AU)

## METRO TUNNEL

# Digging done for Metro Tunnel mega machines

Four huge tunnel boring machines (TBMs) have finished 20 months of digging under Melbourne to create two nine-kilometre-long rail tunnels for the Metro Tunnel Project.

The incredible feat of engineering included tunnelling just 1.5 metres underneath the City Loop as trains continued to run, as well as digging 12 metres under the Yarra and seven metres below the Burnley Tunnel.

TBM Meg recently arrived at the Town Hall Station site 25 metres under Swanston and Collins streets, following the breakthroughs of Millie, Joan and Alice.

TBMs Joan and Meg dug their final 670 metres under Swanston St from the State Library Station site during the past three months. TBMs Millie and Alice began tunnelling in December to complete their final 1.8km leg under St Kilda Rd and the Yarra River.

It's been a huge undertaking for the four machines, which have tunnelled on six separate legs between Kensington and South Yarra, installing more than 55,000 curved concrete segments to create a waterproof tunnel lining.

The TBMs have dug as deep as 40 metres below ground (under the northern end of Swanston St) and tunnelled through basalt rock, gravel and silt and clay. After starting work progressively from August 2019, the TBMs tunnelled an average of 90 metres per week, with TBM Alice recording the best rate of 195 metres in a single week.

The machines have removed 600,000 cubic metres of rock and soil, or around one third of



the total 1.8 million cubic metres to be excavated for the entire project – enough to fill the MCG 1.2 times.

While the TBMs have finished the rail tunnels between the project's five stations, road headers – huge digging machines excavating the CBD station caverns – are still at work digging the final section of tunnels alongside the platforms at Town Hall Station.

With their work in Melbourne finished, the four TBMs are being dismantled underground and retrieved, with the "skin" of each TBM shield to remain in the tunnels to form part of the permanent lining. The remaining

components will be assessed for potential reuse on other tunnelling projects.

Minister for Transport Infrastructure Jacinta Allan said, "The Metro Tunnel will connect key locations including the Parkville medical and education precinct, St Kilda Rd and the Arden Precinct to the rail network for the first time and is supporting thousands of jobs."

Metro Tunnel Project works are progressing safely under the current circuit breaker coronavirus (COVID-19) restrictions in Victoria.

Construction is an authorised industry and COVID-safe plans are in place on all our project sites.



The health and safety of our workforce and community is our top priority.

Physical distancing measures are in place, as well as increased hygiene practices •

For more information:  
[metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)



# Bringing Melbourne back better than ever

*Young, driven and full of ambition for reviving Melbourne from the pandemic – newly elected councillor Roshena Campbell is passionate about creating a better city than the one we had before COVID struck.*



The 36-year-old barrister and mother of three could be easily forgiven for already having enough on her plate, but her desire to help the city's struggling small businesses recover from last year's lockdowns was too great to ignore.

As chair of the council's city activation portfolio, the first-time councillor has wasted no time in leading that recovery and she told *Southbank News* she believed a better CBD than the one we had before awaited.

"I think coming out of COVID we might actually have a better CBD – that's my real hope," she said.

"There are fantastic opportunities for Melbourne to reinvent itself as an innovation hub. We are an ideal destination for start-ups to begin their businesses and for businesses to grow."

"For so long, so many of those start-ups and innovative businesses have been priced out of the CBD. I think there's a real opportunity for them to come back into the heart of the city."

"Why can't we be another Silicon Valley where the people with the great ideas have the conditions to be able to bring them to life? I

don't see any reason why not."

Cr Campbell has practiced law for more than 10 years in a career which has seen her act in a number of Royal Commissions and represent some of Australia's largest companies, as well as state and local government bodies.

And while she might be a new councillor, she's no stranger to the political scene. A member of the Liberal Party with a long history of campaigning, she has been politically active since the age of 18.

But having been elected as the second councillor on Lord Mayor Sally Capp's ticket in last year's elections, she said nothing could have prepared her for a "COVID campaign" as conventional campaign methods were thrown out the window.

However, despite the challenges forced upon all candidates running for Town Hall, she said Team Capp's "clear plan to come back from COVID" had resonated with residents and businesses, as well as her own ambition for running.

"I think anyone who runs for council only does it if they're passionate about something. I made the decision to run between the two lockdowns and walking the streets of Melbourne broke my heart because my parents had a backyard in small business," Cr Campbell said.

"I know that for people that run a small business, it's their whole lives."

While a firm believer that councils should primarily "stick to their patch" of roads, rates and rubbish, she said she wanted this council to be ambitious in fulfilling the needs of its ratepayers by ensuring Melbourne came back strongly from COVID.

With a diverse range of opinions represented on council, she said she was very confident that the newly elected team of councillors was both "energised" and "unified" in its passion to do just that.

"We've got some great plans at the council around what we're going to do with those vacant shopfronts, both in terms of bringing in new businesses, bringing in creatives and I think that we're starting to feel that vibrancy coming back to Melbourne. I think we're definitely on the right path," she said.

While she asked *Southbank News* not to hold her Sydneysider roots against her, having lived, worked and studied in the City of Melbourne since relocating as a 20-year-old, we think she's done enough to earn an honourable pardon!

As a Fitzroy resident and former CBD resident, she is a strong advocate for the "15-minute lifestyle" that the city offers and, similar to her desire to drive business to the city, she is keen to encourage more residents to move in.

"The beauty of city living is that the way people think about dashing between meetings, that's just how you lead your life. It's the fluidity

around meeting all of your commitments that comes around from being right in the heart of things," she said.

"My children love the inner-city lifestyle; they love the fact that their playground is Carlton Gardens. They love the fact that the museum is not just a once a year come into the city thing, it's something they do every week. It's their backyard."

"I actually think in terms of raising kids, people say it's cramped in the city, but I don't think it is. Your world just becomes bigger and there's a great sense of community."

As Melbourne continues its recovery from COVID, she said it was important for the council to make doing business in the city involve as little red tape as possible.

"As a council need to do all we can to try to alleviate all of that uncertainty. Obviously, we have no control over border closures, but we can take steps to make it easier for businesses to trade," she said.

"We know that businesses have enough on their plates ... we want dealing with the City of Melbourne to be as easy as possible."

"I think the visibility of the hardship businesses suffered is so apparent to everybody; to visitors, to the people who've returned, but I am starting to see those green shoots." ●



Sean Car

EDITOR

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## WE LIVE HERE

# Yes, yes, yes, Minister!

*We have had three Ministers for Consumer Affairs since We Live Here started its advocacy role representing apartment owners and residents five years ago.*

Ms Jane Garrett, who introduced the short-stay legislation into Parliament in May 2016 had the first gig, followed by Ms Marlene Kairouz one month later, and now we have Ms Melissa Horne since last year.

The longest tenure was enjoyed by Ms Kairouz, who resigned suddenly in 2016, leaving an appalling legacy of poor decisions on short-stays.

Let's look on the bright side. What's better than canvassing seemingly intractable problems faced by apartment dwellers? The solutions of course! And good things come in threes.

We have a three-part plan to present to the third Minister for Consumer Affairs, Melissa Horne, to solve a trio of enduring issues related to short-stays.

Without adequate short-stay regulation, Victoria is one of the most backward jurisdictions in Australia and indeed the world. Can our new Minister learn from the precedents established in so many cities, states and countries around the globe? It's a serious question, and we query both the will and the capacity.

Across the Murray, the country's largest state government has listened to residents and introduced reasonable regulations that are sadly lacking in Victoria.

The NSW government has expressly recognised that short-stays can damage the fabric of a community if the market is left to run amok. Similar change is possible and overdue in Victoria.

So here is our three-point plan...

### 1. Review – make it happen

We Live Here was instrumental in having a formal review mandated for the *Short-stay (Accommodation) Act 2018*.

In State Parliament four months ago, Greens MLC Dr Samantha Ratnam asked about the review, promised for 2020 and seemingly forgotten. Labor MLC Mr Leane sought some whispered advice from his minders before confirming the review "will start this year".

Mr Leane admitted at least one negative impact of short-stays: "I think the main concern is hiring out your place for people having big parties when other people are trying to live their lives around it."

Remember that at the height of COVID restrictions, short-stays were banned and we had a brief respite from the worst excesses. As we emerge from COVID, the short-stay issues are returning to apartment buildings with a vengeance, escalating to knife attacks and bashings. Under the current legislation we have the ludicrous situation where, to be given a chance of insultingly paltry redress, residents would need to report three stabbing incidents in a 28-day period!

We live in a different world now, and a review is entirely appropriate. Even post-vaccination, we know we will still be faced with danger. New COVID variants will be released into our community. This government's track record in hotel quarantine management is sorry proof that we cannot rely on it to manage potentially infectious travellers in short-stay apartments.

During the COVID restrictions, we contacted the Health Department to ask about infection control protocols for short-stays. The response was astonishing – they told us to ask Airbnb! Who is running this state?

On top of the critical COVID issue, we should be concerned about the safety and security of

our residents – we have lost our "most liveable city" status courtesy of the government's servile deference to the commercial short-stay industry.

This flimsy legislation suffers the most ignominious of indictments: it is demonstrably useless. In the three years since its enactment, there have been NO instances where an apartment building or resident has been awarded a remedy or recompense by VCAT. Zero successful cases recorded and zero penalties imposed. Double donuts!

Ms Horne, please ensure the review is genuine and allow advocacy groups including We Live Here to participate meaningfully.

We Live Here, with a supporter base including more than 350 buildings throughout Melbourne, is a voice for reason. We believe there is a place for all the stakeholders including the tourism industry, commercial short-stay operators, platforms such as Airbnb and Stayz. For a level playing field, residents must also have an equal voice.

### 2. Regulations – adopt proven solutions

One extremely simple improvement is requiring short-stay operators to register. This could be readily implemented with manifold benefits, including delivering basic data on a notoriously opaque industry.

Mandatory registration, along with regulating how many days an apartment can be let as a short stay, has been adopted by countless jurisdictions, such as these:

- Amsterdam: 30 to 90 days per year limits
- Barcelona: A\$1.2 million fines
- Berlin: fines, 60 to 90 days per year limits
- Paris: A\$20 million fines
- San Francisco: A\$1500 fines, 90 days per year limit

- Santa Monica: owner must live on the property, 14 per cent guest tax
- UK: 90 to 140 days per year limit

Even some afflicted Victorian municipalities have assumed the role of controlling the burgeoning short-stay industry in the vacuum of authority created by the state government's laxity. Mornington, Frankston, and Yarra Valley councils have enacted local by-laws to protect residents.

### 3. Rules – allow communities to decide

Another signal example of intelligence from NSW is the legislation that allows individual buildings to enact special rules, known as by-laws, to manage short-stays. This is true self-determination, the essence and intrinsic intention of most owners' corporation legislation.

To be effective such a framework needs to be sufficiently nuanced to prevent manipulation by proxy farming. While a little more involved, there are no insuperable obstacles to drafting good legislation that suits Victoria.

As a framework for special rules, the *Owners' Corporation Act* needs to be rewritten in clear and unambiguous language. The problems pursuant to the Supreme Court decision by Riordan in 2016 must be addressed. If concomitant changes to planning laws are deemed necessary, so be it ●



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# The importance of participation

It's up to each of us to participate in any way we can to improve our suburb or city and add our input where it counts. There are a couple of important ways we encourage Southbankers to participate this month.

June means lots of work on Southbank's first composting hub, and the City of Melbourne's first open communal composting hub. We welcome Southbankers who want to be part of delivering this project, regardless of knowledge or experience.

The City of Melbourne's 2021-22 Draft Budget has also been released and is open for community input. It's important for all of us to add our input for our voices to be heard by our city's decision-makers and have a say on Southbank's future where it matters.

## Composting hub

The short lockdown may have delayed assembling the volunteer team that will help deliver this important project, but we are still moving in full speed to establish the hub behind the Boyd Community Hub and reduce Southbank's organic waste while educating residents and businesses on composting. It will also help to fully close the loop of our community garden's waste. The City of Melbourne has kindly offered a couple of workshops on composting with its waste education officer, to raise our group's composting knowledge and skills in the meantime. If you are interested in getting involved this would be the perfect time, as the beginner's workshop on composting will be coming up very soon and it will be open to Southbank Sustainability Group members only.

## Draft Budget 2021-22 – Southbank & climate action highlighted

A more important and easy way Southbankers can contribute to improving our environmental impact, is by adding a submission to City of Melbourne's draft budget 2021-22, before Tuesday, June 15. After community input is considered, a final version will go before the council for a vote on June 29. Whether you

want to highlight parts of the budget that are important to you, or parts you would like to see more investment towards, adding your voice on Participate Melbourne will play a big role in how our council makes decisions moving forward on various important matters. It will also determine which areas our city will invest and develop during the next one to five years. The submission process has been greatly simplified this year and can be accessed on [participate.melbourne.vic.gov.au/budget-2021-22](https://participate.melbourne.vic.gov.au/budget-2021-22). It's a simple 12-step survey with a 3000-character text box to add your input. Alternatively, you can email [CorporatePlanning.Performance@melbourne.vic.gov.au](mailto:CorporatePlanning.Performance@melbourne.vic.gov.au) directly with your feedback.

We were happy to see "Climate and Biodiversity Emergency Action" added as a strategic goal in this year's budget, along with \$20 million allocated to a new Southbank Green Space Plan and Southbank in general being a priority area to improve. All of which we have been strongly advocating our council on all levels these past five years. Now it's time for you to add your individual support or input on these important investments for our suburb and our overall environmental footprint.

If you're unable to go through the budget document and are looking for some guidance, we'll soon post on our Facebook page a short summary on environmental action and Southbank plans included in the budget, along with how to navigate the budget document, while forming your submission.

The more submissions our new council receives on its investment in climate action and greening Southbank, the more it will ensure these projects are prioritised and delivered on time.

There are four big projects in the draft budget that focus on Southbank:

1. The Southbank Structure Plan
2. Southbank Urban Forest Precinct Plan
3. City Road Master Plan
4. Southbank Boulevard and Dodds St concept plan.

More specifically, it includes a \$42.5 million spend on Southbank priority projects, with \$20 million of that allocated for a new Southbank Open Green Space Reserve and the other \$22.5 million going towards a Dodds Street Linear Park, Southbank Boulevard greenscaping, pocket parks and new climate adaptation urban landscapes. Plus, an additional \$9 million allocated to the City Road Master Plan and another \$5 million allocated for new metro bike lanes, connecting suburbs and making biking across our city easier and safer. This noticeable highlight and urgency in addressing Southbank's green space needs in this budget plan, is undoubtedly in part the result of all the submissions 128 of you made in protest of the Boyd Park development in December 2020. Submissions which were greatly driven by our group and showed our new council Southbank's urgent green space needs.

A great amount and focus are also included on a Waste and Resource Recovery Hub Expansion Program. Worth mentioning is also a major initiative under the "Economy of the Future" strategic objective. That is, to embed the Sustainable Development Goals in the way the City of Melbourne plans, prioritises its investments, reports and benchmarks against other cities, meaning that all economic decisions which the council takes, will have an element of environmental impact evaluation.

It's worth taking a look at page 19 of the budget plan and the major initiatives under the "Climate and Biodiversity Emergency" strategic objective. It highlights how during the next four years, the council will "prioritise our environment and take urgent action to reduce emissions and waste in order to protect public health, strengthen the economy and create a city that mitigates and adapts to climate change." Basically, putting action behind our council's declaration of a climate and biodiversity emergency in 2019, some of former Cr Cathy Oke's past great work (with the relevant council teams) to ensure this declaration didn't become a symbolic gesture. Climate Action as

a standout strategic goal, means future agenda items that come before the council for a vote in the next four years, will have to reflect a stronger environmental action and will give an opportunity for community members to add their feedback or questions for agenda items that don't reflect this goal.

## Melbourne Awards 2021

On May 19, we were invited to participate in the first Melbourne Awards Alumni breakfast, a new Lord Mayor initiative to connect and celebrate Melburnians recognised for doing extraordinary work across our city. We enjoyed meeting some humble, everyday, yet exceptional Melburnians and got inspired by all the amazing work done all around our city. The 2021 Melbourne Awards submissions are now open, and nominating people doing exceptional community or sustainability work is highly encouraged. Registrations close on June 11 and full submissions are due by July 9. Search for "Melbourne Awards" on [melbourne.vic.gov.au](https://melbourne.vic.gov.au) to nominate someone or to learn more.

## Next meetups

Our next group meetups (focused on sustainability initiatives & gardening) are on Saturdays June 12 and 26, 10am to 12pm at Boyd ●

## Reach us at:

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## OWNERS' CORPORATION LAW

# Lower compliance costs for cladding

*If you know where to look (and who to look to) there are potential options for much lower compliance costs to rectify combustible cladding.*

The state of Victoria has the most buildings with combustible cladding, as the latest state audit figures show. The *Australian Financial Review* (AFR) reported last week that Victoria has 1610 privately owned buildings with ACP or aluminium composite panels.

The government has a target to rectify the facades of the most urgent buildings, starting with a list of 50 buildings to complete before the end of 2023. Unfortunately, the majority of those 1600 buildings will have to be rectified at the owners' cost as the government's \$300 million fund will not stretch far enough to compensate for all of the buildings.

However, full cladding removal is not necessary in all buildings, as the location of the panels and the installation of non-combustible concrete materials separating the combustible cladding from the rest of the facade can actually be considered an acceptable alternative solution under the Building Code of Australia.

The process involves a fire engineer and building surveyor to agree on an alternative solution, and then an application can be lodged with the Building Appeals Board to have the Municipal Building Surveyor (Council) and Fire Rescue Victoria sign off on the alternative solution.

Owners' corporations (OCs) that have been issued with an order or notice from the council



should engage a lawyer and fire engineer early in the process.

An example reported in the AFR shows that a simple 30-minute test conducted three times on 100 per cent polyethylene core panels taken from the building and separated by a metre-tall concrete slab representing the protruding panel separating the combustible panels and glazing, showed fire did not spread upwards.

The test showed fire was unlikely to jump between facade panels on a 24-storey Melbourne

apartment tower, because a one-metre-wide concrete layer separating the panels was sufficient to prevent the upwards spread of flame.

The test results showed that a Melbourne high-rise could stay safely be inhabitable with around \$40,000 worth of work instead of a \$4 million replacement of all combustible panels.

"We need to have confidence that it's safe to leave the cladding on," the managing director of consultancy Basic Expert Mr Jonathan Barnett said, who spoke to the AFR's Michael Bleiby.

"What it proves is that for many buildings we probably could leave the panels on."

Under that plan, the aluminium composite cladding would stay on the tower, with the exception of a first-floor section of 12 panels above a driveway that could be ignited by a vehicle fire. A new cover would also have to be built over the rear exit of the building to shelter exiting residents from falling debris if there was a fire.

The test, which cost around \$100,000 to stage, shows a way to bring much-needed nuance into consideration about rectification of buildings with combustible panels. Globally, little work has been done to conduct real-life tests of fire spread, as the burden of paying for them falls to the resident owners of the buildings.

But if enough tests were done on a wide enough pool of buildings, a database could be built up to inform policymakers and regulators about the best – and most affordable – remedy for residents, many of whom struggle to foot hefty cladding bills, Mr Barnett said.

"Until we have more information about how these panels burn, we're going to have to do more tests," he said.

"That catalogue of knowledge doesn't exist anywhere in the world." ●

*The test showed fire was unlikely to jump between facade panels on a 24-storey Melbourne apartment tower, because a one-metre-wide concrete layer separating the panels was sufficient to prevent the upwards spread of flame.*



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# Repetitions

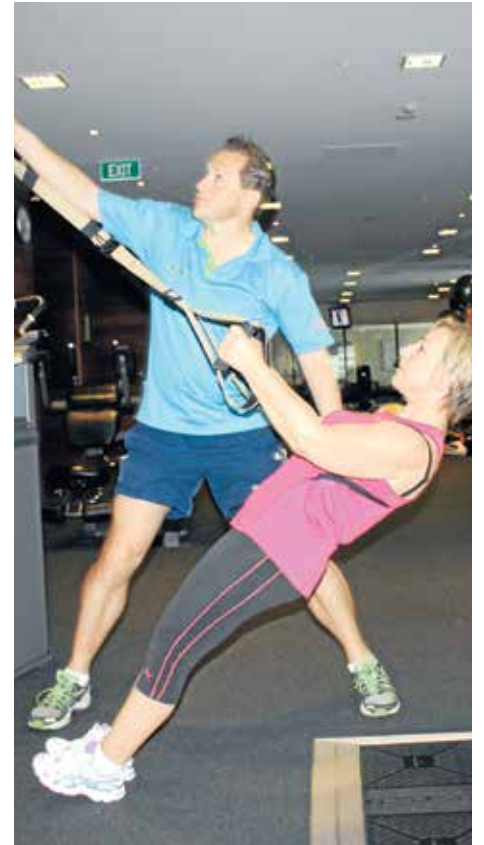
*How many repetitions should I be performing when doing weights or resistance training?*

This is a very common question I am asked, and in my opinion, it is often one poorly answered by many personal trainers (PTs). Likewise, by many seeking online programs or having gym programs designed with generic advice and repetition ranges given.

Granted that there are “textbook” answers to different repetition ranges for specific goals such as one to six reps for strength, eight to 12 for muscular hypertrophy and 12 to 15/20 for general muscular conditioning (often termed “toning”), but in reality, for the majority of the population, this is all very subjective to the weights or resistance training experience you have.

How long you are resting for in-between sets? Are you performing drop-sets or supersets? Are you circuit training or moving from one muscle group to another in quick succession?

The key ingredient that is often lacking is that one must have a general guideline of a repetition range to strive for, but the focus must simply be on achieving a 100 per cent perfect technique and execution of the movement and to do this to muscular failure. What I mean by this is that I may know my client’s previous best weight when performing the lat (latissimus dorsi) pulldown was 35kgs and that he could manage around 12 repetitions. Our aim is to use the same weight but then set off performing the absolute best technique that he is capable



of while I ensure this remains the same all the way through towards 12. And if he is capable of doing 14 reps perfectly, why would I stop him at 12 because his range and goal suggests eight to 12 reps?

When teaching and educating my clients I will repeatedly use abstract analogies to highlight points and ensure that they can relate and understand what it is they are striving for and one that I will use here in relation to performing repetitions in your own workouts or gym programs is that if you were very capable of counting to 100, would I continually ask you to only count up to 20? Why would I when you are capable of so much more? How bored would you get? And would there be any challenge for you?

The same could be said for when doing your weights or gym-related exercises. If you are

capable of more repetitions than the number your PT sets you or that your program says to do, push it and go the maximum number you can perform BUT (and here in lies the key!) any repetitions must be performed to the best of your ability and with close to 100 per cent control, form, and technique. If it is not, then you are either recruiting the wrong musculature and therefore being ineffective, potentially setting yourself up for injury or fast-tracking yourself towards poor posture and/or muscular imbalances.

Do not just do numbers for the sake of it because a program card tells you to or a whiteboard in your boot camp class says it wants you to.

For more information, exercise guidance or if you have any questions, feel free to contact me by heading to [justintimept.com](http://justintimept.com) ●



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## ST JOHNS SOUTHGATE

# Groundhog Day

*If someone says, “It’s like Groundhog Day”, you know what they mean, don’t you?*

They’re referring to the 1993 comedy film starring Bill Murray and Andie MacDowell. But more accurately, they’re talking about the time loop that drives its narrative – the way in which the main character is trapped living the same day over and over.

It was a popular movie, and affection for it endures, but even more enduring is the way in which it has become shorthand for a particular feeling – the feeling of relentlessly having to go through the same thing again and again. Just saying those two words together – “Groundhog” and “Day” – is enough to have someone raise an eyebrow, roll an eye or give a knowing nod.

The time-loop genre has remained popular

in Hollywood, with other titles such as *Looper* and *Edge of Tomorrow*, and more recently, *Palm Springs*, evidencing the public’s fascination with, or horror at, the idea of inescapable repetition.

At the end of May, when we were put back into lockdown for the fourth time, I heard someone describe their experience of it as Groundhog Day. They meant both the looping nature of returning to another lockdown, but also the way in which lockdown-life is itself repetitive. That famous film, now a cliché, was sadly invoked with some resignation, perhaps even a measure of exhaustion and depression. It was a sentiment that I could relate to myself, as I was feeling much the same way upon the announcement.

Time-loop movies, though, must be captivating and have entered the zeitgeist for reasons other than just their horror. They must engender, in some way, a sense of hope. I think that is

the case. The idea of perpetually repeating the same day presents the possibility of learning from past mistakes, of making the most of the time that is given, and even – in a Sisyphean way – finding meaning in the inescapable loop itself.

Has this recent lockdown sprouted any shoots of meaning for you? Has the repetition helped you to see the previously unseen things in your life?

The Christian church, for close to 2000 years, has embraced a Groundhog Day mentality in its use of “liturgy”, precisely because of the way its repetition – daily or weekly during one’s entire life – can result in peace, hope and even joy for the looper. The liturgy of the church repeats phrases of scripture, physical gestures, and even musical refrains, in such a way that by repetition they become a part of who the worshipper is in a very real sense.

While this may sound like a mechanical form


of brainwashing, it is anything but. It is a thing of beauty – a beauty that can be participated in even when dementia has taken everything else. I’ve seen, with my own eyes, people come to life in ways that never would have been possible without decades of living that spiritual Groundhog Day we call the liturgy.

Being in a time loop – be it due to a lockdown or for other reasons – doesn’t need to be all bad. How might you turn the repetitive aspects of your life into a liturgy? ●



**Tom Hoffmann**  
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Sunday 20 June

10am Festival Service with Bach cantata

Jesus schläft, was soll ich hoffen? (BWV81) for 3 soloists, choir, strings, 2 recorders, 2 oboes, and continuo

St Johns Bach Choir and Orchestra directed by Graham Lieschke

check the website for updates

Every Sunday

10am In-person worship

check the website for updates

Video Sermons

available on St Johns Southgate YouTube channel

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# Youth advocate has eye to fight homelessness

“  
Twenty-five-year-old Elvis Martin has recently returned to Melbourne after winning a Young Community Achiever of the Year 2021 award, as part of the India Australia Business & Community Awards (IABCA).

”

WORDS BY *Matt Harvey*

Since 2013 the IABCA is the largest platform that exists to celebrate the India-Australia relationship while simultaneously contributing to its development.

The award was given in acknowledgement of Elvis's work in the community with Red Cross, Youth Development Australia (YDA), Mental Compliance Health Commission and the Victorian Mental Ill-Health Awareness Council.

“The award is really a recognition of all the great work that is being done by so many others as well. Collaboration between sectors is a critical aspect,” Elvis told *Southbank News*.

The young Southbank resident is involved in areas of youth advocacy, ranging from mental health, youth homelessness, racial diversity, women's rights, domestic violence, LGBTQI and youth suicide and he even sits on a few

boards including Youth Development Australia.

“In my current role, as principal youth ambassador for Youth Development Australia I applaud the work of the organisation and have every confidence that we will get there,” he said.

“This conversation is a big one and deserves the support from all levels of government as well as the private sector.” Elvis recently spoke at the National Youth Commission Australia's NYC Inquiry, which is billed as a platform through which “your ideas and solutions can be heard and acted upon”.

The NYC inquiry draws together the expertise and lived experience of young people with ideas from the broader community, to create a new agenda for preparing young people with the skills and capabilities they need now and in the future.

“The content of this speech centred around youth homelessness and the importance of a national strategy to end youth homelessness. A national strategy will enable us to move closer to solutions that are workable and that can be sustained through this decade and beyond,” Elvis said.

He told *Southbank News* he had experienced some challenging times himself and that these had helped shape his mind-set and feel more compassionate, while helping him to understand the wider social issues and the struggles others faced.

“Homelessness affects us all – the economy, the health sector, industry as well as individuals and their families. It requires robust discussion at the YDA Conference with a view to representation at the highest levels with the findings,” he said.

The National Youth Homelessness Conference will take place on June 15 and 16 and will bring policy experts together with young people with lived experiences of homelessness ●



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## Southbank Sudoku

Last month's Sudoku solution

T	N	A	S	U	B	O	H	K
K	S	H	O	N	T	B	U	A
O	B	U	K	A	H	T	N	S
A	H	N	B	T	O	S	K	U
U	O	K	N	S	A	H	T	B
B	T	S	H	K	U	N	A	O
N	A	T	U	O	S	K	B	H
S	U	B	T	H	K	A	O	N
H	K	O	A	B	N	U	S	T

A variation of Sudoku, with the letters SOUTH BANK replacing numbers.

The rules are the same as regular Sudoku, each line must contain the letters "SOUTH BANK" as must each 9-square box. This Sudoku is MEDIUM, good luck!

		A					N	
N	U			T	O		A	
				A				K
	T		K	B	N			
	N	B	T		A	O	K	
			O	U	H		B	
U				O				
	K		U	H			O	S
	H					B		



ABORIGINAL MELBOURNE



# Celebrating National Reconciliation Week

WORDS BY *Ellen Blake*

The Koorie Heritage Trust is marking this year's National Reconciliation Week by partnering with the National Gallery of Victoria.

Koorie Heritage Trust chief executive Tom Mosby said National Reconciliation Week, which runs from 27 May to 3 June, offered an opportunity for the broader community to reconcile with Indigenous Australians and the injustices of the past.

"It's about acknowledging the past and the reasons why the community faces some of the issues it does, such as a gap in education and health outcomes," Mr Mosby said.

"It's about understanding and trying to bridge the gap."

The centrepiece of the Koorie Heritage Trust's Reconciliation Week program is *The Rivers Sing* artwork, which has been commissioned for Melbourne's new winter arts festival RISING.

The large-scale sonic artwork was composed by acclaimed Yorta Yorta/Yuin opera singer Deborah Cheetham AO, with artists Thomas Supple and Byron J. Scullin.

The piece will be performed at sunrise and sunset along Birrarung Marr from May 26 to June 6.

In the six-week lead-up to its performance, *The Rivers Sing* has travelled along the Birrarung and Maribyrnong rivers collecting and layering the voices of singers for the work.

The work aims to unite the urban environment with the landscape of the ancient meeting place.

Alongside *The Rivers Sing* piece, the Koorie Heritage Trust will also host artist conversations and cast a projection onto Federation Square throughout the week.

The theme of National Reconciliation Week for 2021 is "More than a word. Reconciliation takes action", which urges people to focus on taking action to achieve equality between indigenous and non-indigenous people.

Mr Mosby said too often the onus of reconciliation was put onto the indigenous community. "It's up to non-indigenous people to actually do the work and put reconciliation into action," Mr Mosby said.

This year marks 20 years since Reconciliation Australia was established in 2001 ●

**For more information:**  
[korieheritagetrust.com.au](http://korieheritagetrust.com.au)

MONTAGUE COMMUNITY ALLIANCE

# Restoring the council's presence in Montague

*So, we're back in lockdown for Montaguans – we hope you are all doing well and supporting local Montague businesses as often as you can. Supporting each other is a precious gift we can provide to our community.*

**What the council and the state government are doing ...**

They are in final stages of service planning for the Fishermans Bend Community Hospital!

Alfred Health and local stakeholders have partnered with Victorian Health Building Authority to develop the plan which will provide a framework for how services will be delivered. This includes working to identify a preferred site for the hospital and the assessment of a range of options against their selection criteria.

As our precinct is part of the Fishermans Bend Urban Renewal Area, you might like to have your say on heritage listings in the Area. This is a City of Melbourne initiative for its part of Fishermans Bend, which includes the Lorimer and Employment Precincts.

**City of Melbourne Planning Scheme Amendment C394 - Fishermans Bend In-Depth Heritage Review**

This will be exhibited from June 3 until July 8. The City of Melbourne will also be nominating the West Gate Bridge and Boeing site to the VHR but this will occur outside of the amendment process.

You can find out more about the amendment, how to get involved, and view relevant documentation on the Participate Melbourne website at [participate.melbourne.vic.gov.au/amendment-C394](http://participate.melbourne.vic.gov.au/amendment-C394)

And finally, please follow the state government guidelines to remain COVID-safe, and dear Montaguans (if you are eligible) please get vaccinated! ●



*Trisha Avery*  
TRISHA AVERY IS THE CONVENER OF THE MONTAGUE COMMUNITY ALLIANCE  
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HISTORY

# Timber yards in Southbank

*One of the major industries in 19<sup>th</sup> century South Melbourne (in what is now Southbank) was timber yards.*

Much construction, particularly housing, was of wood and it was essential to have large stores of lumber for weatherboards, walls, joists, rafters, floors, palings and shelving. Access to St Kilda Rd and Princes Bridge was also desirable.

A major enterprise was Carron Timber Yards, run by J. Wright and Son (one of the oldest firms in Melbourne) and located at the intersection of Sturt and Kavanagh streets. Originally located on Flinders St, the firm re-located to reclaimed swampy land in Sturt St after fire destroyed their city premises of a mill and joinery. Timber yards sprawled along the south side of the river, enabling easy unloading of imported timber from ships moored there.

The attached postcard sets out the prices for wood products from 1901, many from America, New Zealand and the Baltic countries. Many artisans in the timber industry had British backgrounds and preferred to work with imported wood with which they were accustomed. Gradually the qualities of Australian hardwoods came to be prized.



By the 1930s wood had been replaced as the major construction material by concrete, and steel and timber yards in the area were rapidly disappearing. Typical of this was the yard occupied by J. Sharp & Sons in City Rd. Sharp was a former employee at Carron and established his own business in 1857 before moving to South Melbourne in 1886. In the 1930s it was replaced by a new building for General Motors, just as Carron Timber Yards was replaced by new buildings for Pioneer Tourist Coaches and Sanderson & Cheney. A boost to the local industry occurred in 1934 when the Commonwealth constructed new timber laboratories at South Melbourne, near the Spencer Street Bridge, aimed at improving treatment processes for local timbers and to find new uses for them.

Running a timber yard was a tough business

and accidents from machinery were common. Fire was a regular occurrence in timber yards, particularly on days of high winds, caused by lightning strikes or sparks from machinery that ignited wood dust. Many of the buildings in the timber yards were themselves built of wood and were highly inflammable and fire among acres of stacked timber could result in wholesale destruction. Losses of stock valued at thousands of pounds were not uncommon. But the machinery was also valuable. Fortunately, the industry was close knit (at least in the early days) and a loss of machinery was often covered by other millers who would lend machinery sufficient to cover orders.

Wood and fire – two reminders of the early days of Southbank ●

PRESENT PRICE LIST.		NOV., 1901.	
Subject to fluctuations. Special quotations for large quantities.			
<b>FLOORINGS—</b>			
6 x 1½, T. & G., Baltic, WHITE, 10/3	RED, 12/6	Per 100 Lineal.	
6 x 2	" " " "	8/-	9/6
6 x 2½	" " " "	7/6	8/3
<b>LININGS—</b>			
6 x ½, T. & G., Baltic, Bd.	" " " "	6/9	7/3
6 x 1	" " " "	5/3	5/9
6 x 1½	" " " "	4/9	5/-
4 x 1½	" " " "	4/-	4/6
6 x ½, Rebated and Beaded	" " " "	4/9	5/-
<b>WEATHERBOARDS</b>			
OREGON, ordinary cut sizes and lengths, 14/-	100 ft. sup.	5/6	6/-
HARDWOOD	" b'ld'g sizes & lengths- 10/-	"	"
<b>RED GUM, fencing sizes</b>			
" stumps	"	"	"
<b>PALINGS</b>			
6ft.,	5ft.,	per 100 count	
<b>SHELVING, Am. White Pine, 12' 25/- wider, 26/- sup.</b>			
" Am. Yellow Pine,	" 25/-	"	"
" Am. Alaska Pine,	" 18/-	"	"
" N.Z. Kauri, 1st qual.	" 23/6	"	"
" " 2nd	" 21/6	"	"
" White Pine	"	"	"
<b>LUMBER, 10 T. and G., 12 T. and G.,</b>			
<b>DEALS, Red Baltic, 11 x 3 9 x 3 8 x 3 7 x 3 7 x 2½</b>			
" White .. 11 x 3 9 x 3			
Spruce Am.—12 x 3 11 x 3 10 x 3 9 x 3 8 x 3 7 x 3			
Doors, Sashes and Moulds as List.			
<b>J. WRIGHT &amp; SONS.</b>			



*Robin Grow*  
PRESIDENT - AUSTRALIAN ART DECO AND MODERNISM SOCIETY  
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# Pet's Corner

## A pug's life for Pedro and Poncho



While they might all be relative newcomers on the block, pugs Lizzie and Stephen Michael have been helping their mates Pedro and Poncho settle into life in Southbank.



WORDS BY *John Tadigiri*

Southbanker Lizzie (yes, same name as her pug!) told *Southbank News* that she and her husband Michael purchased their Southbank apartment just before the outbreak of COVID-19 last year.

However, due to travel restrictions and other complications caused by the pandemic, they were only able to move in during January this year, having relocated from Hobart, Tasmania with their pug companions.

"We bought Lizzie from a rescue shelter and didn't want to change her name as she got used to that name," Lizzie said.

"We sensed that Lizzie has a beautiful maternal

personality and felt that she needed someone to love. So, we recently got this baby pug, Stephen Michael, for her and for us. He came over from Tasmania on a ferry with our son-in-law, and straight away bonded with Lizzie and the family."

Just as the pug pair has been busy getting used to life in Southbank, their friends Pedro and Poncho, owned by Lizzie's daughter Sam, have joined them in recent months after also moving from Tasmania into Freshwater Place.

"This is the first time for these dogs in Melbourne. Poncho loves only her mummy and is aggressive towards everyone else, he is quite vocal and protective of Pedro," Sam said ●

### SAFETY & SECURITY

## Pedestrian safety

Southbank is a very busy suburb used by pedestrians, cyclists, cars, trucks among other varied forms of transport.

In light of the incident at City Rd and Power St in May, I thought it pertinent to offer some advice around staying safe as a pedestrian. Pedestrian safety is a matter of using your eyes, ears, judgment and common sense.

#### Stop, Look, Listen, Think

Follow the safe road crossing procedure – STOP, LOOK, LISTEN and THINK.

- STOP one step back from the kerb or shoulder of the road if there is no footpath.
- LOOK in all directions for approaching traffic.
- LISTEN in all directions for approaching traffic.
- THINK about whether it is safe to cross the road – when the road is clear or all traffic has stopped.

When crossing, walk straight across the road. Keep LOOKING and LISTENING for traffic while crossing. This information is particularly relevant to young people learning to cross roads. But it also provides a useful reminder to everyone particularly to those who may be distracted when crossing the road. Using your phone while crossing the road is particularly unsafe as it affects your ability to concentrate on the task at hand which is crossing the road safely!

If you follow these pedestrian dos and don'ts you have a greater chance of staying safe:

#### DO:

- use traffic lights, pedestrian crossings, pedestrian refuges, and overpasses and underpasses.
- establish eye-to-eye contact with drivers to ensure you have been seen.
- when crossing, walk straight across.

- keep scanning for oncoming traffic while crossing the road.
- children learn road safety by watching adults – set a good example by always crossing the road at a crossing or at traffic lights.

#### DON'T:

- avoid crossing near the crest of a hill or on a bend.
- don't step from the curb until traffic has stopped.
- avoid emerging from between parked vehicles.

If you are walking at night or on dark days it is important to be easily seen, so wear light and bright coloured clothing, wear something reflective and carry a light at night and cross the road near streetlights. At night, or in unfamiliar areas, it is a good idea to walk with a companion. Even your canine friend can be fitted out with reflective wear to be seen at night.

Ever wondered what the road rules say about using a signalised pedestrian crossing?

- A green man means you can cross, if it is safe to do so.
- A flashing red man means you can continue to cross but should not start crossing.
- A steady red man means do not start to cross – wait for the green man before beginning to cross.

As pedestrians, take care and always have your own safety in mind ●



*Senior Sgt Alex O'Toole*  
STATION COMMANDER AT SOUTHBANK POLICE STATION  
SOUTHBANK-UNI-OIC@POLICE.VIC.GOV.AU

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# Sentia: a balanced approach to early learning

WORDS BY *Jack Hayes*

Sitting on the northern banks of the Yarra, nestled between the Melbourne Aquarium, the Immigration Museum and Enterprize Park, you'll find Sentia Early Learning: an oasis of industry leading early childhood education.

As a single, privately owned service, Sentia provides a tailored and balanced values-based model, designed around the needs of their children, parents and educators.

With 15 years of experience, Sentia boasts one of the most sought-after views in the CBD with views across the Yarra to Southbank providing a bright and positive environment where children can explore, bond, and imagine.

For Sentia Early Learning centre director Angela Hunt, the recently refurbished indoor and outdoor spaces offer the perfect canvas for a child's development, empowering them to make decisions regarding their play, learning and social interactions.

"We pride ourselves on the environment we have created for our children and educators. But they are just a space, without the people," Ms Hunt said.

"We focus and treasure our relationships with families. It can be the case, if we have a family's first child, second child or even third child, we can have up to a 10-year relationship with them. We become a part of their family which is a real privilege for us."

Sentia follows the Early Years Learning Framework (EYLF) from birth to five years including a fully funded three and four-year-old kindergarten program run by a qualified kindergarten teacher. Each child's learning development is documented by the curriculum plan, their visual portfolios, reflection journals, newsletters, and projects on display.

*The two-level centre holds the capacity for 124 children across seven rooms, with a recently installed commercial kitchen and fully qualified full-time chef preparing meals across the day.*



"We worked with local suppliers to at the Queen Victoria Market to ensure ingredients are fresh. Everyone knows when food tastes best when it's prepared from fresh ingredients and prepared with love," Ms Hunt said.

"We also offer a takeaway meal service for our families. They just jump on our website, order their family meal and when they pick up their children, they pick up their dinner; it is about helping our families balance their busy lives."

Ms Hunt said although Sentia followed the EYLF, her team had curated a program that extracted the best of all teaching philosophies such as the Reggio Emilia approach, which sees the environment as a third teacher, as well as using elements of Steiner and Montessori in their educating.



One would be forgiven for taking a lull in capacity during 2020 due to a global pandemic as a time to rest, but for Ms Hunt and her team this period was spent refining their approach and developing their own "Sentia Family Framework".

"We are the first childcare that I know of in Victoria that has the 'happy or not' technology for children and parents. We provide them with a screen to select from a number of options, then we analyse the results after that and alter our program where needed," Ms Hunt said.

"It allows us to ensure the children, their families and our educators are as happy as they can be."

"Our team is the heart of Sentia and our relationships are a real point of difference with us. I did calculations recently and the average tenure is four-and-a-half years. That is unheard of in childcare."

According to Ms Hunt, children at Sentia are instilled with a sense of agency the moment they first walk, crawl or are rolled through their doors.

So much so, the refurbishment of its enormous rooftop playground was codesigned with a landscape architect and their room two

children.

Sentia's program features a mixture of indoor and outdoor learning, as well as weekly incursions, and excursions throughout Melbourne.

"We have a great partnership with the Immigration Museum which sees our children visit for bilingual language time, and although they can't always understand when the *Hungry Little Caterpillar* is being spoken in Mandarin, they love the sound and flow of it," Ms Hunt said.

"We make sure children of all backgrounds and cultures are considered and catered for in our program through our teaching, menu and other resources."

"We are also inclusive of children with additional needs to ensure all children are welcomed. We understand it can be challenging, but that is where our training and expertise coming into play, so that no child is left behind." ●

For more information, visit [sentia.vic.edu.au](http://sentia.vic.edu.au)

## SOUTHBANK RESIDENTS' ASSOCIATION

# Don't say we told you so!

*Who would have thought the day this newspaper was distributed last month was the day I told the community in my column that I took Deputy Lord Mayor Nicholas Reece to observe the pedestrian and truck interactions at the site where five unfortunate pedestrians were taken down by a truck mounting the curb.*

But in hindsight, it was an accident waiting to happen and I am surprised it hadn't happened sooner. Only the night prior to the accident, the Southbank Residents' Association (SRA) had a scheduled committee meeting and we moved a motion to purchase a GoPro to place on the façade of the building looking down over that intersection.

We figured that if we can capture footage of the trucks and pedestrians to show how dangerous it really is, that it might encourage the authorities to do something. We knew that once someone physically sees what happens on that intersection that they wouldn't be able to ignore it and hopefully that would be enough motivation to evaluate the intersection and make some changes.

Well, we were too late with the GoPro. But there has now been so much footage obtained by television crews now that there is no doubt of the dangers this intersection poses.

My thoughts go out to the individuals and their families who were injured on that fateful evening. I understand there is one person still in hospital with some way still to go. It was absolutely horrific and shouldn't have happened to anyone.

I was also taken aback that almost three weeks later there had been no changes whatsoever to the intersection. I couldn't understand how it could take that long to put some simple measures in place, even signage to warn pedestrians to be careful.

Fortunately, the media has taken a great

interest in this sequence of events and is holding the government to account. I have been assured they will not be giving up on this issue until something is done. And done doesn't mean a few cement blocks, footpath paint and signs as is there now.

I couldn't believe (actually I could believe) the "interim" measures only lasted one night before a truck took out the sign, cement block and planter box around the corner at around 6pm. Thank goodness for lockdown or otherwise no doubt someone would almost certainly have been injured not from being hit by a truck trailer, but by a wayward cement block across the footpath. In any case, this only reinforced our concerns about the safety of the intersection and it made the Department of Transport (DoT) reevaluate its "solution". I note a new sign which advises cars to "give way to turning trucks" yet the lane the trucks are turning from in the sign is actually a through lane and not a turning lane. I guess that might be an acknowledgement from the DoT that it realises many of the trucks are turning from the through lane instead of the left turning lane, essentially breaking the law with an illegal turn. Does this mean The Department is condoning them breaking the law in the name of safety?

The DoT advises us these current measures are "temporary" while they evaluate a more suitable longer-term solution. Well, the only longer-term solution I can think of is to take the trucks off our dense residential streets and put them back into the tunnel. It's a simple risk



*Does this mean The Department is condoning them breaking the law in the name of safety?*



ratio. It is now more dangerous sending trucks through Southbank than it would be to send them through the tunnel. There is certainly no reason for livestock vehicles to still be on our roads.

The SRA will continue to advocate for changes to this intersection and also the Kavanagh and Power streets intersection as we are aware of the dangers there too.

We are approaching our AGM. If you would like to contribute to making our suburb a great place to live, then please consider joining our committee. Come along to our next committee meeting in July as an observer and see the issues we discuss and how we operate. Alternatively, if you would like to support us by membership, then we would encourage that. We don't have a voice without members and it's only \$10 per year ●



*Tony Penna*  
PRESIDENT  
PRESIDENT@  
SOUTHBANKRESIDENTS.ORG.AU







## 居民抗议危险路口

Brendan Rees

居民对南岸(Southbank)危险十字路口的短暂安全措施不满，抨击此措施“不到位”，并认为他们仍然处于危险之中。

在5月6日的一次大型运输车事故中造成了5人受伤，其中2人还未脱离生命危险，为此最近在Power街和City路的拐角处才安装了警告标志和护柱。

但当地居民表示，在街道警告标志和混凝土护柱安装不到24小时就被一辆卡车撞倒了，指出这个提高行人安全的措施还远远不够。

虽然在最近的这次撞柱事故中没人受伤，但重新激起了居民的抗议呼声，要求立即升级这个繁忙的十字路口，因为经常有双节活畜运输车经过。

居民Jan Martz目睹了上个月可怕的卡车撞人事故。她说：“情况很糟糕，我非常希望那些卡车离开City路。”

“这是一个危险的行人拐角处，没有别的路可走。”

“我不管他们在那儿安装什么，我不打

算走这个拐角。”

州政府上个月底宣布已开始进行短期的安全工作，州交通部正在与墨尔本市政就更永久的解决方案进行商谈。

第一阶段预计将于6月底完成，其中包括将十字路口漆成亮黄色，以便所有道路使用者都能更清楚地看到它。

发生卡车撞人濒临至死事故的拐角处，已经完成了混凝土砌块，同时还安装了塑料护柱、植物花盆和传感器，这些传感器技术可以触发交通灯的变化，以减少等待时间和行人过度拥挤。

在向左转的车辆发出绿色箭头指示之前，行人将可以先过马路，并将安装一个新的标志，提醒驾驶者给行人让路。

新标记还将警示使用该道路转弯的卡车司机，并提醒他们，超过7.5米的车辆可以使用两条车道从City路左转。

这些措施是上个月在十字路口一辆卡车驶上人行道并撞向行人之后出台的。

那位来自Wyndham Vale的64岁卡车司机在墨尔本地方法院被起诉指控并保释。

## 雅拉河上餐厅获批

David Schout

雅拉河边的一家水上餐厅将成为南岸(Southbank)最新的餐厅。

这座长60米的浮桥餐厅将位于Sandridge大桥和Evan Walker大桥之间，有两个餐饮层。

这个独特的新场地被称为“雅拉植物园(Yarra Botanicals)”，得到了市长Sally Capp的认可，她表示在后COVID时代“尝试新事物”很重要。

市长指出：“特别是在过去的12个月里，我们已经显示了在振兴经济时期要以不同的方式思考和做事。”

市政规划主管Nicholas Reece表示，新的餐厅和酒吧将对附近类似的餐饮酒吧场所的补充。

他说：“我认为墨尔本市在过去的十年或更长时间内，在提升雅拉河活力方面做得非常好。”

“想到Ponyfish岛和Arbory Afloat，已

经成为我们城市最受欢迎的一些酒吧餐厅场所，我认为这将给人们带来对雅拉河的不同体验。”

新餐厅将由澳大利亚第二大酒吧运营商Australian Venue Co管理，该公司经营着多家墨尔本的餐厅酒吧，包括在Southbank的Hopscotch酒吧。

根据该公司的说法，“雅拉植物园”餐厅将聘用“至少”70名员工，每年在当地食品和饮料供应商那里的采购额将达175万澳元，而且将吸引超过20万名游客。

总经理Paul Waterson表示，该项目已经酝酿了五年，应对不断变化的酒店餐饮环境。

他称赞市政户外餐饮最近被永久延长的决定，他说：“这对我们行业的复苏产生了巨大影响”。

Waterson说：“我们感到这是一个真正与众不同的场地，无疑会把人们带回到市中心。”



## 墨市中心试用电动滑板车

David Schout

墨尔本市政同意参与州政府主导的电动滑板车试验，墨尔本人可能很快就会骑上电动滑板车在市中心飞驰。

在一系列自行车共享计划大多不成功之后，市政希望这个最新的“微移动”方案能够成功。

电动滑板车在世界各地取得了不同程度的成功，但是一位市议员承认对此试验感到“非常紧张”。

维多利亚州政府已经要求两个市政议会表示是否有兴趣参与为期一年的试验，这将允许滑板车行驶速度达到20公里/小时，而目前的限制速度是10公里/小时。

本州新的法规规定，电动滑板车可以在自行车道和限速50公里的道路上行驶，但在人行道上禁止使用。

墨尔本市政现已提交了参与该试验的意向书，尽管尚未宣布入选参与试验，但鉴于墨尔本市的位置和整体适用性，人们普遍预计将被选中参与试验。

目前在市区街道上看到的大多数电动滑板车都是非法的，因为它们的功率太大(超过200瓦)，行驶速度超过(目前州的法律规定)10公里/小时。

市长Sally Capp表示，“在很大程度上这是一种未成规的交通选择”，并对该项试验表示欢迎。

她在6月1日的未来墨尔本委员会会议上说：“每次我看到有人骑着滑板车，我就想‘哎呀，他们可能违法’。我认为越早解决这个问题越好。”



## 南岸大道工程困扰犹在

Brendan Rees

耗资4700万澳元的南岸大道(Southbank Boulevard)项目工程继续延误，并且看不到尽头，居民对此厌倦并要求给与答复。

这个项目工程将在市中心的艺术区域建造五个新的公共空间和社区公园，但现在已经比原计划耽搁了16个月。

目前这已成为墨尔本最昂贵的基建项目，当地居民表示已经受够了，并对该项目缺乏社区咨询表示失望。

自2018年7月开工以来，施工分几个阶段进行，预定于去年2月完工。

但此项目拖了35个月，没有时间设定，居民说这个项目工程被搁置了。

市政议会称，该项目在规划的早期阶段最初估计耗资3500万澳元，然后最终飙升至4700万澳元。

市长Sally Capp承认该项目工程受到延误和中断，她表示，市政“在这个项目中学到了很多”。

她了解到当地居民和商家对此的耐心，说道“我们知道所花费的时间比预期的要长得多”，但是“这个要完成的项目值得等待”。

市长说：“我们在这个项目中学到了很

多东西，下一阶段的施工要顺利得多。”

“我知道许多当地居民对离他们家如此近的项目建设进程感到沮丧，但我们正在建造这些公园，为居民、工作人员和游客创造一个更环保、更受欢迎的空间。”

“施工团队已进入项目的下一阶段，将交付两个社区公园，创造2730平方米的新开放空间。”

“第一个公园将于9月完工，整个阶段的工程将于10月底完工。”

居民Suzannah Dacre说，由于无法承受工程施工的噪音和灰尘，她被迫从南岸大道的公寓搬走。



# What's On: June 2021

## Community Calendar



**TUESDAYS**  
**Rotary Club of Southbank**

Rotary Club of Southbank meets weekly for dinner on most Tuesday evenings throughout the year at Belgian Beer Cafe at Riverside Quay. Visitors welcome.  
southbank.org.au



**SUNDAYS**  
**Arts Centre Market**

Meet more than 80 of Victoria's finest artisans first hand. Discover how these unique artworks are made, chat directly about the products, inspirations and techniques.  
artscentremelbourne.com.au

**TUESDAYS - THURSDAYS & SATURDAYS**  
**Chunky Move Dance Classes**  
Mondays to Thursdays and Saturdays at 111 Sturt St. Chunky Move dance classes are the perfect way to unwind, get fit and improve flexibility and strength.  
chunkymove.com



**WEDNESDAYS @ BOYD**  
**Free Walking Group**  
Join local fitness experts Just In Time as they lead a "not just walking group" for Boyd walkers. The program runs on Wednesdays from 9.30am to 10.30am.  
justintimept.com



**MONTHLY**  
**Bearbrass Probus**  
Bearbrass Probus caters to retirees in Southbank, Docklands and the CBD and hosts regular events such as wine tastings for locals to connect.  
bearbrassprobus.org



**FIRST AND THIRD SATURDAY EACH MONTH**  
**Southbank Sustainability Group**  
A growing group of green and sustainability enthusiasts who live in Southbank looking to bring positive change.  
Facebook: SouthbankSustainabilityGroup

# Business Directory

## Childcare

**IT'S JUST A HOP, SKIP & A JUMP TO**  
Nido Early School Melbourne Square  
97-101 Kavanagh Street, Southbank  
Ph 8566 7259 | nidoearlyschool.com.au

www.paramour.com.au  
**(03)9654 6011**  
Melbourne's Finest Escorts can be at your door in 5min as we're located in the CBD  
Paramour

## Owners Corporation

**Whittles**  
Owners Corporation Management Services  
For superior owners corporation management services, contact the Docklands dedicated team  
Whittles, Level 1, 838 Collins Street, Docklands VIC 3008  
T 03 8632 3300 E info.docklands@whittles.com.au

## Real Estate

**MELBOURNE SQUARE**  
THE LARGEST TERRACES IN MELBOURNE  
TO BOOK AN APPOINTMENT CALL 1300 888 770 OR DISCOVER A TERRACE STORY AT MELBSQUARE.COM.AU

## Church

**St Johns Southgate**  
20 City Road Southbank  
Telephone 9682 4995  
www.stjohnssouthgate.com.au

## Functions

**Facilities hire Beautiful venue for weddings and memorial services Concert venue with excellent acoustic and comfortable seating Spacious function room Meeting rooms Kitchen**  
20 City Road Southbank  
Telephone 9682 4995  
www.stjohnssouthgate.com.au

## Photography

**PHOTOGRAPHY STUDIES COLLEGE**  
MASTERS | DEGREES | DIPLOMAS  
CERTIFICATES | SHORT COURSES  
Find Out More  
**PSC.EDU.AU + 61 3 9682 3191**  
info@psc.edu.au | 37-47 Thistlethwaite St, South Melbourne VIC 3205

Ray White Southbank | Port Phillip  
111 Clarendon Street, Southbank 3006  
P: (03) 8102 0200  
www.raywhitesouthbank.com.au

## Electrician

**MJG ELECTRICAL & DATA**  
DOMESTIC ■ COMMERCIAL ■ INDUSTRIAL  
0476 938 551 REC 30046

## Gym

**JUSTINTIME PERSONAL TRAINING**  
University degree qualified trainers that come to your apartment gym!  
Justin Moran  
0411 798 934 justintimept.com

## Physiotherapy

**Elite Sports Physiotherapy**  
Sports & Spinal Physiotherapy  
Remedial Massage  
Clinical Pilates  
Post-Surgical Rehabilitation  
Free Injury Assessments  
WorkCover/TAC Claims  
Mezzanine Level, 13-15/1 Freshwater Place, Southbank  
PHONE: 8640 0328 WEB: www.elitesportsphysio.com.au

**SOUTHBANK RESIDENTIAL**  
Specialists in Southbank Apartments  
www.southbankresidential.com.au  
Phone: 964 50 800

## Escorts

**Paramour Escorts**  
Mature Sophisticated Affectionate Discreet Genuine Affordable Escorts  
96503295  
5 mins to your door!  
paramour.com.au

## Health

**OSTEO STRONG**  
OsteoStrong South Melbourne  
378 Clarendon St, South Melbourne  
P: 7004 1284  
E: sthmelb@osteoststrong.com.au

## Plumbing

WE'VE GOT YOU COVERED 24/7  
**PLATFORM PLUMBING P/L**  
RESIDENTIAL-COMMERCIAL-OWNERS CORP  
**0448 140 517**  
platformplumbing.com.au

## Renovation

**AROM APARTMENT RENOVATIONS OF MELBOURNE**  
1300 96 86 07  
edgar@arom.com.au  
www.arom.com.au



# Scan & Search



**RayWhite**

Ray White Southbank | Port Phillip  
111 Clarendon Street  
Southbank, VIC 3006  
8102 0200  
southbank.vic@raywhite.com

For further information please visit our website [raywhitesouthbank.com.au](http://raywhitesouthbank.com.au) or call 8102 0200



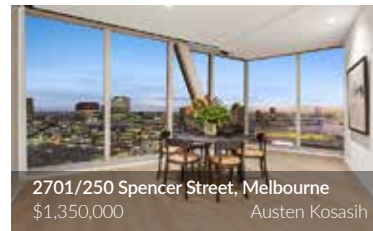
3114/70 Southbank Blvd, Southbank  
\$350,000-\$385,000  
Max Hui



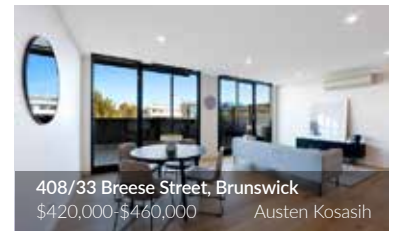
4612/70 Southbank Blvd, Southbank  
\$790,000-\$860,000  
Max Hui



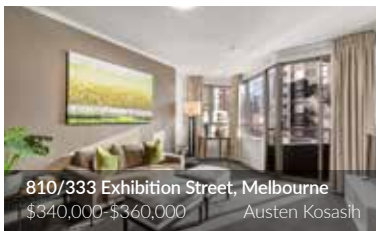
2312/288 Spencer Street, Melbourne  
\$255,000  
Max Hui



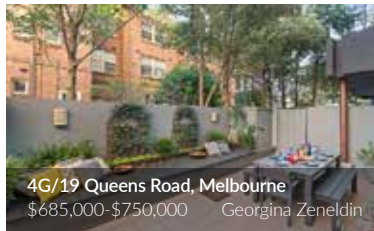
2701/250 Spencer Street, Melbourne  
\$1,350,000  
Austen Kosasih



408/33 Breese Street, Brunswick  
\$420,000-\$460,000  
Austen Kosasih



810/333 Exhibition Street, Melbourne  
\$340,000-\$360,000  
Austen Kosasih



4G/19 Queens Road, Melbourne  
\$685,000-\$750,000  
Georgina Zeneldin



503/78 Inkerman Street, St Kilda  
\$410,000-\$450,000  
Georgina Zeneldin



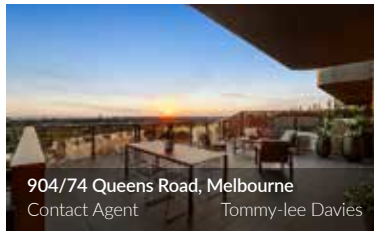
508/6 Murphy Street, South Yarra  
Contact Agent  
Georgina Zeneldin



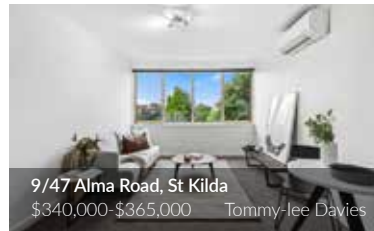
10/181 Franklin Street, Melbourne  
Contact Agent  
Michael Pastrikos



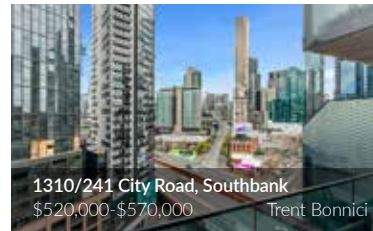
2/80 Fawcner Street, Southbank  
Contact Agent  
Michael Pastrikos



904/74 Queens Road, Melbourne  
Contact Agent  
Tommy-lee Davies



9/47 Alma Road, St Kilda  
\$340,000-\$365,000  
Tommy-lee Davies



1310/241 City Road, Southbank  
\$520,000-\$570,000  
Trent Bonnici

Michael Pastrikos: 0404 282 864  
Max Hui: 0430 238 021  
Austen Kosasih: 0432 750 774  
Tommy-Lee Davies: 0416 823 173  
Georgina Zeneldin: 0481 577 772  
Trent Bonnici: 0402 670 441

[raywhitesouthbank.com.au](http://raywhitesouthbank.com.au)



**RayWhite**



36/38 Kavanagh Street, **Southbank**

3 1 2

- Large terrace on title (approx. 48m<sup>2</sup>)
- Floorboards through living and dining area
- Newly renovated kitchen
- Two car parks on title
- Available with vacant possession

**Auction**  
Contact agent for details

**Michael Pastrikos**  
0404 282 864

**Georgia Ackroyd**  
0437 810 755



[raywhitesouthbank.com.au](http://raywhitesouthbank.com.au)