



Suggestion 25

Dr Mark Mulcair

40 pages

SUGGESTIONS FOR VICTORIA FEDERAL REDISTRIBUTION 2017

Please accept my Suggestions for the 2017 Victorian Federal Redistribution.

I am an independent person with a strong interest in the redistribution process, with no affiliation to any political party or organisation. I have spent the majority of my life in Victoria, and am very familiar with the electoral geography of my home state.

At recent state and federal redistributions, a small group of independent contributors has emerged (Jeff Waddell, Darren McSweeney, Martin Gordon, Paul Blackman, Mark Yore, and myself) who are not associated with any political party but have a strong interest in the redistribution process. While we often don't have the same ideas or approaches, we share the common ideal of drawing boundaries purely on merit and not to further any partisan agenda.

I hope my suggestion can be of benefit to the Committee.

Dr Mark D Mulcair

Enrolment Projections:

The enrolment figures continue to show clear patterns of growth and decline. In Melbourne, the boom in population growth in the outer northern and western suburbs has continued, pushing almost every Division north of the Yarra over quota. The Divisions of Lalor, Gorton and McEwen alone have almost a full quota of excess between them at the projection time. In contrast, the eastern suburbs have experienced generally weak growth apart from the Pakenham/Cranbourne growth belt (McMillan, Holt, Flinders).

In rural areas, the usual pattern also emerges; robust growth around the provincial cities, urban fringe, and coastal areas (Ballarat, Bendigo, Corio, Corangamite), and virtually no growth at all in the more remote seats (Wannon, Mallee, Murray, Indi). The Division of Mallee is actually projected to undergo decline in population in absolute terms.

General Strategy:

The wide disparity in enrolment, and the need to create a new seat, means that major change is inevitable at this redistribution. There are four main issues to deal with:

1) Creation of the new seat

It is clear from the enrolment figures that the new seat should be located somewhere in Melbourne's western or northern suburbs. I am proposing the new seat be created based on the growth areas of Melton and Rockbank, extending eastward through Sydenham and Delahey into Taylors Lakes and Keilor. This arrangement would balance the strong growth around Melton with more established, stable suburbs around Sydenham and Keilor, hopefully leading to longer-term enrolment stability.

2) Balancing the enrolment between northern and southern Melbourne

Even with the creation of the new seat, the Divisions north of the Yarra still have a significant excess (around $\frac{1}{4}$ of a quota) over the seats to the south. It will be very difficult to draw sensible boundaries without some transfer of electors across the Yarra River. This is a big issue, because for the most part, the Yarra is a very strong boundary, and there are only a handful of crossings outside the CBD and inner suburbs.

One option would be to push Casey into the Diamond Creek and/or Eltham area. On paper, these look geographically close, and share some of the semi-rural feel of the northern part of Casey. However, there is no direct connection across the river at this point. To travel from one side of Casey to another would require going through the Division of Menzies, or making a roundabout route along Eltham-Yarra Glen Road further north.

I am recommending that the Ivanhoe area be transferred to the Division of Menzies. While this is certainly not a perfect arrangement (Ivanhoe fits better with Heidelberg than with Bulleen and Templestowe), I think it is the 'least worst' approach. I will go into more detail about this proposed change later.

3) Arranging the pattern of seats in the eastern suburbs.

The eastern suburbs show a marked disparity in enrolment. Divisions in the south-eastern growth belt are over quota, whereas most of the other Divisions are well under quota with sluggish growth. What is needed here is a way to (a) transfer the excess from the south-east into the low-growth Divisions further north, and (b) try to ensure a longer-term pattern of boundaries in this area.

Attempting to stretch a seat such as Bruce or Chisholm further southwards is not a practical option. Both of these seats, especially Chisholm, are already elongated north-south aligned seats, in a part of Melbourne where most major communication links run east-west.

My suggestion is to adopt a more east-west alignment for Bruce, Chisholm, and Deakin. By centring the seat of Bruce on Dandenong and surrounding areas, Bruce can then easily take in the excess from Divisions such as Holt and Isaacs. At its northern end, Bruce can then shed Glen Waverley to Chisholm, which in turn provides an excess to top up the under-quota Deakin, Kooyong, and Hotham.

4) Balancing the enrolment in regional Victoria

There is no need to make radical changes to rural Divisions. The surplus in the provincial seats combined with the addition of the Seymour region provides enough electors to top up all of this area. The Seymour region is the most clearly 'rural' part of McEwen, and would fit well in a regional seat such as Murray.

Boundaries:

I have tried to use strong and clear boundaries wherever possible. In rural areas, I have been guided by LGA and SA2 boundaries, or major natural features such as rivers and mountains. In urban areas, I have tried to follow major roads, freeways, suburb boundaries, or natural features wherever possible.

Suburb and LGA boundaries can make good electoral boundaries when they follow major natural or man-made features. However, I have tried as much as possible to avoid using suburb boundaries that run along minor back streets or split established areas.

Because major changes are inevitable at this redistribution, I suggest the Committee take this opportunity to tidy up some of the anomalies in the current boundaries, and improve community of interest in 'bits and pieces' Divisions. In my proposals, I have always been willing to go a little further than is strictly necessary for quota, in order to achieve a more coherent Division with stronger boundaries.

Quota:

All of my proposed Divisions would fall within the required 10% tolerance at the present time. As some of my proposed boundaries do not match exactly with SA1s, there are a few Districts for which I have had to estimate the population. However, any small discrepancies would still leave all the Divisions well within tolerance.

I have made maximum possible use of the tolerance when drawing my Divisions, in order to achieve strong boundaries and improve community of interest. I have generally tried to set the rapidly-growing Divisions towards the lower end of tolerance and to spread the growth areas around, so that no single Division will have its enrolment blowing out well over quota in the future.

Naming:

I recommend that 36 of the 37 existing Divisions should retain their existing names. There are some major changes to some seats, but I think all of them would retain enough of their existing character.

I suggest a revival of the name 'Burke', after Robert O'Hara Burke, for the new Division. Based on the outer western suburbs, the new seat would contain many parts of the previous Division of Burke, and the name would be familiar for many longer-term residents in this area. The Committee attempted to resurrect the name 'Burke' at the previous redistribution, and there is an obvious synergy with having a 'Burke' to complement the Division of Wills.

With the death of former Prime Minister Malcolm Fraser, I recommend that a seat be renamed in his honour. I personally would recommend that the Division of Wannon be renamed 'Fraser', as it is the seat that Malcolm Fraser represented for three decades. While Wannon is a federation seat, it is named for a geographical feature that is significant in only part of the Division.

Political Implications:

There is no requirement for "political fairness", and I haven't made any detailed analysis of the partisan impact of my proposals, but I don't think they favour either side to any significant extent.

The new seat of Burke would obviously be a safe Labor seat, and the ALP would get a clear boost in Bruce, as well as Corangamite and possibly Deakin. The Liberal position would be significantly improved in Chisholm, along with Isaacs, McEwen and maybe Dunkley. The major changes in Melbourne's western suburbs all involve very safe seats, where the new boundaries are simply swapping one solidly Labor area for another.

The Greens' position in Melbourne, Melbourne Ports and probably Wills would be improved under my boundaries, at the expense of their chances in Batman and Higgins. The Independent-held seat of Indi would remain unchanged.

REGIONAL VICTORIA

I have commenced the redistribution at Little River, which essentially forms the border between metropolitan Melbourne and Geelong. Previous redistribution Committees at state and federal level have clearly established the river as a strong boundary that they are reluctant to cross. I personally don't regard Little River as some sort of permanent, un-crossable boundary, but it is clear that many others do, and I accept that this is a settled question. Attempts at earlier redistributions to breach the boundary of Little River have been strongly objected to by locals, and quickly overturned.

My proposals work generally anti-clockwise, with the excess in Geelong, Ballarat and Bendigo flowing through to the seats further north and west. The Division of Murray rotates southwards in order to gain Seymour and surrounding areas, which provide enough electors to bring this entire region back within quota.

CORIO

Corio is at the top end of tolerance, and could in theory be left unchanged. However, it has reasonable growth compared to some of the other rural seats, and I think it makes sense for it to donate some of its surplus to relieve the deficit elsewhere.

I suggest transferring the towns of Portarlington, Indented Head, and St Leonards to Corangamite; essentially, returning the boundary to where it was before the last redistribution. The majority of the Bellarine Peninsula, with the exception of Drysdale, would then be united in Corangamite.

Ideally, Drysdale would be transferred as well, but unfortunately quota does not permit this. Continued growth in Geelong will probably allow the entire Peninsula to be united in Corangamite at the next redistribution, especially if Victoria gains yet another seat.

CORIO			
EXISTING		111,252	113,798
- Portarlington SA2 (all)	To Corangamite	6,380	6,579
-Queenscliff SA2 (balance)	To Corangamite	134	140
PROPOSED		104,738	107,079

CORANGAMITE

Corangamite's existing excess plus the gains from Corio allow it to donate a significant number of electors to low-growth Wannon, and the obvious transfer is all of Colac-Otway Shire. With Corangamite gradually changing into a more urban coastal seat, the Colac area seems to be a much better fit in Wannon, which is still overwhelmingly rural. There is a strong community of interest between Colac and the other Western Districts communities already in Wannon.

This loss brings Corangamite back within tolerance, but in the context of my proposed changes for Ballarat, I recommend that the northern part of Golden Plains Shire (Smythesdale and surrounds) also be placed in Wannon. This is discussed further below.

In total, around 18,000 electors are transferred. Corangamite becomes essentially a Geelong, Bellarine, and Surf Coast based Division, with only a small remaining part of rural hinterland.

CORANGAMITE			
EXISTING		114,985	119,828
+ Portarlinton SA2 (all)	To Corangamite	6,380	6,579
+ Queenscliff SA2 (balance)	To Corangamite	134	140
- Colac SA2 (all)	To 'Fraser'	8,959	9,082
- Colac Region SA2 (all)	To 'Fraser'	4,120	4,135
- Otway SA2 (all)	To 'Fraser'	2,788	2,826
- Golden Plains North SA2 (all)	To 'Fraser'	1,937	2,009
PROPOSED		103,695	108,495

“FRASER” (WANNON)

With the gains from Corangamite and Ballarat, Wannon can use its new excess to compensate the Division of Mallee.

I suggest transferring all of Central Goldfields Shire, as well as the northern part of Pyrenees Shire (Avoca and surrounds). These areas form a northern ‘tail’ on Wannon that is somewhat disconnected from the remainder of the Division, and at the last redistribution there was some objection to the placement of Central Goldfields in Wannon. I believe these areas are a better fit in Mallee, as the Sunraysia and Wimmera Highways provide good links to the north and west.

Wannon becomes more of a coastal Division with these changes, focussing more clearly on the Western Districts.

As I mentioned in the Introduction, with the death of former Prime Minister Malcolm Fraser, I suggest that this Division be renamed in his honour. Malcolm Fraser represented Wannon for three decades, making this an opportunity to actually name a seat for a prominent person who represented it. I think ‘Fraser’ is a very suitable name for this Division, and I recommend it to the Committee.

FRASER			
EXISTING		99,867	100,062
+ Colac SA2 (all)	From Corangamite	8,959	9,082
+ Colac Region SA2 (all)	From Corangamite	4,120	4,135
+ Otway SA2 (all)	From Corangamite	2,788	2,826
+ Golden Plains North SA2 (part)	From Corangamite	1,937	2,009
+ Golden Plains North SA2 (part)	From Ballarat	4,150	4,190
- Maryborough SA2 (all)	To Mallee	6,135	6,118
- Maryborough Region SA2 (all)	To Mallee	4,038	4,045
- Avoca SA2 (all)	To Mallee	2,615	2,605
PROPOSED		109,033	109,536

BALLARAT

Like other regional cities, Ballarat has relatively strong growth, and this Division needs to lose a few thousand electors. In an ideal world, the best option would be to transfer Bacchus Marsh, which is increasingly being drawn into the Melbourne area, and would probably fit better in an urban seat. The problem is that Bacchus Marsh contains too many electors, so Ballarat would fall below quota, and there are no obvious other places for Ballarat to make up the difference.

Instead, I recommend that Ballarat lose its remaining share of Golden Plains Shire, including Smythes Creek and the Enfield area. This provides the right number of electors, and reduces the number of Divisions into which Golden Plains is split.

One possible drawback of this arrangement is that the Ballarat/Wannon boundary would be drawn very close to Ballarat, with some of the city's outlying areas being placed in a rural Western Districts seat. However, the existing boundary already runs fairly close to Ballarat, and the Glenelg Highway would provide a strong east-west link to the remainder of Wannon.

BALLARAT			
EXISTING		114,365	117,272
- Golden Plains North SA2 (part)	To 'Fraser'	4,150	4,190
PROPOSED		110,215	113,082

MALLEE

The gains from Wannon bring Mallee back within tolerance, and I suggest no further changes. Unfortunately, there is not much that can be done at this stage about Mallee's negative growth; there is no obvious area that could be added to the Division to provide a strong growth base, so the population decline will likely continue for the immediate future.

MALLEE			
EXISTING		99,931	99,874
+ Maryborough SA2 (all)	From Wannon	6,135	6,118
+ Maryborough Region SA2 (all)	From Wannon	4,038	4,045
+ Avoca SA2 (all)	From Wannon	2,615	2,605
PROPOSED		112,719	112,642

MURRAY

Murray is at the very bottom of tolerance and has slow projected growth, so needs to gain electors. Expanding eastwards into Indi is not really a practical option, since Indi itself is at the low end of tolerance and has very limited options to expand elsewhere.

One option would be to push southwards towards Bendigo, taking in areas like Elmore and Heathcote. However, this would split the City of Greater Bendigo, and it seems more logical to me to leave this area united in the Division of Bendigo.

I suggest instead that Murray push southwards to take in the northern parts of McEwen, including Seymour and all surrounding areas (Puckapunyal, Tallarook, Pyalong and Tooborac). The Seymour area has good links to the other parts of Murray via the Goulburn Valley Highway and Shepparton railway, and there are also good east-west links between Seymour and Tooborac.

This gain takes Murray over quota, so I recommend that the southern part of Loddon Shire, including Bridgewater, Inglewood and Wedderburn, be transferred to the Division of Bendigo. These communities lie along the Calder Highway, and have stronger links back towards Bendigo than northwards to the rest of Murray.

With the expansion away from the Murray, perhaps the Committee might want to explore an alternative name for this Division. If Committee wanted to retain 'Wannon' as a federation name, then perhaps Murray could be the seat that is renamed 'Fraser'.

MURRAY			
EXISTING		105,643	106,688
+ Seymour SA2 (all)	From McEwen	5,233	5,252
+ Seymour Region SA2 (all)	From McEwen	2,454	2,488
- Loddon (former Loddon South SLA)	To Bendigo	2,606	2,627
PROPOSED		110,724	111,801

INDI

Indi is below quota but within tolerance. Given the geographical constraints of the state border and significant mountain ranges, there is no obvious place for Indi to gain any more electors, and I suggest the best approach is to leave it unchanged.

INDI			
EXISTING		105,823	107,510

BENDIGO

Over-quota Bendigo can very logically contract northwards, returning Macedon and Woodend to the Division of McEwen. These two towns have previously been in McEwen, and fit increasingly well with an urban fringe Division instead of a Bendigo-based one. The Calder Freeway and the railway would provide strong links to Gisborne and Sunbury further south. Unfortunately, it is not possible to unite all of the Macedon Ranges in McEwen (or Bendigo) for quota reasons.

With this loss and the gain of the Inglewood/Wedderburn area, this Division becomes more clearly focussed on Bendigo itself and the communities surrounding it. As mentioned above, I would not recommend splitting the City of Greater Bendigo as a way of topping up Murray or Mallee.

BENDIGO			
EXISTING		112,053	114,847
+ Loddon (former Loddon South SLA)	From Murray	2,606	2,627
- Macedon SA2 (all)	To McEwen	2,544	2,601
- Woodend SA2 (all)	To McEwen	5,232	5,351
- Romsey SA2 (all)	To McEwen	225	228
PROPOSED		106,658	109,294

McEWEN

McEwen is projected to be 40,000 electors over quota, and has the strongest growth rate in the state. It's clear that major adjustments are required, not only to bring the Division within quota, but to ensure a longer-term elector stability.

The big issue with McEwen is that virtually all of Melbourne's northern growth belt is bottled up in this one seat: Sunbury, Craigieburn, Wallan, South Morang/Mernda, and Doreen. My aim at this redistribution has been to split these areas between several different seats, to spread the growth around.

Another factor is that McEwen has always been a 'bits and pieces' Division, taking in a disparate collection of urban and rural areas that would probably fit better in other seats. At this redistribution, I have tried to make McEwen more coherent by removing the most solidly urban parts, and clearly establishing the Division as a more rural/semi-rural seat.

I am proposing the following:

- All of Craigieburn, Donnybrook, and Bulla should be placed in the Division of Calwell.

At the last redistribution, many locals objected to the splitting of Craigieburn between two Divisions. My proposals would unite all of Craigieburn and join it with Broadmeadows and Roxburgh Park in Calwell. Bulla is added to round out the boundary, and there are good links back along Sunbury Road to Tullamarine and Gladstone Park.

- All of South Morang and Mernda, plus the small remaining part of Epping, should be placed in the Division of Scullin.

As with Craigieburn, this area is currently split, and it makes a lot of sense to bring it together in a single Division. The new rail extension to Mernda will clearly focus this area's community of interest southwards into Scullin, not north or east into McEwen.

- In the context of my proposed changes to Scullin and Jagajaga, I suggest that Hurstbridge be transferred to McEwen. I will discuss this in greater detail later.

The combination of all these transfers, plus the exchanges with Bendigo and Murray, bring McEwen back within tolerance. It becomes a more coherent Division, taking in the satellite communities and semi-rural areas on the northern fringe of Melbourne.

McEWEN			
EXISTING		140,152	151,444
+ Macedon SA2 (all)	From Bendigo	2,544	2,601
+ Woodend SA2 (all)	From Bendigo	5,232	5,351
+ Romsey SA2 (all)	From Bendigo	225	228
+ Hurstbridge SA2 (all)	From Scullin	2,617	2,672
- Seymour SA2 (all)	To Murray	5,233	5,252
- Seymour Region SA2 (all)	To Murray	2,454	2,488
- Craigieburn Mickleham SA2 (balance)	To Calwell	21,066	24,083
- Greenvale/Bulla SA2 (balance)	To Calwell	618	696
- Epping SA2 (balance)	To Scullin	160	202
-South Morang SA2 (part west of Plenty River)	To Scullin	19,413	21,891
PROPOSED		101,826	107,684

NORTHERN SUBURBS

The existing excess in the inner north, combined with the gains from McEwen, leaves this part of Melbourne over quota. However, it can logically donate electors in both the east and west. Ivanhoe is transferred from Jagajaga to Menzies, and all of Moonee Valley council is removed from Melbourne and Wills.

The re-arrangement of Jagajaga and Scullin provides a better outcome for community of interest, and also balance the changes made to McEwen further north.

I have made greater use of the Moonee Ponds and Merri Creeks in this area; they are strong boundaries that often serve as clear dividing lines for community of interest.

MELBOURNE

The inner city apartment boom has pushed Melbourne well over quota, but fortunately there is a very logical place for it to lose electors; shedding its share of Moonee Valley council to Maribyrnong. The suburbs of Ascot Vale, Travancore and Flemington are less inner-city in character than most of the rest of Melbourne, and have good transport links towards the north. My proposed boundary along Racecourse Road and Smithfield Road would align with the current state boundary.

In exchange, I recommend the boundary with Batman be moved back to Merri Creek. This returns Clifton Hill back to Melbourne, and makes use of a more obvious boundary than the existing 'dog leg' through North Fitzroy.

MELBOURNE			
EXISTING		117,542	124,147
+ Yarra North SA2 (part west of Merri Creek)	From Batman	4,864	4,989
- Ascot Vale SA2 (all)	To Maribyrnong	10,562	10,917
- Flemington SA2 (all)	To Maribyrnong	6,138	6,293
- Flemington Racecourse SA2 (all)	To Maribyrnong	40	41
PROPOSED		105,666	111,885

WILLS

Wills is significantly over quota, but as with Melbourne, it has logical places where it can lose electors:

- 1) All of its share of Moonee Valley (Strathmore North and Strathmore Heights) into Maribyrnong. Combined with the transfers from Melbourne, this unites all of Moonee Valley in Maribyrnong.
- 2) The suburb of Gowanbrae, also transferred into Maribyrnong. While part of Moreland council, Gowanbrae is completely cut off from the rest of Moreland by parklands and Moonee Ponds Creek. The only outlet from Gowanbrae is westwards into Airport West, which is currently in Maribyrnong.
- 3) The area east of Merri Creek, transferred into Batman. This is another area that is part of Moreland Council but fits better in a different Division. The creek, which expands into Coburg Lake, seems a stronger and clearer boundary than Elizabeth Street.

These changes leave Wills towards the top of tolerance, but given the remaining boundaries are all very strong, I recommend no further changes.

WILLS			
EXISTING		118,314	122,243
- Strathmore SA2 (balance)	To Maribyrnong	3,028	3,162
- Essendon Airport	To Maribyrnong	1	1
- Glenroy Hadfield SA2 (Gowanbrae)	To Maribyrnong	2,116	2,159
- Coburg North SA2 (part east of Merri Creek)	To Batman	2,875	3,053
PROPOSED		110,295	113,869

CALWELL

Calwell shifts northwards to gain Craigieburn, and this allows it to shed everything south of the Maribyrnong River. I suggest this area should be transferred to my proposed new Division of Burke.

Keilor and Taylors Lakes have no real connection to the rest of the seat, and are a much better fit in a western-suburbs based Division. The loss of this area allows Calwell to consolidate as a Hume-based Division, clearly focussed on the Craigieburn-Broadmeadows area.

CALWELL			
EXISTING		111,686	115,471
+ Craigieburn Mickleham SA2 (balance)	From McEwen	21,066	24,083
+ Greenvale-Bulla SA2 (balance)	From McEwen	618	696
- Taylors Lakes SA2 (all)	To Burke	13,477	13,550
- Sydenham SA2 (balance)	To Burke	6,499	6,664
- Keilor Downs SA2 (all)	To Burke	7,552	7,465
- Keilor SA2 (part south of Maribyrnong River)	To Burke	4,570	4,626
PROPOSED		101,272	107,945

BATMAN

The exchanges with Melbourne and Wills bring Batman back within tolerance, and I suggest no further changes.

BATMAN			
EXISTING		111,540	114,669
+ Coburg North SA2 (part east of Merri Creek)	From Wills	2,875	3,053
Yarra North SA2 (part west of Merri Creek)	To Melbourne	4,864	4,989
PROPOSED		109,551	112,733

JAGAJAGA

The change with I mentioned in my Introduction that I believe Ivanhoe is the most logical place to transfer electors across the Yarra. Breaching the strong boundary of the river is far from ideal, but the Bell Street/Banksia Street traffic corridor would also be a clear southern boundary.

If this change is made, it allows Jagajaga to push northwards to take in Scullin's new excess. I suggest that the starting point should be the remainder of Banyule council, including the balance of Watsonia plus part of Bundoora. These areas are the only parts of Scullin that lie south of the Ring Road, so it makes sense to incorporate them into Jagajaga, allowing full use of the Ring Road as the boundary.

At the last redistribution, there was some objection to bringing the area east of Plenty River into Scullin. The Diamond Creek area is largely cut off from the rest of Scullin by Plenty Gorge, there is limited connection across the river at this point, and there are much stronger links back towards Greensborough and other areas already within Jagajaga. It is also more semi-rural than the remainder of Scullin, and more in character with Eltham and other areas at the eastern end of Jagajaga.

With the exception of Hurstbridge (transferred to McEwen), I recommend that all of Scullin that lies east of Plenty River be added to Jagajaga. This includes all of Diamond Creek, Wattle Glen, the rural areas around Plenty, and the balance of Greensborough. The railway line and Diamond Creek Road would be strong links between this area and the remaining parts of Jagajaga.

JAGAJAGA			
EXISTING		104,207	105,581
+ Wattle Glen/Diamond Creek SA2 (all)	From Scullin	10,221	10,385
+ Plenty Yarrambat SA2 (all)	From Scullin	6992	7128
+ Bundoora East SA2 (balance)	From Scullin	4,385	4,467
+ Watsonia SA2 (balance)	From Scullin	2,907	2,935
- Ivanhoe SA2 (all)	To Menzies	8,680	8,794
- Ivanhoe East - Eaglemont SA2 (all)	To Menzies	6,066	6,104
- Heidelberg West SA2 (part south of Bell Street)	To Menzies	1,757	1,797
PROPOSED		112,209	113,801

SCULLIN

The exchanges with McEwen and Jagajaga leave Scullin within tolerance, and I suggest no further changes.

Scullin is now a more coherent Division, focussed clearly on the urban parts of Whittlesea council, with strong boundaries on all sides.

SCULLIN			
EXISTING		113,623	118,128
+ Epping SA2 (balance)	From McEwen	160	202
+ South Morang SA2 (part west of Plenty River)	From McEwen	19,413	21,891
- Hurstbridge SA2 (all)	To McEwen	2,617	2,672
- Wattle Glen/Diamond Creek SA2 (all)	To Jagajaga	10,221	10,385
- Plenty Yarrambat SA2 (all)	To Jagajaga	6992	7128
- Bundoora East SA2 (balance)	To Jagajaga	4,385	4,467
- Watsonia SA2 (balance)	To Jagajaga	2,907	2,935
PROPOSED		106,074	112,634

WESTERN SUBURBS

The existing excess plus the transfers from Calwell and Maribyrnong provide enough electors for an additional seat in the western suburbs, so I am proposing that the new seat should be located here.

I recommend that the new seat be created based on Melton, extending eastwards towards Sydenham and Keilor. This in turn allows Gorton and Gellibrand to rotate in a clockwise direction, taking in the large excess from Lalor. Flow on effects from these changes allow Calwell and (mostly) Maribyrnong to be established clearly on the eastern bank of the Maribyrnong River, instead of straddling it as they do currently.

LALOR

As with McEwen, the main issue with Lalor is that all of the growth in this part of Melbourne is contained within this seat, blowing the enrolment out way above quota. Again, I have tried to draw boundaries that will help ensure a longer-term stability by spreading the growth around.

I suggest that Lalor contract its eastern boundary back to follow Skeleton Creek, Hacketts Road, Dunnings Road, and the Seabrook suburb boundary. This transfers all of Laverton, Altona Meadows, Truganina, Williams Landing, Seabrook, and a small part of Point Cook into the Division of Gellibrand.

These are all fairly clear boundaries. Splitting Point Cook is not ideal, but Dunnings Road is a fairly clear divide that also forms part of the Seabrook suburb boundary. The growth areas of Truganina and Williams Landing have been removed, which should hopefully help moderate Lalor's enrolment going forward.

LALOR			
EXISTING		131,058	141,199
- Truganina SA2 (all)	To Gellibrand	10,013	12,190
- Laverton SA2 (balance)	To Gellibrand	4,361	4,996
- Altona Meadows SA2 (balance)	To Gellibrand	3,242	3,294
- Seabrook SA2 (all)	To Gellibrand	3,274	3,346
- Point Cook SA2 (part north of Dunnings Road)	To Gellibrand	3,990	4,241
PROPOSED		106,178	113,132

“BURKE”

I propose the creation of a new seat covering the Melton growth area, extending eastwards into Melbourne’s western suburbs. This arrangement would balance the growth areas of Melton and Rockbank with more established areas around Sydenham and Keilor, to help prevent the enrolment from blowing out too much in the future. My proposed new seat would take in:

- All of the Melton area, from Gorton.
- Almost all of Rockbank (west of Hopkins Road), from Gorton.
- Diggers Rest and surrounds, from Gorton.
- Taylors Hill and Delahey, from Gorton.
- Sydenham, from both Gorton and Calwell.
- Taylors Lakes, Keilor and Keilor Downs, from Calwell.

I propose resurrecting the name ‘Burke’ for this new Division. The former Division of Burke was located approximately in this area, and many local residents would still be familiar with and feel a connection to the name.

BURKE			
+ Melton SA2 (all)	From Gorton	12,670	12,997
+ Melton West SA2 (all)	From Gorton	11,059	11,815
+ Melton South SA2 (all)	From Gorton	14,901	16,466
+ Sunbury South SA2 (part south of Calder Freeway)	From Gorton	1,798	1,949
+ Hillside SA2 (all)	From Gorton	13,417	15,014
+ Taylors Hill SA2 (all)	From Gorton	11,104	11,885
+ Delahey SA2 (all)	From Gorton	5,894	5,940
+ Rockbank Mount Cottrell SA2 (part west of Hopkins Road)	From Gorton	1,475	1,523
+ Sydenham SA2 (part)	From Gorton	745	751
+ Taylors Lakes SA2 (all)	From Calwell	13,477	13,550
+ Sydenham SA2 (balance)	From Calwell	6,499	6,664
+ Keilor Downs SA2 (all)	From Calwell	7,552	7,465
+ Keilor SA2 (part south of Maribyrnong River)	From Calwell	4,570	4,626
PROPOSED		105,161	110,645

GORTON

The creation of Burke sees Gorton lose over half of its current electors. This large deficit now allows Gorton to soak up the excess from the remaining over-quota Divisions in the western suburbs.

I recommend that Gorton take in:

- All of St Albans, Sunshine North, and Kealba from Maribyrnong.

These areas are located west of the Maribyrnong River, and have limited connection to the rest of Maribyrnong in the east.

- All of Ardeer, Albion, Sunshine West, and Sunshine, from Gellibrand.

Combined with the gains from Maribyrnong, this unites all of the Greater Sunshine area in a single Division. Sunshine is a major suburban centre and focal point in this part of Melbourne, and it is logical to unite all of this region in one seat.

- All of the suburb of Braybrook, from Maribyrnong.

This is a narrow southern protrusion from the existing Maribyrnong, and fits better in either Gorton or Gellibrand.

These changes clearly focus Gorton as a Brimbank-based Division, based on Sunshine, St Albans, and Deer Park. A number of major roads and railways would provide very strong communication links throughout the entire seat. The boundaries along Taylors Road, Ashley Street, and the Maribyrnong River would be very clear and strong.

GORTON			
EXISTING		121,382	128,705
+ St Albans North SA2 (all)	From Maribyrnong	12,142	12,505
+ St Albans South SA2 (all)	From Maribyrnong	10,339	10,630
+ Sunshine North SA2 (all)	From Maribyrnong	7,483	7,706
+ Kealba SA2 (all)	From Maribyrnong	2,322	2,299
+ Braybrook SA2 (part west of Ashley Street)	From Maribyrnong	5,255	5,473
+ Ardeer-Albion SA2 (all)	From Gellibrand	4,448	4,611
+ Sunshine SA2 (all)	From Gellibrand	12,069	12,469
+ Sunshine West SA2 (all)	From Gellibrand	5,292	5,439
- Melton SA2 (all)	To Burke	12,670	12,997
- Melton West SA2 (all)	To Burke	11,059	11,815
- Melton South SA2 (all)	To Burke	14,901	16,466
- Sunbury South SA2 (part south of Calder Freeway)	To Burke	1,798	1,949
- Hillside SA2 (all)	To Burke	13,417	15,014
- Taylors Hill SA2 (all)	To Burke	11,104	11,885
- Delahey SA2 (all)	To Burke	5,894	5,940
- Rockbank Mount Cottrell SA2 (part west of Hopkins Road)	To Burke	1,475	1,523
- Sydenham SA2 (part)	To Burke	745	751
PROPOSED		107,669	111,497

MARIBYRNONG

Maribyrnong is currently a Division in two distinct parts, being split in two by the Maribyrnong River at a point where there is almost no communication across it. My proposed changes would leave it mostly east of the river, more clearly focussed on Moonee Valley council, with a small area around Maribyrnong itself that is well connected across the river.

The exchanges with Melbourne, Wills, and Gorton leave Maribyrnong slightly under tolerance, so I suggest a small gain from Gellibrand. I recommend the area bounded by Ashley Street, Sunshine Road, Gordon Street, and Ballarat Road be transferred. This adds part of West Footscray and Footscray plus the balance of Maidstone to Maribyrnong. Ideally, this area is probably a better fit in Gellibrand, but there are good links north and east into areas already in Maribyrnong. Continued growth in the inner city and western suburbs will probably see Maribyrnong able to move completely east of the river at future redistributions.

MARIBYRNONG			
EXISTING		113,038	116,597
+ Ascot Vale SA2 (all)	From Melbourne	10,562	10,917
+ Flemington SA2 (all)	From Melbourne	6,138	6,293
+ Flemington Racecourse SA2 (all)	From Melbourne	40	41
+ Strathmore SA2 (balance)	From Wills	3,028	3,162
+ Essendon Airport	From Wills	1	1
+ Glenroy Hadfield SA2 (Gowanbrae)	From Wills	2,116	2,159
+ West Footscray (nth Sunshine Road)	From Gellibrand	4,997	5,155
+ Footscray SA2 (west of Gordon St, Nth of Ballarat Rd)	From Gellibrand	3,034	3,214
+ Braybrook SA2 (east of Ashley Street)	From Gellibrand	2,570	2,644
+ St Albans North SA2 (all)	To Gorton	12,142	12,505
+ St Albans South SA2 (all)	To Gorton	10,339	10,630
+ Sunshine North SA2 (all)	To Gorton	7,483	7,706
+ Kealba SA2 (all)	To Gorton	2,322	2,299
+ Braybrook SA2 (part west of Ashley Street)	To Gorton	5,255	5,473
PROPOSED		107,982	111,569

GELLIBRAND

Like Maribyrnong, the Division of Gellibrand is a seat of two clear halves; the coastal and riverside suburbs along Hobsons Bay, and a collection of territory around Sunshine. The seat is also effectively split in half by unpopulated industrial and commercial areas.

My changes to Gellibrand bring it back within tolerance, and allow it to consolidate as a more coastal Division. Altona Meadows, Laverton, Seabrook and Truganina all fit well within this redrawn seat.

GELLIBRAND			
EXISTING		111,245	114,860
+ Truganina SA2 (all)	From Lalor	10,013	12,190
+ Laverton SA2 (balance)	From Lalor	4,361	4,996
+ Altona Meadows SA2 (balance)	From Lalor	3,242	3,294
+ Seabrook SA2 (all)	From Lalor	3,274	3,346
+ Point Cook SA2 (part north of Dunnings Road)	From Lalor	3,990	4,241
- West Footscray (nth Sunshine Road)	To Maribyrnong	4,997	5,155
- Footscray SA2 (west of Gordon St, Nth of Ballarat Rd)	To Maribyrnong	3,034	3,214
- Braybrook SA2 (east of Ashley Street)	To Maribyrnong	2,570	2,644
- Ardeer-Albion SA2 (all)	To Gorton	4,448	4,611
- Sunshine SA2 (all)	To Gorton	12,069	12,469
- Sunshine West SA2 (all)	To Gorton	5,292	5,439
PROPOSED		103,715	109,395

GIPPSLAND AND OUTER SOUTH EASTERN SUBURBS

Unlike the rest of the eastern suburbs, the outer south-east is characterised by strong growth due to Pakenham and Cranbourne. Many Divisions here are well over quota and growing strongly.

Seats in this area all contract in a generally south-easterly direction, which then allows Bruce to push decisively southwards and centre on the Dandenong CBD. This is a significant improvement in community of interest; Dandenong is a major suburban centre, but is currently split between Bruce and Isaacs, with other areas nearby included in Holt. Under my changes, all of the areas in Bruce, Holt, and Isaacs that relate most strongly to Dandenong are united in a single seat.

These changes provide around half a Division's worth of electors around Glen Waverley to donate to the low-growth Divisions further north.

GIPPSLAND

Gippsland is at the very bottom of tolerance, but the options for it to expand are limited by geography. I suggest a small adjustment to bring Yallourn North and the remainder of Toongabbie into the Division. Lake Narracan forms a fairly clear divide between Yallourn North and Moe, and would be particularly suitable in this area as a boundary.

GIPPSLAND			
EXISTING		105,907	106,760
Yallourn Nth-Glengarry SA2 (balance)	From McMillan	951	973
PROPOSED		106,858	107,733

McMILLAN

The Pakenham area is driving strong growth in McMillan, leaving the Division around 15,000 electors over quota. Significant deletions are necessary, and practically this can only be in the west to Latrobe and/or Flinders.

I suggest the starting point should be to shed the remainder of Bass Coast Shire to Flinders. Wonthaggi and Inverloch both fit well with Philip Island and the remainder of Bass Coast, with the Bass Highway providing a very strong north-south link through the area. Around 12,000 electors are transferred.

I also recommend that part of Pakenham bordered by Princes Highway and Pakenham Road, plus the remaining parts of Pakenham Upper and Gembrook, be transferred to Latrobe. This helps split the Pakenham growth area between two Divisions, and unites Pakenham Upper with the nearby mountains communities currently in Latrobe.

McMILLAN			
EXISTING		120,880	125,461
- Yallourn Nth-Glengarry SA2 (balance)	To Gippsland	951	973
- Wonthaggi Inverloch SA2 (balance)	To Flinders	11,651	11,984
- Pakenham North SA2 (nth Princes Hwy, west Pakenham Rd)	To Latrobe	2,775	3,274
- Emerald Cockatoo SA2 (balance)	To Latrobe	679	710
PROPOSED		104,824	108,520

FLINDERS

Already over quota, the gains from McMillan leave Flinders needing to shed over 20,000 electors.

On paper, one obvious option would have been to remove Somerville. This area is becoming increasingly suburban, and would probably fit better in an urban Division such as Dunkley. However, transferring this area would virtually cut Flinders in two, leaving no direct connection between the two halves of the Division. While disconnected Divisions do exist (*e.g.* the Tasmanian seat of Franklin), I think there are better options available.

I propose that the entire suburb of Mount Martha be transferred to Dunkley. Mount Martha essentially forms a single continuous urban centre with Mornington, which the current boundary bisects. To round out the boundary and to unite Baxter, I suggest following Graydens Road and Coolart Road. This transfers all of Moorooduc plus the remaining small part of Baxter to Dunkley.

This still leaves Flinders over quota, so I recommend that it shed its share of the Cranbourne area; *i.e.* Botanic Ridge, Junction Village, Devon Meadows, and the balance of Clyde. This area clearly looks to Cranbourne itself and areas further north, rather than south towards Westernport. The majority of this area is transferred to Holt, but to make for a straighter boundary, I suggest the small part east of Fiveways Road should be transferred to Latrobe.

FLINDERS			
EXISTING		119,413	122,834
+ Wonthaggi Inverloch SA2 (balance)	From McMillan	11,651	11,984
- Mount Martha SA2 (all)	To Dunkley	13,669	13,950
- Somerville SA2 (part west of Coolart Road)	To Dunkley	1,797	1,826
- Cranbourne South SA2 (west of Fiveways Road)	To Holt	5,850	6,246
- Cranbourne South SA2 (east of Fiveways Road)	To Latrobe	407	407
PROPOSED		109,341	112,389

DUNKLEY

Dunkley's gains take it over quota, but it can very logically lose territory to Isaacs in the north. A neat way to achieve this is by simply transferring all of Seaford, plus the small remaining parts of Carrum Downs and Skye. This brings the boundary back to Frankston-Dandenong Road and the undeveloped areas south of Skye.

Seaford fits very well with other coastal suburbs further north currently within Isaacs.

DUNKLEY			
EXISTING		107,010	108,773
+ Mount Martha SA2 (all)	From Flinders	13,669	13,950
+ Somerville SA2 (part west of Coolart Road)	From Flinders	1,797	1,826
- Seaford SA2 (all)	To Isaacs	12,190	12,312
- Carrum Downs SA2 (balance)	To Isaacs	89	90
- Skye Sandhurst SA2 (balance)	To Isaacs	1,778	1,847
PROPOSED		108,419	110,300

HOLT

The booming growth around Cranbourne has given Holt one of the highest enrolments in the state. The large excess can play an important role in compensating the low-growth Divisions further north.

I suggest that everything west of Hallam Road and north of the Hallam Main Drain be transferred to Bruce. This includes all of Doveton, Eumemmering, Endeavour Hills, and Lysterfield South plus part of Hallam. These are the parts of Holt that relate most strongly to Dandenong, which will become the focus of my proposed Bruce.

I also suggest that the remaining part of Narre Warren North be transferred to Latrobe. This part of Narre Warren has a more semi-rural feel than the remainder of Holt, and probably fits better with similar areas already in Latrobe.

HOLT			
EXISTING		121,711	131,083
+ Cranbourne South SA2 (west of Fiveways Road)	From Flinders	5,850	6,246
- Endeavour Hills SA2 (all)	To Bruce	17,637	17,573
- Doveton SA2 (all)	To Bruce	6,350	6,524
- Hallam SA2 (part west of Hallam Road)	To Bruce	2,852	2,903
- Narre Warren North SA2 (balance)	To Latrobe	2,873	3,026
PROPOSED		97,849	107,303

ISAACS

Isaacs currently consists mostly of coastal suburbs north of Frankston, but it extends inland to take in parts of Keysborough, Noble Park, and Dandenong. These suburbs have no real connection to the rest of Isaacs, being cut off from the rest of the seat by parklands and industrial areas. Ideally, these areas would fit better in a Dandenong or Springvale based division.

Therefore, I suggest that virtually all of Isaac's share of the City of Greater Dandenong be transferred to the Division of Bruce. This includes the remaining parts of Dandenong and Noble Park, and the majority of Keysborough. I suggest that Greens Road be used as the boundary, with the mostly-unpopulated southern parts of Greater Dandenong remaining in Isaacs.

These losses take Isaacs under quota, but it can very logically make a gain from Hotham by straightening the boundary along the Dingley Bypass, Boundary Road, and Centre Dandenong Road. This transfers Dingley and further parts of Cheltenham into Isaacs. Dingley has previously been in Isaacs, and fits better with the coastal suburbs than with Hotham. Centre Dandenong Road would be a much clearer boundary through Cheltenham than the existing 'dog leg' along minor side streets, and would unite the area around Moorabbin Airport in a single Division.

The end result is a Division that is more clearly focussed on the coastal parts of Kingston and Frankston Councils, with a strong north-south spine along the Nepean Highway and Frankston railway.

ISAACS			
EXISTING		107,708	111,982
+ Seaford SA2 (all)	From Dunkley	12,190	12,312
+ Carrum Downs SA2 (balance)	From Dunkley	89	90
+ Skye Sandhurst SA2 (balance)	From Dunkley	1,778	1,847
+ Dingley SA2 (all)	From Hotham	7,826	7,893
+ Cheltenham-Highett East SA2 (part sth Centre Dandenong Road)	From Hotham	4,710	4,779
+ Mentone SA2 (balance)	From Hotham	1,173	1,187
- Noble Park SA2 (balance)	To Bruce	7,168	7,421
- Keysborough SA2 (part north of Greens Road)	To Bruce	14,378	15,779
- Dandenong SA2 (part north of Greens Road)	To Bruce	3,898	4,186
PROPOSED		110,030	112,704

BRUCE

Bruce is the Division through which the excess in the south is transferred to the under-quota north. The gains from Isaacs and Holt provide around half a Divisions' worth of electors to donate to neighbouring seats.

I recommend contracting the northern boundary down to follow the Monash Freeway and Wellington Road. This transfers all of Wheelers Hill and almost all of Glen Waverley to the Division of Chisholm.

In addition, I suggest the balance of Clayton and Notting Hill be transferred to Hotham. The residential area immediately east of Blackburn Road is cut off from the rest of Bruce by industrial areas and the future Westall Road Extension reservation. This transfers around 1500 electors into Hotham.

These are major changes, but they significantly improve the community of interest throughout this part of Melbourne. All of the area that relates closely to Dandenong is united in a single seat, and the Glen Waverley area is a far better fit with Mount Waverley in Chisholm, than it is with Noble Park and Springvale.

BRUCE			
EXISTING		95,417	97,129
+ Noble Park SA2 (balance)	From Isaacs	7,168	7,421
+ Keysborough SA2 (part north of Greens Road)	From Isaacs	14,378	15,779
+ Dandenong SA2 (part north of Greens Road)	From Isaacs	3,898	4,186
+ Endeavour Hills SA2 (all)	From Holt	17,637	17,573
+ Doveton SA2 (all)	From Holt	6,350	6,524
+ Hallam SA2 (part west of Hallam Road)	From Holt	2,852	2,903
- Wheelers Hill SA2 (all)	To Chisholm	14,268	14,372
- Glen Waverley East SA2 (all)	To Chisholm	13,513	13,601
- Glen Waverley West SA2 (north of Monash Freeway)	To Chisholm	10,982	11,140
- Glen Waverley West SA2 (south of Monash Freeway)	To Hotham	499	501
- Clayton SA2 (balance)	To Hotham	1,389	1,486
PROPOSED		107,049	110,415

EASTERN SUBURBS

Divisions in this part of Melbourne are well under quota, and contain some of the lowest enrolments in the state. However, the gains of Ivanhoe and Glen Waverley/Wheelers Hill allow all of these seats to be brought up to tolerance.

I freely admit that transferring Ivanhoe to Menzies is not an ideal outcome. However, I still think it is the best option available because:

- Banksia Street and Manningham Road at least provide good links eastwards across the river, being significant roads.
- The Bell/Banksia traffic corridor would form a strong new southern boundary for Jagajaga.
- Ivanhoe has previously been in the Division of Menzies, so there is at least some affinity for locals in being returned to this seat.
- Making this change allows the boundaries of surrounding seats such as Jagajaga, Scullin, and Deakin to all fall into place very naturally.
- The alternative approach of placing more of the Diamond Creek/Eltham area into Casey is an even less ideal outcome. There are very limited connections across the Yarra at this point that do not involve going through other Divisions. The almost unpopulated areas around Sugarloaf Reservoir further cut off this area from the remainder of Casey.

The gain of Glen Waverley allows Chisholm (and Deakin) to be redrawn as a more east-west aligned Divisions, which better fits the community of interest in this part of Melbourne. Both of these seats would have strong east-west spines along major roads and railways. The changes to Chisholm also allow the significant centres of Oakleigh and Clayton to be united in a single Division (Hotham).

MENZIES

I have discussed in the introduction why I believe Menzies should push westwards across the Yarra to take in Ivanhoe and surrounding areas. I freely admit that this is far from an ideal solution, but the Bell/Banksia boundary would be strong, and this change would allow most of the other boundaries in this part of Melbourne to fall into place very naturally.

If Menzies gains this area from Jagajaga, it would be slightly over quota. I suggest transferring two small areas to Deakin:

- The balance of Ringwood North. This would unite the suburb and place it in the same Division as Ringwood itself. There are strong links between Ringwood North and the Ringwood CBD.
- The small area of Donvale that lies south of the Eastern Freeway and Hillcrest Reserve. The current boundary follows the LGA boundary, but since the freeway was built, areas to the south have been largely cut off from the rest of Menzies, and tend to look southwards into Mitcham and Nunawading.

Part of the freeway goes into a tunnel, so I suggest Hillcrest Reserve and Mullum Creek as appropriate boundaries 'above the ground' for this area.

MENZIES			
EXISTING		98,857	100,436
+ Ivanhoe SA2 (all)	From Jagajaga	8,680	8,794
+ Ivanhoe East - Eaglemont SA2 (all)	From Jagajaga	6,066	6,104
+ Heidelberg West SA2 (part south of Bell Street)	From Jagajaga	1,757	1,797
- Ringwood North SA2 (balance)	To Deakin	2,692	2,728
+ Donvale SA2 (part south of Eastlink and Hillcrest Reserve)	To Deakin	1,020	1,048
PROPOSED		111,648	113,355

CASEY

Casey is within tolerance, although towards the low end. I suggest a very minor adjustment to bring the Macclesfield area into Casey. This transfers around 700 electors from Latrobe, and brings the boundary back to the LGA boundary in this area.

I would not recommend Casey pushing westwards into Deakin, as this would split central Croydon and breach the strong boundary of Dorset Road.

CASEY			
EXISTING		105,287	107,625
+ Monbulk-Silvan SA2 (balance)	From Latrobe	685	693
PROPOSED		105,972	108,318

ASTON

Although it is well under quota, Aston fortunately has a very neat way to reach quota, by simply gaining the remaining parts of Knox Council from Latrobe. This unites Boronia and Ferntree Gully in Aston, and also adds Upper Ferntree Gully and The Basin. Around 13,500 electors are transferred.

It might be argued that The Basin and/or Upper Ferntree Gully have stronger links towards the mountains than with the heavily suburban parts of Knox. If the Committee wanted to retain these areas within Latrobe, this would still leave Aston well within tolerance. So the option is there for the Committee.

As I said at the last redistribution, I would strongly oppose pushing Aston southwards into Holt. The Churchill and Lysterfield National Parks form a very strong southern boundary for Aston, and there is virtually no connection to areas like Endeavour Hills.

ASTON			
EXISTING		96,121	97,600
+ Boronia-The Basin SA2 (balance)	From Latrobe	6,095	6,156
+ Ferntree Gully SA2 (balance)	From Latrobe	7,189	7,258
PROPOSED		109,405	111,014

LATROBE

The exchanges with Aston, McMillan, Casey and Holt all leave Latrobe within tolerance.

My changes would improve the coherence of this Division, losing its remaining Knox component and focussing more clearly on the Dandenongs and the south-eastern growth belt.

LATROBE			
EXISTING		111,035	116,587
+ Pakenham North SA2 (nth Princes Hwy, west Pakenham Rd)	From McMillan	2,775	3,274
+ Emerald Cockatoo SA2 (balance)	From McMillan	679	710
+ Narre Warren North SA2 (balance)	From Holt	2,873	3,026
+ Cranbourne South SA2 (east of Fiveways Road)	From Flinders	407	407
- Boronia-The Basin SA2 (balance)	To Aston	6,095	6,156
- Ferntree Gully SA2 (balance)	To Aston	7,189	7,258
- Monbulk-Silvan SA2 (balance)	To Casey	685	693
PROPOSED		103,800	109,897

DEAKIN

The gains from Menzies bring Deakin back within tolerance, although towards the low end. In theory, it could be left without further changes, but as I have explained in the introduction, I think it makes enormous sense for Deakin and Chisholm to be re-aligned as east-west Divisions.

I suggest that Deakin and Chisholm swap territory on either side of Canterbury and Boronia Roads, east of Elgar Road. This transfers all of the Box Hill area to Deakin, in exchange for Vermont South and most of Vermont. Box Hill's links to the east are much stronger than its connections southwards, with major roads and railways linking Box Hill to areas such as Blackburn, Mitcham and Ringwood currently within Deakin. Similarly, the Vermont area probably fits better with Forest Hill and Burwood East currently in Chisholm.

My proposed Deakin would have a very strong east-west spine along Maroondah Highway and the Belgrave/Lilydale railway.

DEAKIN			
EXISTING		100,139	102,467
+ Box Hill SA2 (part north of Canterbury Road)	From Chisholm	6,360	6,654
+ Box Hill North SA2 (part east of Elgar Road)	From Chisholm	7,217	7,405
+ Ringwood North SA2 (balance)	From Menzies	2,692	2,728
+ Donvale SA2 (part south of Eastlink and Hillcrest Reserve)	From Menzies	1,020	1,048
- Vermont South SA2 (all)	To Chisholm	8,246	8,309
- Vermont SA2 (part south of Canterbury and Boronia Roads)	To Chisholm	2,787	2,825
- Forest Hill SA2 (part south of Canterbury Road)	To Chisholm	1,878	1,894
PROPOSED		104,517	107,274

KOORYONG

Another under-quota eastern suburbs Division, Kooyong needs to gain 5,000-10,000 electors. I suggest the logical expansion is eastwards into Chisholm.

The existing eastern boundary follows the LGA boundary, but this runs along a series of minor side streets, and splits the suburbs of Mont Albert and Surrey Hills. I suggest that Elgar Road is a much stronger boundary; it is a major road that serves as the suburb boundary between Mont Albert and Box Hill.

This change would unite Mont Albert and Mont Albert North in Kooyong, while providing a much cleaner split of Surrey Hills. Around 6,700 electors north of Canterbury Road are transferred.

KOORYONG			
EXISTING		100,726	102,804
+ Box Hill North SA2 (part west of Elgar Road)	From Chisholm	2,314	2,358
+ Surrey Hills East/Mont Albert SA2 (part north of Canterbury Road)	From Chisholm	4,295	4,372
PROPOSED		107,335	109,534

HIGGINS

Higgins is within tolerance, and could be left unchanged. However, I suggest a swap of territory with Melbourne Ports.

At the last redistribution, the Committee initially proposed that the Chapel Street precinct be transferred from Higgins to Melbourne Ports, in exchange for the Caulfield area. While this was overturned in the final boundaries, I agreed with this move at the time and continue to support it now. South Yarra and Prahran have a much more “Inner City” character than the rest of Higgins, while Caulfield is more “suburban” than most of Melbourne Ports. For community of interest reasons, it makes sense for these two areas to swap seats.

I suggest a simple exchange, with both Higgins and Melbourne Ports swapping territory either side of Williams Road/Hotham Street. This transfers the balance of South Yarra, plus Windsor and most of Prahran to Melbourne Ports, where it fits well with St Kilda and the inner city area. In exchange, all of Caulfield plus parts of St Kilda East, Elsternwick and Glenhuntly are placed into Higgins.

One major objection to the proposed boundaries last time was the splitting of the Jewish community in Caulfield and St Kilda East. My boundaries help alleviate this concern by using Hotham Street instead of Orrong Road as the boundary, allowing most of St Kilda East to be united with Caulfield in Higgins. It is also important to note that Higgins itself has a significant Jewish presence.

I am also recommending that the small remaining part of Monash Council in Higgins (Hughesdale) be transferred to Hotham. This helps unite the central Oakleigh area in a single Division (discussed later under ‘Hotham’).

HIGGINS			
EXISTING		106,308	109,539
+ Caulfield North SA2 (all)	From Melb Ports	14,307	14,540
+ Caulfield South SA2 (part)	From Melb Ports	3,792	3,863
+ Elsternwick SA2 (part)	From Melb Ports	3,290	3,375
+ Glenhuntly SA2 (part)	From Melb Ports	572	594
+ St Kilda East SA2 (east of Hotham St)	From Melb Ports	3,642	3,765
- South Yarra East SA2 (all)	To Melb Ports	13,422	14,618
- Prahran SA2 (west of Williams Rd)	To Melb Ports	9,834	10,184
- Hughesdale SA2 (all)	To Hotham	1,667	1,744
PROPOSED		106,988	109,130

MELBOURNE PORTS

The exchange with Higgins leaves Melbourne Ports within tolerance, and more clearly focussed on the inner southern suburbs. There is a strong community of interest between the inner suburban shopping and entertainment precincts that make up my proposed Division.

With the change in character of this Division, the name 'Melbourne Ports' may no longer be appropriate. Most of the port area of Melbourne is located outside the Division, and the Port Melbourne area has lost a lot of its "port" character in recent years.

Apparently there is a push to rename this seat 'Monash', after Sir John Monash, with supporters of this move highlighting a number of connections that John Monash has with the current seat. In particular, the former state Upper House Province in this area was known as 'Monash', so there would be some familiarity with the name for long-term residents of the area.

MELBOURNE PORTS			
EXISTING		105,094	108,469
+ South Yarra East SA2 (all)	From Higgins	13,422	14,618
+ Prahran SA2 (west of Williams Rd)	From Higgins	9,834	10,184
- Caulfield North SA2 (all)	To Higgins	14,307	14,540
- Caulfield South SA2 (part)	To Higgins	3,792	3,863
- Elsternwick SA2 (part)	To Higgins	3,290	3,375
- Glenhuntly SA2 (part)	To Higgins	572	594
- St Kilda East SA2 (east of Hotham St)	To Higgins	3,642	3,765
PROPOSED		102,747	107,134

GOLDSTEIN

Goldstein is well within tolerance, and has very strong boundaries on all sides, so I propose no changes for this Division.

GOLDSTEIN			
EXISTING		106,548	108,916

HOTHAM

Hotham is already under quota, and the losses to Isaacs around Dingley and Cheltenham means it needs to gain around 20,000 electors. The additions from Higgins (Hughesdale) and Bruce (Clayton East) are only minor, so the only significant gain Hotham can make is from the north in Chisholm.

Fortunately, this provides a significant improvement in community of interest, as it allows all of Oakleigh and Clayton to be united. These are significant suburbs, and Oakleigh in particular is a major centre, but the existing boundary along the railway line leaves them cut completely in half. By adopting the Monash Freeway as the new northern boundary, all of Oakleigh and Clayton, plus parts of Mount Waverley and Chadstone, can be placed in Hotham.

These changes focus Hotham more clearly as an Oakleigh, Clayton and Springvale based Division.

HOTHAM			
EXISTING		100,580	102,745
+ Oakleigh Huntingdale SA2 (balance)	From Chisholm	8,212	8,417
+ Clayton SA2 (part)	From Chisholm	4,898	5,161
+ Ashwood Chadstone SA2 (part south of Monash Freeway)	From Chisholm	1,650	1,699
+ Mount Waverley South SA2 (part south of Monash Freeway)	From Chisholm	2,334	2,410
+ Clayton SA2 (balance)	From Bruce	1,389	1,486
+ Glen Waverley West SA2 (part south of Monash Freeway)	From Bruce	499	501
+ Hughesdale SA2 (all)	From Higgins	1,667	1,744
- Dingley SA2 (all)	To Isaacs	7,826	7,893
- Cheltenham-Highett East SA2 (part sth Centre Dandenong Road)	To Isaacs	4,710	4,779
- Mentone SA2 (balance)	To Isaacs	1,173	1,187
PROPOSED		107,520	110,304

CHISHOLM

The previously described changes bring Chisholm back within tolerance. It exchanges Box Hill for Vermont, gains all of the Glen Waverley and Wheelers Hill area, and loses all its share of Oakleigh and Clayton.

Community of interest is greatly improved by making Chisholm more of an east-west seat based on the Waverley area. The Glen Waverley railway and some significant east-west roads such as Burwood Highway and High Street Road would be strong links throughout this Division.

CHISHOLM			
EXISTING		97,811	100,333
+ Vermont South SA2 (all)	From Deakin	8,246	8,309
+ Vermont SA2 (part south of Canterbury and Boronia Roads)	From Deakin	2,787	2,825
+ Forest Hill SA2 (Sth Canterbury Rd)	From Deakin	1,878	1,894
+ Wheelers Hill SA2 (all)	From Bruce	14,268	14,372
+ Glen Waverley East SA2 (all)	From Bruce	13,513	13,601
+ Glen Waverley West SA2 (north of Freeway)	From Bruce	10,982	11,140
- Oakleigh Huntingdale SA2 (balance)	To Hotham	8,212	8,417
- Clayton SA2 (part)	To Hotham	4,898	5,161
- Ashwood Chadstone SA2 (part south of Monash Freeway)	To Hotham	1,650	1,699
- Mount Waverley South SA2 (part south of Monash Freeway)	To Hotham	2,334	2,410
- Box Hill SA2 (Nth Canterbury Road)	To Deakin	6,360	6,654
- Box Hill North SA2 (east Elgar Road)	To Deakin	7,217	7,405
+ Box Hill North SA2 (west Elgar Road)	To Kooyong	2,314	2,358
+ Surrey Hills East/Mont Albert SA2 (north Canterbury Road)	To Kooyong	4,295	4,372
PROPOSED		112,205	113,998