



**THE FEDERAL
REDISTRIBUTION
NEW SOUTH WALES**

Suggestion 31

Mark Mulcair

59 pages

SUGGESTIONS FOR 2023 NEW SOUTH WALES FEDERAL REDISTRIBUTION

Dear Committee Members,

Please find my Suggestions for the 2023 NSW federal redistribution

I hope these Suggestions will help you in your deliberations.

If you have any questions or comments, please do not hesitate to contact me.

Dr Mark Mulcair

INTRODUCTION

I am grateful for the opportunity to offer my Suggestions to the 2023 New South Wales redistribution.

I am a completely independent person, with no affiliation to any political party or organization, but I have always had a strong interest in redistributions and electoral boundaries. In recent years, a small group of us have emerged to offer our opinions and suggestions, to complement and provide alternatives to the usual political party submissions.

I personally am not a resident of NSW, but I have contributed to many different state and federal redistributions in the state over the last 15 years or so, and I feel I am quite familiar with the state's electoral geography.

I hope that my Suggestions will be of benefit to the Committee in their deliberations

GENERAL THOUGHTS

POPULATION TRENDS

The population trends show a pattern of general growth in outer Sydney as well as some parts of the Hunter Valley. In fact, most of the growth in Greater Sydney is bottled up in a very small number of seats in the outer west and south-west.

In contrast, there is much more stagnant growth through northern and inner Sydney and most of inland NSW. A few Districts in these areas are actually predicted to have enrolment decline over the projection period.

As at the last redistribution, I am not completely convinced that these enrolment predictions will hold up. In 2015, for example, the North Coast was predicted to have almost no growth, whereas in fact it has grown strongly and all Divisions in this area are at the high end of tolerance. Yet it is once again predicted to have only minor growth over the new few years. Similarly, the Division of Sydney has traditionally seen strong growth due to inner city redevelopment, yet is predicted to actually decline in enrolment. I am not sure this will hold up even in the short term.

MY OVERALL STRATEGY

With the various pockets of strong and weak growth throughout the state, I am proposing:

Abolishing the Division of North Sydney

The North Shore is predicted to have weak growth, and is reasonably geographically constrained. It is extremely difficult to maintain the existing number of Divisions without causing major disruptions elsewhere, or breaching very clear boundaries. So it seems almost inevitable that a seat will be abolished somewhere here.

The natural expansion of Warringah means that North Sydney CBD is likely to be removed from the seat of that name, so I am proposing that the name 'North Sydney' be retired. I feel the areas covered by the existing seat can be fairly naturally accommodated in expanded versions of Warringah, Bradfield, and Bennelong.

I also feel this arrangement allows for boundaries that are more sensible in other parts of the North Shore. For example, Hunters Hill can return to Bennelong and all of the Greater Hornsby area can be united in Berowra.

Abolishing the Division of Banks

Seats in the St George and Canterbury-Bankstown area are generally under quota, and will also end up bearing the brunt of major changes in Inner Sydney. With Grayndler needing to expand westwards into Watson and Barton, there will be a significant deficit in this area.

I am proposing the name 'Banks' be abolished, but it is perhaps more accurate to say that I am consolidating Banks, Barton, Cook, and Hughes into three seats instead of four. I feel Banks can be neatly split between neighbouring seats, and the flow on effects allow Barton, Watson, and Cook to return to something more like their traditional arrangements. This approach also means that Hughes does not need to push deep into south-western Sydney or northern Wollongong.

Redrawing the existing Eden-Monaro into a new inland seat

The area covered by the existing Eden-Monaro lies in between the stagnant inland NSW and South Coast, with the much higher-growth Division of Hume. It seems sensible to me to completely redraw the existing seat, allowing it to donate electors in the west and south, while expanding north-east to help relieve population pressure closer to Sydney.

I feel this arrangement allows for the South Coast and inland seats to all expand naturally, reducing the need for a seat to cross the Escarpment or the Snowy Mountains.

Creating a new seat in the outer south-west of Sydney

This is a concentrated area of extremely strong growth, so it makes sense to create a new seat here. I am proposing a seat essentially stretching across outer western Sydney from the M4 to the M5, taking in a combination of high growth and more stable areas.

This helps balance the numbers in the other outer western and south-western Divisions, hopefully allowing for some longer term enrolment stability in this area.

NAMING

Division of 'Walton'

I propose the name 'Walton' for the new Division in south-western Sydney. Nancy-Bird Walton was one of the first and most prominent female aviators, and her name will grace the new Western Sydney Airport, which will be included in the boundaries of my proposed new seat. Walton has been awarded an OBE and AO, was honoured as a Living Treasure by the National Trust, as well as having aviation awards and trophies named after her. I feel she would be a worthy and appropriate individual to have a Division named after her.

Division of 'Fischer'

I also propose that the redrawn 'Eden – Monaro' should be renamed 'Fischer'. Tim Fischer served in the NSW Parliament for the seats of Sturt and Murray from 1971 – 1984, and then in the federal parliament as Member for Farrer from 1984 – 2001. Fischer was Leader of the National Party from 1990 – 2001 and served as Deputy Prime Minister during the Howard government. While the area covered by my proposed seat does not cover the exact region he represented, I feel the name is extremely suitable for a rural seat that takes in south-western NSW.

Division of Cook

I propose that the existing Division of Cook be updated to also honour Joseph Cook, Prime Minister of Australia from 1913 – 1914, as well as James Cook. It seems odd to me that Joseph Cook is the only deceased Prime Minister without a Division named after him, and since a 'Cook' already exists, it would be sensible to simply update it to include both men.

Divisions of North Sydney and Eden – Monaro

I am proposing to retire two names that are federation names. I feel that this is justifiable, since both are geographic names, and both have had all or part of their namesake areas removed under my proposals.

BOUNDARIES

In rural areas, I have tried to use LGA boundaries wherever possible. Failing that, I have tried to use natural features such as river, or at least township/community boundaries. As far as I can see, I have split only one existing rural LGA that is currently unsplit (Shoalhaven), while I have been able to unite the LGAs of Maitland, Cessnock, Gwydir, Dubbo, and Eurobodalla.

In metropolitan areas, I have tried to use major roads and freeways, as well as natural features such as rivers, mountains, or open space. Suburb or LGA boundaries can sometimes also make good boundaries where they coincide with major roads or rivers, but I have tried to avoid using suburb boundaries that run along back streets or cut through self-contained urban areas.

At this redistribution, I have tried as much as possible to address some local 'running sores', such as splitting major centres or carving suburbs/towns off from their natural community of interest.

QUOTA AND ENROLMENT

Over the years, I have noticed that different individuals and submissions place different weighting on the quota requirements. Some submissions seem to place an extremely high emphasis on having each Division as close to quota as possible, whereas others make full use of the tolerance.

I personally tend to be in the latter camp. I believe that the tolerance exists for a reason, and that Divisions should be allowed maximum flexibility within that tolerance if it means creating a stronger and clearer boundary. I am always happy to go further than strictly necessary for quota if it results in a better boundary.

SUGGESTIONS

NORTH COAST

As at the last redistribution, there is some surprisingly low forecasted growth for the 5 seats between Newcastle and the Queensland border, so these Divisions require fairly minor change.

Again as at the last redistribution, I am not entirely convinced that the growth will be this sluggish, especially since this is usually a region of strong population increase. However, we can only work with the numbers we are given.

Unfortunately, the low growth means that the existing major issues around Coffs Harbour and Port Macquarie cannot be practically resolved. Ideally, all of Coffs Harbour would be united in Cowper, and all of Port Macquarie and surrounds in Lyne, but the numbers involved are too large. For this arrangement to work, one of Page or Richmond would need to become a border-based Division stretching from Moree to the coast, which is possible in theory, but I think this would just as bad as the existing boundaries. I have opted to retain the current arrangement in this area.

RICHMOND

I am proposing no changes to Richmond at this redistribution, since it is very close to quota. The only realistic change in this area could be to unite Ballina Shire, but it is too big to fit into either Richmond or Page without making changes elsewhere.

RICHMOND		Current	Projected
Existing		122,977	129,794

PAGE

Page itself does not require any changes, but I am proposing that the boundary with Cowper be altered to bring that Division back within tolerance. The existing boundary runs through both the northern suburbs of Coffs Harbour and the hinterland. To bring Cowper back within tolerance, Page could gain either the remainder of the Korora area or Dorrigo.

On paper, Dorrigo perhaps seems like a more obvious option, as it avoids making a different split of Coffs Harbour. However, Dorrigo has very strong links with Bellingen and the coastal areas south of Coffs Harbour (currently in Cowper), and limited connection to the north. Much has been said at previous state and federal redistributions about the importance of keeping Dorrigo and the rest of Bellingen Shire together in the same seat.

Therefore, I think Korora is a better transfer. While it would place even more of Coffs Harbour into Page, the boundary would run mostly through open space and hills, and would form a fairly clear divide between the town centre and the northern beachside suburbs. If we assume Coffs Harbour must be divided somewhere, this is probably the best option.

PAGE		Current	Projected
Existing		123,663	129,995
+ Korora – Emerald Beach SA2 (balance)	From Cowper	2399	2421
TOTAL		126,062	132,416

COWPER

The loss to Page leaves the Division of Cowper at the high end of tolerance, but I suggest no further changes be made. The southern boundary runs tightly around Port Macquarie, so there is no sensible option to make adjustments there.

It seems that Cowper's very unsatisfactory straddle of Port Macquarie and Coffs Harbour must continue for now. Hopefully at a future redistribution, this can be addressed, but the numbers do not allow it this time.

COWPER		Current	Projected
Existing		131,515	135,536
- Korora – Emerald Beach SA2 (balance)	To Page	2399	2421
TOTAL		126,062	132,416

LYNE

Lyne is within tolerance, but to balance the numbers elsewhere, I suggest transferring the remainder of Maitland LGA to the Division of Paterson. The overwhelming majority of Maitland lies within Paterson, so it seems very logical to unite the LGA in a single Division.

Around 7000 voters on the northern bank of the Hunter River are transferred, leaving Lyne at the low end of tolerance.

LYNE		Current	Projected
Existing		126,513	132,775
- Maitland North SA2 (balance)	To Paterson	6407	6723
- Rutherford SA2 (balance)	To Paterson	406	411
TOTAL		117,598	126,619

PATERSON

The gains from Lyne now leave Paterson around 20,000 electors over quota, and the obvious transfer is Kurri Kurri.

At the last redistribution, there was some significant local objection to placing Kurri Kurri in Paterson instead of Hunter. The existing boundaries split Cessnock LGA and leave Kurri Kurri separated from Cessnock itself. Since the numbers permit, it seems extremely sensible to unite all of Cessnock LGA in Hunter, allowing Kurri Kurri to fit more naturally with its community of interest.

This still leaves Paterson over quota, so I recommend Beresfield and Tarro also be transferred. While these two communities fit well with Maitland, there are also some good east-west links to Cessnock LGA. This arrangement would also make use of the Newcastle/Maitland LGA boundary in the area.

With these changes, Paterson becomes much more clearly focused on Maitland and Port Stephens LGAs, with its Cessnock and Newcastle components finding a better home in Hunter.

PATERSON		Current	Projected
Existing		135,332	144,824
+ Maitland North SA2 (balance)	From Lyne	6407	6723
+ Rutherford SA2 (balance)	From Lyne	406	411
- Kurri Kurri SA2 (all)	To Hunter	16,007	16,665
- Cessnock Surrounds SA2 (all)	To Hunter	454	433
- Beresfield – Hexham SA2	To Hunter	6376	6506
TOTAL		118,052	127,052

CENTRAL COAST AND HUNTER

With the exception of Hunter, most Divisions in this area are close to quota and require only minor adjustments.

Hunter's existing excess plus the transfer from Paterson allow it to donate electors to the low-growth Divisions further west.

ROBERTSON

Robertson is at the very bottom of tolerance, and I suggest a small adjustment to bring the bulk of Wamberal into this Division. I suggest making use of the bushlands north of Aldinga Drive and the Wamberal Lagoon Reserve as the new boundary.

This adds around 2200 electors and leaves Robertson much closer to tolerance.

ROBERTSON		Current	Projected
Existing		112,982	125,241
+ Wamberal SA2 (south of open space and Wamberal Lagoon)	From Dobell	2035	2230
TOTAL		115,017	127,471

DOBELL

The small loss to Robertson leaves Dobell very close to quota, and I suggest no further changes.

I did explore the option of uniting San Remo and Blue Haven in the same Division, but the numbers did not work. Dobell cannot lose Blue Haven without falling outside tolerance, and attempting to remove San Remo from Shortland caused problems further north.

DOBELL		Current	Projected
Existing		119,946	131,442
- Wamberal SA2 (south of open space and Wamberal Lagoon)	To Robertson	2035	2230
TOTAL		117,911	129,212

SHORTLAND

Shortland requires a few thousand electors to be brought back within tolerance. Assuming no changes with Dobell in the south, and the presence of Lake Macquarie in the west, any gains must come from Newcastle or Hunter in the north.

Since Newcastle is within tolerance and has fairly clear existing boundaries, I think it is better to make gains from Hunter.

I suggest a very neat boundary can be formed by using Cockle and Brush Creeks and the LGA boundary, taking in Argenton and Glendale from the Division of Hunter. Cockle Creek is a fairly strong divide and is already used for part of the boundary with Hunter, so this is a very logical extension.

SHORTLAND		Current	Projected
Existing		117,337	122,767
+ Glendale – Cardiff – Hillsborough SA2 (part in Hunter)	From Hunter	3834	3983
TOTAL		121,171	126,750

NEWCASTLE

I am proposing that Newcastle remain unchanged. The Division is close to quota and has fairly strong boundaries on all sides.

NEWCASTLE		Current	Projected
Existing		123,370	130,623

HUNTER

Hunter is already over tolerance, and gains around 23,000 electors from Paterson. This excess allows Hunter to shed a significant number of electors to the Division of New England, to help top up some of the under-quota seats of inland NSW.

I suggest that the most obvious transfer is Muswellbrook and Singleton LGAs. These are the two northern and most ‘rural’ parts of the existing Hunter, and have a strong community of interest with Scone (already in New England). Removal of these two Shires allows Hunter to significantly shrink in size, becoming much more clearly focused on western Lake Macquarie plus Cessnock.

HUNTER		Current	Projected
Existing		131,588	135,536
+ Kurri Kurri SA2 (all)	From Paterson	16,007	16,665
+ Cessnock Surrounds SA2 (all)	From Paterson	454	433
+ Beresfield – Hexham SA2	From Paterson	6376	6506
- Glendale – Cardiff – Hillsborough SA2 (part in Hunter)	To Shortland	3834	3983
- Muswellbrook SA2 (all)	To New England	8911	7856
- Muswellbrook Surrounds SA2 (all)	To New England	2950	3217
- Singleton SA2 (all)	To New England	11,808	11,553
- Singleton Surrounds SA2 (all)	To New England	3919	3942
- Branxton – Greta – Pokolbin SA2 (part in Singleton LGA)	To New England	1710	1735
TOTAL		121,293	126,854

ILLAWARRA AND SOUTH COAST

I have chosen to retain the existing boundary between Cunningham and Hughes. This effectively marks the boundary between “Sydney” and “Wollongong”, so I don’t believe it should be changed unless absolutely necessary.

I am also proposing that Whitlam lose all of its Southern Highlands component, and become a purely coastal seat. This area has a much stronger connection north and south along the Hume Highway than to the coast at Wollongong.

Assuming these two starting points, the area between the coast and the escarpment south of Sydney has only enough electors for three Divisions. I am proposing that all three of Cunningham, Whitlam and Gilmore move southwards, with Eden-Monaro being redrawn as a purely inland seat.

CUNNINGHAM

Cunningham is well under quota, and somewhat surprisingly is predicted to undergo population decline. The Division needs a significant injection of electors to boost its numbers in both the short and long term. Assuming no change to the boundary with Hughes, then practically any gains can only come from Whitlam in the south.

A very neat boundary can be formed by transferring all of Berkeley, Lake Heights, Primbee, and Windang. This makes use of Lake Illawarra as a very strong and obvious southern boundary for Cunningham, uniting the entire northern shore in the Division.

I think this arrangement works best for Cunningham. It can remain a purely Illawarra seat, without needing to push into any part of suburban Sydney.

CUNNINGHAM		Current	Projected
Existing		118,123	117,869
+ Berkeley – Lake Heights – Cringilla SA2 (balance)	From Whitlam	8906	9015
+ Windang – Primbee SA2 (balance)	From Whitlam	3401	3401
+ Unanderra – Mount Kembla SA2 (balance)	From Whitlam	240	216
TOTAL		130,670	130,501

WHITLAM

I suggest the starting point for Whitlam should be to shed all of its Wingecarribee LGA component. This area is separated from urban Wollongong by the escarpment, and has far stronger links to surrounding towns along the Hume Highway corridor.

Most of this area can be placed in my proposed new Division of Fischer, however for quota purposes, Mittagong is transferred to the Division of Hume. I will go into more detail about this arrangement when discussing those individual seats.

These losses leave Whitlam well under quota, and I suggest that it gain everything in Gilmore that lies north of the Shoalhaven River. This includes all of the Kiama area, all of the hinterland around Kangaroo Valley, Berry, and Bomaderry.

Splitting Bomaderry from Nowra is not ideal, but the Shoalhaven River is a clear and obvious boundary in the area. A very similar arrangement exists at state level between the Districts of Kiama and South Coast, so there is plenty of precedent for these two towns to be divided.

WHITLAM		Current	Projected
Existing		128,272	132,897
+ Kiama Downs – Minnamurra SA2	From Gilmore	4614	4460
+ Kiama SA2	From Gilmore	6952	7521
+ Kiama Hinterland – Gerringong SA2	From Gilmore	6254	6482
+ Berry – Kangaroo Valley SA2	From Gilmore	7651	8070
+ North Nowra - Bomaderry SA2	From Gilmore	12,193	12,414
- Mittagong SA2	To Hume	8055	8503
- Bowral SA2	To Fischer	10,457	10,906
- Moss Vale - Berrima SA2	To Fischer	7957	8625
- Southern Highlands SA2	To Fischer	341	378
- Robertson – Fitzroy Falls SA2	To Fischer	2877	2704
- Hill Top – Colo Vale SA2	To Hume	45	52

- Berkeley – Lake Heights – Cringilla SA2 (balance)	To Cunningham	8906	9015
- Windang – Primbee SA2 (balance)	To Cunningham	3401	3401
- Unanderra – Mount Kembla SA2 (balance)	To Cunningham	240	216
TOTAL		123,657	128,044

GILMORE

Gilmore then pushes southwards to become the main South Coast seat, gaining all of Eden-Monaro's coastal frontage below the escarpment. Around 35,000 electors in Narooma, Bega, Merimbula and Eden are transferred.

Previous incarnations of Gilmore have often pushed it up into the hinterland or the Illawarra, giving it a dual nature. With this arrangement, the seat would be much more clearly focused as a rural coastal Division, with a very strong community of interest.

GILMORE		Current	Projected
Existing		128,991	134,884
+ Narooma – Bermagui SA2	From Eden - Monaro	7557	8039
+ Eurobodalla Hinterland SA2	From Eden - Monaro	898	964
+ Deua – Wadbilliga SA2	From Eden - Monaro	32	30
+ Bega – Eden Hinterland SA2	From Eden - Monaro	7612	8026
+ Bega – Tathra SA2	From Eden - Monaro	6557	6773
+ Merimbula – Tura Beach SA2	From Eden - Monaro	8803	9276
+ Eden SA2	From Eden - Monaro	2482	2716
- Kiama Downs – Minnamurra SA2	To Whitlam	4614	4460
- Kiama SA2	To Whitlam	6952	7521
- Kiama Hinterland – Gerringong SA2	To Whitlam	6254	6482
- Berry – Kangaroo Valley SA2	To Whitlam	7651	8070
- North Norwa - Bomaderry SA2	To Whitlam	12,193	12,414
TOTAL		125,268	131,761

INLAND NSW

This area is marked by generally weak population growth, and almost all Divisions in this area are well under quota. However, the gains in the Upper Hunter from the Division of Hunter, and areas west of the Snowy Mountains from Eden-Monaro, can help boost the numbers throughout this region, and allow all Divisions in this area to expand quite naturally.

I recommend making adjustments through the Hunter Valley and along the Hume Highway corridor, in keeping with the practice of previous redistributions. I don't see the need to cross the Blue Mountains or surrounding mountains.

The existing Eden-Monaro is rearranged into the new Division of Fischer, which improves community of interest throughout the Canberra and Southern Highlands regions, as well as allowing Hume to push further into south-western Sydney to take in the excess there.

NEW ENGLAND

I feel that Muswellbrook and Singleton are logical additions to this Division. New England already contains part of the Upper Hunter, and there are strong links along the New England Highway and railway through the entire seat.

These gains take New England slightly over tolerance, but it is a simple matter to transfer Inverell and the balance of Gwydir council to Parkes. While Inverell fits well in New England currently, there are also some good links westwards to Moree and other areas in the eastern part of Parkes.

New England would remain a Division with a strong north-south spine. With its partial movement out of the traditional New England region, and taking in significant electors from the Hunter Valley, the Committee may wish to investigate a name change for this seat.

NEW ENGLAND		Current	Projected
Existing		115,732	115,345
+ Muswellbrook SA2 (all)	From Hunter	8911	7856
+ Muswellbrook Surrounds SA2 (all)	From Hunter	2950	3217
+ Singleton SA2 (all)	From Hunter	11,808	11,553
+ Singleton Surrounds SA2 (all)	From Hunter	3919	3942
+ Branxton – Greta – Pokolbin SA2	From Hunter	1710	1735

(part in Singleton LGA)			
- Inverell SA 2 (all)	To Parkes	8921	8572
- Inverell Surrounds East SA2 (all)	To Parkes	3921	3796
- Inverell Surrounds West SA2 (balance)	To Parkes	2671	2717
TOTAL		129,517	128,563

PARKES

There are two long-running issues with this Division. Firstly, that it generally has stagnant growth and always needs to gain electors, and secondly that it is by far the biggest electorate in the state. The challenge is to significantly boost Parkes' numbers without dramatically increasing its physical area.

In addition to gaining Inverell and Gwydir, I think a logical gain is the balance of the expanded Dubbo LGA (Wellington and surrounds). Dubbo is one of the major centres that make up the existing seat, and with the new council boundaries, it makes enormous sense to unite all of this area in Parkes.

These two changes add over 21,000 electors into Parkes, leaving it at the higher end of tolerance, with only a small increase in the area of the Division.

PARKES		Current	Projected
Existing		110,690	109,528
+ Inverell SA 2 (all)	From New England	8921	8572
+ Inverell Surrounds East SA2 (all)	From New England	3921	3796
+ Inverell Surrounds West SA2 (balance)	From New England	2671	2717
+ Wellington SA2 (all)	From Calare	6034	6398
+ Dubbo Surrounds SA2 (part in Dubbo LGA)	From Calare	196	192
TOTAL		132,433	131,203

CALARE

The loss of Dubbo LGA then allows Calare to gain all of Cowra LGA from the Division of Riverina. I think Cowra fits much better in Calare than in Riverina, with strong links to both Bathurst and Orange.

Cowra has previously been in Calare, and at the last redistribution there was some local objection to its placement in Riverina. This change allows for those objections to be addressed.

CALARE		Current	Projected
Existing		122,798	126,537
+ Cowra SA2	From Riverina	6993	7138
+ Cowra Surrounds SA2	From Riverina	2804	2895
- Wellington SA2 (all)	To Parkes	6034	6398
- Dubbo Surrounds SA2 (part in Dubbo LGA)	To Parkes	196	192
TOTAL		126,365	129,980

FARRER

I am proposing that Farrer remain unchanged. The Division is within tolerance and has better growth prospects than some other inland seats.

FARRER		Current	Projected
Existing		121,734	127,265

RIVERINA

At previous redistributions, there has been considerable objection to the placement of Tumut, Tumbarumba, and Yass into the Division of Eden-Monaro. These towns tend to look north and west for their community of interest, rather than south-east across the Snowy Mountains. Since the numbers now allow it, I think it is extremely sensible to unite all of these communities in Riverina.

I suggest that all of Snowy Valleys LGA (Tumut and Tumbarumba) as well as all of Yass Valley LGA, be transferred. These areas all fit much better with Wagga Wagga, Gundagai, and other communities north-west of Canberra. The Hume Highway, Olympic Highway, Burley Griffin Way, and main railway line would continue to be strong links throughout the seat.

RIVERINA		Current	Projected
Existing		117,550	117,407
+ Tumut SA2	From Eden – Monaro	4451	4299
+ Tumut Surrounds SA2	From Eden – Monaro	3451	3505
+ Tumbarumba SA2	From Eden – Monaro	2468	2412
+ Yass SA2	From Eden – Monaro	4997	4929
+ Yass Surrounds SA2	From Eden – Monaro	7837	8335
- Cowra SA2	To Calare	6993	7138
- Cowra Surrounds SA2	To Calare	2804	2895
TOTAL		130,957	130,854

“FISCHER”

Around half of Eden-Monaro has already been transferred to other Divisions. I am proposing that the remaining parts of the existing Eden-Monaro be reorganised into a new seat, which I have named ‘Fischer’.

This new seat would contain:

- The remaining parts of Eden-Monaro: Queanbeyan, Braidwood, Cooma, and the snowfields.
- Goulburn and Upper Lachlan LGAs, from Hume
- The Boorowa component of Hilltops LGA, from Hume.
- Exeter, Bundanoon and surrounds, from Hume.
- Moss Vale, Bowral, and Robertson, from Whitlam.

I feel this Division is quite coherent and logical. It would have a strong ‘Capital Country’ focus, taking in most of those parts of NSW that relate closely to Canberra. The Hume, Federal, and Monaro Highways plus the Sydney – Canberra railway would form strong links throughout the entire seat.

I admit that splitting the Southern Highlands communities is not ideal. I have experimented with a few different arrangements to try to unite Mittagong with Bowral and Moss Vale in this seat (or in Hume). However, all of them ran into problems around outer Sydney or Canberra.

I feel that this arrangement is at least significantly better than the existing boundaries, which linked the Southern Highlands with Wollongong. The community of interest is better satisfied by having Bowral and Moss Vale with an inland Division, even if Mittagong cannot be included at this time.

‘Fischer’, after the late Tim Fischer, seems a particularly appropriate name for a rural seat in south-western NSW.

FISCHER		Current	Projected
Goulburn SA2	From Hume	16,870	17,690
Goulburn Surrounds SA2	From Hume	10,626	11,235
Yass Surrounds SA2	From Hume	1374	1516
Young Surrounds SA2	From Hume	1770	1841
Braidwood SA2	From Hume	246	283
Queanbeyan Surrounds SA2	From Hume	261	309
Southern Highlands SA2	From Hume	5173	5434
Robertson – Fitzroy Falls SA2	From Hume	9	11
Queanbeyan SA2	From Eden – Monaro	7438	8458
Queanbeyan East SA2	From Eden – Monaro	3452	3653
Queanbeyan West – Jerrabomberra SA2	From Eden – Monaro	9078	8259
Karabar SA2	From Eden – Monaro	6209	6195
Googong SA2	From Eden – Monaro	4253	6493
Queanbeyan Surrounds SA2	From Eden – Monaro	11,801	13,839
Braidwood SA2	From Eden – Monaro	3015	3210
Cooma SA2	From Eden – Monaro	4589	4504
Cooma Surrounds SA2	From Eden – Monaro	2680	2754
Jindabyne – Berridale SA2	From Eden – Monaro	5181	5769
Bombala SA2	From Eden – Monaro	1770	1841

Goulburn Surrounds SA2	From Eden – Monaro	121	123
Bowral SA2	From Whitlam	10,457	10,906
Moss Vale - Berrima SA2	From Whitlam	7957	8625
Southern Highlands SA2	From Whitlam	341	378
Robertson – Fitzroy Falls SA2	From Whitlam	2877	2704
TOTAL		117,548	126,030

NORTHERN SYDNEY

The seven Divisions north of the harbour and east of Windsor Road have a combined shortfall of around 80,000 electors at the projection time, and neighbouring Macquarie is also well under quota. I do not see any sensible way to retain the existing number of seats in this area.

I am proposing to abolish the Division of North Sydney and use its electors to top up all of the surrounding seats. In my opinion, this is the best way to bring all of this area up to quota without breaching the strong boundary of Windsor Road, or pushing a Hills seat right down into the Parramatta CBD.

This arrangement also allows for a few local boundary issues to be addressed. Hornsby can be completely united in Berowra, Hunters Hill can finally be returned to Bennelong, and the area immediately north of Parramatta can be united in the Division of that name.

MACKELLAR

Mackellar is under quota and is one of the more geographically constrained Divisions in this area. Practically it can only expand to the west or the south.

I have explored the option of pushing Mackellar west into St Ives. However, I think it is better to have only one crossing of Middle Harbour if possible, with at least one Division being a clearly-defined Northern Beaches seat. So the only option is to push southwards.

A neat boundary can be formed by using the North Curl suburb boundary through John Fisher Park, Winbourne Road, Old Pittwater Road, Allenby Park, the Industrial Estate and Wakehurst Parkway to meet the existing boundary at Warringah Road.

This transfers the remainder of Dee Why and Beacon Hill, as well as North Curl and a small further part of Frenchs Forest. Large parts of the southern boundary run through parklands, waterways, and open space, so I think this would be a strong boundary ‘on the ground’ in this area.

MACKELLAR		Current	Projected
Existing		111,700	117,968
+ Dee Why North SA2 (balance)	From Warringah	1459	1702
+ Dee Why South SA2 (all)	From Warringah	6071	6552

+ Beacon Hill – Narraweena SA2 (balance)	From Warringah	2894	3294
+ Freshwater – Brookvale SA2 (north of Winbourne Road and Old Pittwater Road)	From Warringah	1251	1225
+ Frenchs Forest – Oxford Falls SA2 (east of Wakehurst Parkway)	From Warringah	2	2
TOTAL		123,377	130,743

WARRINGAH

Already well under quota, Warringah loses over 12,000 more electors to Mackellar. Practically, the only option is to push westwards into North Sydney.

I suggest aligning Warringah's new western boundary to the North Sydney LGA boundary for almost all of its length. This transfers the balance of Cremorne and Neutral Bay, as well as Kirribilli, Waverton, Wollstonecraft, Crows Nest, Cammeray, as well as North Sydney itself. All of these areas fit well with the existing parts of North Sydney and Mosman councils currently in Warringah.

A small deviation is made from the LGA boundary around St Leonards, to follow Oxley Street to Chandos Street. This avoids running the boundary through the middle of St Leonards.

Around 39,000 electors are transferred, including the North Sydney CBD and all suburbs immediately surrounding it, meaning that the Division of North Sydney is abolished. In theory, the name 'North Sydney' could be retained for this Division, but I don't think it's as appropriate for a Division stretching as far north as Frenchs Forest and Curl.

WARRINGAH		Current	Projected
Existing		105,759	105,958
+ Neutral Bay – Kirribilli SA2 (balance)	From North Sydney	6539	6160
+ Cremorne – Cammeray SA2 (all)	From North Sydney	9194	9264
+ North Sydney – Lavender Bay SA2 (all)	From North Sydney	8457	8664
+ Crows Nest – Waverton SA2 (all)	From North Sydney	12790	12321
- Dee Why North SA2 (balance)	To Mackellar	1459	1702
- Dee Why South SA2 (all)	To Mackellar	6071	6552
- Beacon Hill – Narraweena SA2 (balance)	To Mackellar	2894	3294
- Freshwater – Brookvale SA2 (north of Winbourne Road and Old Pittwater Road)	To Mackellar	1251	1225
- Frenchs Forest – Oxford Falls SA2 (east of Wakehurst Parkway)	To Mackellar	2	2
TOTAL		131,062	129,592

BENNELONG

One long-running local objection has been the placement of Hunters Hill in the Division of North Sydney. There is a strong argument that this area is a much better fit with Ryde and Gladesville than with Lane Cove and North Sydney.

Now that the numbers allow it, I think it makes enormous sense to return this area to Bennelong. The new boundary would simply continue along Lane Cove River all the way to the harbour.

Around 10,000 electors in Hunters Hill, Woolwich, Huntleys Point, Huntleys Cove, and the eastern part of Gladesville are transferred.

BENNELONG		Current	Projected
Existing		116,790	122,124
+ Gladesville – Huntleys Point SA2 (balance)	From North Sydney	2806	2893
+ Hunters Hill – Woolwich SA2 (all)	From North Sydney	7266	7368
TOTAL		126,862	132,385

BRADFIELD

The remainder of the North Sydney seat is then merged into Bradfield. Around 63,000 electors in Lane Cove, Greenwich, St Leonards, Artarmon, Willoughby, Chatswood, and Castle Cove are transferred. This has the advantage of eliminating the messy split of Chatswood, which is divided completely in half by the existing boundary. Chatswood is a major suburban centre, and it is logical for it and all of its surrounds to be united in a single Division.

This leaves Bradfield well over quota, but it can make a very logical deletion in the north to allow all of the Hornsby area to be united in Berowra. Like Chatswood, Hornsby is a major suburban centre, and it makes enormous sense to unite the surrounding area in a single seat.

I suggest using the Turramurra suburb boundary as the new boundary between Bradfield and Berowra. This would transfer:

- The balance of Asquith, Hornsby and Normanhurst
- All of Waitara, Wahroonga, and Warrawee
- North Turramurra plus Turramurra itself.

Because the boundary north of Pacific Highway seems to run through a block, I suggest using Bobbin Head Road as a clearer boundary.

Despite significant changes, Bradfield would remain a clear and coherent Division, with a strong north-south spine along the Pacific Highway and northern railway.

BRADFIELD		Current	Projected
Existing		109,126	109,523
+ Chatswood West – Lane Cove North SA2 (balance)	From North Sydney	11,806	11,570
+ Chatswood East SA2 (balance)	From North Sydney	4685	4506
+ Castle Cove – Northbridge SA2 (balance)	From North Sydney	7661	7844
+ Artarmon SA2 (all)	From North Sydney	5557	5298
+ Willoughby SA2 (all)	From North Sydney	8605	8685
+ Lane Cove SA2 (all)	From North Sydney	10,480	10,799
+ Greenwich – Riverview SA2 (all)	From North Sydney	9112	9316
+ St Leonards SA2 (all)	From North Sydney	7672	7878
- Asquith – Mount Colah SA2 (balance)	To Berowra	1762	1771
- Hornsby SA2 (all)	To Berowra	6748	6205
- Wahroonga West – Waitara SA2 (all)	To Berowra	6526	7006
- Normanhurst SA2 (balance)	To Berowra	1898	1919
- Wahroonga East – Warrawee SA2 (all)	To Berowra	12,418	12,730
- Turramurra SA2 (all)	To Berowra	14,044	14,603
TOTAL		131,308	131,185

BEROWRA

Uniting Hornsby and surrounding areas greatly improves the eastern boundary of Berowra, as well as providing a major injection of 40,000 electors. This gain takes Berowra over quota, and I think it makes most sense to shed at its very south-western end.

The starting point should be the Carlingford area. This is the only part of Berowra that lies south of the M2, and it seems sensible to me to bring the boundary back to the motorway in this area.

I also suggest that all of Berowra's share of Glenhaven, Castle Hill, and West Pennant Hills be transferred to the Division of Mitchell. The new boundary would follow Dooral Dooral Creek, New Line Road, David Road, Castle Hill Road, and Pennant Hills Road to the M2.

I think all of these areas are a better fit in Mitchell than in this seat; all of them are in Hills Shire instead of Hornsby Shire, and in fact the boundary would run along the LGA boundary for part of the way. The existing split of Castle Hill would also be resolved by this change.

To help boost the numbers in Macquarie, I suggest some of the small communities along the Hawkesbury (Sackville North, Maroota and South Maroota, Wisemans Ferry, and the balance of Cattai) be transferred. Many of these communities link back towards Windsor along Wisemans Ferry road, or across on ferries to the northern bank.

Berowra does remain a seat in two parts, separated by Galston Gorge in its northern parts. I did experiment with a few arrangements that allowed Berowra to lie completely east of Galston Gorge, but this caused problems elsewhere. I do think these boundaries are significant improvement on the existing, particularly the community of interest around Hornsby.

BEROWRA		Current	Projected
Existing		106,739	109,154
+ Asquith – Mount Colah SA2 (balance)	From Bradfield	1762	1771
+ Hornsby SA2 (all)	From Bradfield	6748	6205
+ Wahroonga West – Waitara SA2 (all)	From Bradfield	6526	7006
+ Normanhurst SA2 (balance)	From Bradfield	1898	1919
+ Wahroonga East – Warrawee SA2 (all)	From Bradfield	12,418	12,730
+ Turramurra SA2 (all)	From Bradfield	14,044	14,603
- West Pennant Hills SA2 (balance)	To Mitchell	7297	7201

- Glenhaven SA2 (balance)	To Mitchell	4799	5248
- Castle Hill East SA2 (balance)	To Mitchell	3691	3818
- Carlingford West SA2 (part in Berowra)	To Parramatta	1982	1779
- Dural – Kenthurst – Wisemans Ferry SA2 (north west of Maroota/South Maroota/Cattai suburb boundary)	To Macquarie	2173	2543
- Pitt Town – McGraths Hill SA2 (balance)	To Macquarie	331	394
TOTAL		129,862	132,405

MACQUARIE

Before considering the boundaries of Mitchell, I first needed to decide where Macquarie would gain its electors from. The small gain from Berowra still leaves the Division around 10,000 electors under quota, so a significant gain is needed from somewhere.

One option would be to push southwards to gain parts of Riverstone and Schofields. This is perfectly workable, and helps balance numbers in Chifley and Greenway, but I found it very difficult to logically balance the numbers in Mitchell. It seemed likely that a Division would need to cross Windsor Road, or Parramatta be dragged well north of the M2, if this change was made.

I suggest instead that Macquarie take in all of the Box Hill area from Mitchell. This is a growing area that would provide a solid boost to the numbers in this seat, as well as relieving some of the population pressure on Mitchell. Box Hill would fit quite well with Windsor and the surrounding outer suburban areas currently in Macquarie.

I am also proposing that Lapstone and Glenbrook be returned to the Division of Lindsay. While this does breach the Blue Mountains LGA boundary, these suburbs have previously been in Lindsay and have very strong links with Penrith.

Macquarie remains a Division straddling both the Blue Mountains and the Hawkesbury Region. Given the significant population in both areas, I think any attempt to change this at the current redistribution would cause too many flow-on effects elsewhere.

MACQUARIE		Current	Projected
Existing		108,671	117,867
+ Box Hill – Nelson SA2 (all)	From Mitchell	9067	13,703
+ Dural – Kenthurst – Wisemans Ferry SA2 (north west of Maroota/South Maroota/Cattai suburb boundary)	From Berowra	2173	2543
+ Pitt Town – McGraths Hill SA2 (balance)	From Berowra	331	394
- Blaxland SA2 (Lapstone and Glenbrook)	To Lindsay	4363	4539
TOTAL		115,879	129,968

MITCHELL

The exchanges with Berowra and Macquarie still leave Mitchell over quota by about 20,000 electors.

I suggest a very logical change is to shed everything south of the M2 to the Division of Parramatta. This includes Winston Hills, Northmead, and the balance of North Rocks. The motorway is a very strong boundary in the area, and my proposals help eliminate the messy 3 way split of the North Rocks area.

Mitchell remains a Hills-based District, with the outer growth areas now split between it and Macquarie. This should hopefully help balance the numbers in the longer term.

MITCHELL		Current	Projected
Existing		126,812	148,572
+ West Pennant Hills SA2 (balance)	From Berowra	7297	7201
+ Glenhaven SA2 (balance)	From Berowra	4799	5248
+ Castle Hill East SA2 (balance)	From Berowra	3691	3818
- Box Hill – Nelson SA2 (all)	To Macquarie	9067	13,703
- North Rocks SA2	To Parramatta	3169	3163
- Northmead SA2 (all)	To Parramatta	6614	6903
- Winston Hills SA2 (all)	To Parramatta	7795	8754
- Toongabbie – Constitution Hill SA2 (part in Mitchell)	To Parramatta	2170	2297
- Lalor Park – Kings Langley SA2 (part in Mitchell)	To Parramatta	506	593
TOTAL		113,278	129,426

INNER SYDNEY

Another part of Sydney with sluggish growth, there are several Divisions here that are significantly under quota. The challenge is to expand these seats significantly while still keeping their existing character.

With such a deficit, seats generally expand south-west under my proposals. I have tried to make more use Cooks River as a boundary, since I feel this forms a fairly clear divide between ‘inner’ and ‘south western’ Sydney.

WENTWORTH

Wentworth is one of the most under-quota Divisions in the state, and also one of the more geographically constrained. It can realistically only expand to the west or south.

The seat has expanded westwards in the past, taking in areas such as Kings Cross and Woolloomooloo. However, I think these areas are a much better fit with the Sydney CBD; they are far more ‘inner city’ in character than most of the rest of Wentworth. Also, with the large number of electors that Wentworth needs to gain, the boundary would need to be drawn right up into the CBD itself. This would be a very poor community of interest outcome.

Instead I recommend pushing southwards as far as Day Avenue, Anzac Parade, and Rainbow Street, taking in all of Clovelly, Coogee, and most of Kensington and Randwick. All of these are clearly ‘eastern suburbs’ communities, and all would fit well with similar coastal suburbs such as Bondi and Bronte that are already in Wentworth.

This takes Wentworth over quota, so it can return its share of Darlinghurst, Elizabeth Bay, and Rushcutters Bay to the Division of Sydney. This brings the boundary back to the LGA boundary, and unites the greater Kings Cross area in a single seat.

Wentworth would remain a clearly eastern suburbs coastal Division with these changes.

WENTWORTH		Current	Projected
Existing		104,081	102,383
+ Randwick North SA2 (balance)	From Kingsford Smith	5929	5746
+ Randwick South SA2 (north of Rainbow Street)	From Kingsford Smith	7609	8248
+ Coogee – Clovelly SA2 (balance)	From Kingsford Smith	10,695	10,815
+ Kensington SA2 (north of Day Ave)	From Kingsford Smith	7609	8248

+ Kingsford SA2 (north/east of Anzac Pde/Rainbow St)	From Kingsford Smith	2113	1840
- Potts Point – Woolloomooloo SA2 (balance)	To Sydney	5558	5688
- Darlinghurst SA2 (balance)	To Sydney	355	347
TOTAL		131,247	129,439

KINGSFORD SMITH

Kingsford Smith in turn needs to make significant gains to balance the losses to Wentworth. This is another Division that is constrained geographically; once the changes with Wentworth have been made, it can only expand to the west or north-west.

One option is to take in more of the newly-created Bayside Council, by pushing along the western shore of Botany Bay. However, this would require crossing the Cooks River, the Airport, and large tracts of commercial/industrial land. There has also been some local objections to linking the Botany/Mascot area with Rockdale and Brighton, claiming there are actually very few links between the two areas.

I think a better outcome can be achieved by extending northwards into the Division of Sydney. I suggest adopting Cleveland Street and the railway line as the new boundary, transferring all of Redfern, Alexandria, Waterloo, Zetland, Beaconsfield, and the remainder of Rosebery. Cleveland Street is a clear divide between the ‘City’ and ‘South Sydney’, so I think this would be a very strong and suitable boundary in the area.

Kingsford Smith would become a more clearly defined ‘South Sydney’ Division, using major roads and railways, plus the airport and surrounds, as strong boundaries with other seats. Longer term, I feel that including the Green Square growth area in this seat will help balance the numbers in the Division of Sydney.

KINGSFORD SMITH		Current	Projected
Existing		115,481	120,776
+ Rosebery – Beaconsfield SA2 (balance)	From Sydney	6778	7606
+ Zetland SA2 (all)	From Sydney	5321	5569
+ Waterloo SA2 (all)	From Sydney	8920	9664
+ Redfern SA2 (east of railway line)	From Sydney	9304	8419
+ Erskineville – Alexandria SA2 (east of railway line)	From Sydney	11,978	11,955
- Randwick North SA2 (balance)	To Wentworth	5929	5746
- Randwick South SA2 (north of Rainbow Street)	To Wentworth	7609	8248
- Coogee – Clovelly SA2 (balance)	To Wentworth	10,695	10,815
- Kensington SA2 (north of Day Ave)	To Wentworth	7609	8248
- Kingsford SA2 (north/east of Anzac Pde/Rainbow St)	To Wentworth	2113	1840
TOTAL		124,703	130,898

SYDNEY

I must admit to being quite surprised that Sydney is projected to undergo actual population decline. Given that this seat contains most of the traditionally strong-growth inner city areas, I am not convinced that this projection will hold up in time. However, we can only work with the numbers we are given, so Sydney must gain a significant number of electors.

I suggest essentially reversing the changes from the last redistribution, with Sydney regaining all of Annandale, Leichhardt, Lilyfield, Rozelle, and the Balmain area. All of these suburbs have strong links to the Sydney CBD, and this arrangement allows for the strong boundary of Parramatta Road and various waterways.

Sydney also makes the small gains from Wentworth, to align to the Sydney LGA boundary. It seems very sensible for all of Darlinghurst and Kings Cross to be united in a single seat with Woolloomooloo.

Sydney remains a seat based clearly on the CBD and suburbs immediately surrounding it.

SYDNEY		Current	Projected
Existing		122,549	121,661
+ Annandale SA2 (balance)	From Grayndler	6941	7009
+ Leichhardt SA2 (all)	From Grayndler	12,598	12,640
+ Lilyfield – Rozelle SA2 (all)	From Grayndler	10241	9942
+ Balmain SA2 (all)	From Grayndler	12,013	11,776
+ Newtown SA2 (balance)	From Grayndler	4726	4685
+ Potts Point – Woolloomooloo SA2 (balance)	From Wentworth	5558	5688
+ Darlinghurst SA2 (balance)	From Wentworth	355	347
- Rosebery – Beaconsfield SA2 (balance)	To Kingsford Smith	6778	7606
- Zetland SA2 (all)	To Kingsford Smith	5321	5569
- Waterloo SA2 (all)	To Kingsford Smith	8920	9664
- Redfern SA2 (east of railway line)	To Kingsford Smith	9304	8419
- Erskineville – Alexandria SA2 (east of railway line)	To Kingsford Smith	11,978	11,955
TOTAL		132,325	130,188

GRAYNDLER

With the losses to Sydney, the Division of Grayndler loses almost all of its territory north of Parramatta Road, and would leave Haberfield somewhat cut off from the rest of the seat. Rather than have a small intrusion north of Parramatta Road, I think it makes more sense to simply transfer Haberfield to Reid. This allows the complete use of Parramatta Road as the northern boundary.

Around 50,000 electors have now been transferred to other seats, and Grayndler needs to move decisively westwards in order to come back up to quota.

I suggest the starting point should be all of the Division of Barton that lies north of the Cooks River. At the last redistribution, there was considerable objection to splitting the Marrickville area, citing its much stronger links with Grayndler than with Barton. My proposals allow all of this area to be reunited in Grayndler. This adds ~12,000 electors.

I also suggest that almost all of the Division of Watson lying north of the Cooks River be transferred. I propose everything except Strathfield South (which goes into Reid) should be included. This adds a further ~24,000 electors in Ashfield, Ashbury, Burwood Heights, Enfield, and Croydon Park.

In an ideal world, the Cooks River in its entirety would form the southern boundary of Grayndler. It is a strong boundary that effectively forms the border between the Inner West and the St George/Canterbury region. However, since Grayndler is still around 30,000 electors short, the river will clearly need to be breached somewhere.

I feel the best arrangement is to transfer all of Campsie, Belmore (from Watson) and the remaining part of Canterbury (from Barton and Watson). Campsie, Belmore and Canterbury lie directly across the Cooks River from Ashbury and Croydon Park, and there are multiple good road and rail links across the river here.

I think this is the best possible arrangement for Grayndler, given the numeric and geographic restrictions in place. It would have some strong boundaries along major roads like Parramatta Road, Bexley Road, Coronation Parade and Liverpool Road, as well as some significant waterways like Cooks River and Wooli Creek. My proposed Grayndler would remain a mostly 'Inner West' seat.

GRAYNDLER		Current	Projected
Existing		111,079	111,454
+ Ashfield South SA2 (balance)	From Watson	6328	6569
+ Canterbury North – Ashbury SA2 (all)	From Watson	4165	4476
+ Croydon Park – Enfield SA2 (all)	From Watson	12,156	13,246

+ Canterbury South SA2 (all in Watson)	From Watson	844	901
+ Campsie North SA2 (all)	From Watson	5879	6633
+ Campsie South SA2 (all)	From Watson	3952	4503
+ Belmore – Belfield SA2 (all)	From Watson	12,949	14,283
+ Sydenham – Tempe – St Peters SA2 (balance)	From Barton	2549	2685
+ Marrickville South SA2 (balance)	From Barton	7551	8153
+ Dulwich Hill SA2 (balance)	From Barton	608	539
+ Canterbury North – Ashbury SA2	From Barton	1054	1035
+ Canterbury South SA2 (all in Barton)	From Barton	6488	6719
- Annandale SA2 (balance)	To Sydney	6941	7009
Leichhardt SA2 (all)	To Sydney	12,598	12,640
- Lilyfield – Rozelle SA2 (all)	To Sydney	10241	9942
- Balmain SA2 (all)	To Sydney	12,013	11,776
- Newtown SA2 (balance)	To Sydney	4726	4685
- Haberfield – Summer Hill SA2 (north of Parramatta Road)	To Reid	4884	4874
TOTAL		124,199	130,270

REID

Reid does not require major change, but I suggest a couple of small adjustments to tidy up the boundaries.

In addition to gaining Haberfield, I suggest that Strathfield South be added from Watson. It seems very sensible to unite Strathfield South with Strathfield itself and other communities to its north.

These gains allow Reid to shed the remainder of Lidcombe to the Division of Blaxland. Lidcombe is largely cut off from the rest of Reid by Rookwood Cemetery and industrial/commercial areas, and would seem to have far more community of interest with Auburn and Granville than with Strathfield and Drummoyne. Now that the numbers allow it, I think it makes enormous sense to unite the suburb in a single seat.

These changes leave Reid well within tolerance and with an improved community of interest.

REID		Current	Projected
Existing		116,485	125674
+ Strathfield South SA2 (all)	From Watson	2466	2853
+ Haberfield – Summer Hill SA2 (north of Parramatta Road)	From Grayndler	4884	4874
- Lidcombe SA2	To Blaxland	5442	5936
TOTAL		118,393	127,465

ST GEORGE, CANTERBURY-BANKSTOWN, AND SUTHERLAND

Around half a Division's worth of electors from this region have already been transferred to the inner Sydney seats. Combined with the existing deficit, this region will be almost a full seat under quota at the projection time. The geography of the area makes it difficult for a seat to significantly expand outside this region, so I think the most sensible solution is to abolish a seat.

I am proposing that the Division of Banks be abolished, although it is more accurate to say that I am consolidating the Divisions of Banks, Barton, Cook, and Hughes into three seats instead of four. The existing territory in Banks can be neatly divided between Hughes and Barton, with Barton adopting something more like its traditional boundaries and Cook returning to a purely Sutherland based seat.

Watson and Blaxland can then move south and east, providing room for the new seat in the outer west to be constructed.

BARTON

I am proposing that the Division of Barton be significantly redrawn to take in:

- All of the Division of Banks that lies east of Salt Pan Creek and south of Henry Lawson Drive/Forest Road/Stony Creek Road. This includes around 60,000 electors in Hurstville, Penshurst, Peakhurst, Mortdale, Oatley and Lugarno. I suggest that this area has stronger links to its south and east (Blakehurst, Kogarah) than to the western part of the existing Banks.
- All of the Division of Cook that lies north of the Georges River. This includes around 31,000 electors in Blakehurst, Kyle Bay, Sandringham, Sans Souci, Ramsgate, Monterey, Kogarah, and Kogarah Bay. There was significant local objection when this area was added to a Sutherland-based seat, and it seems very logical to re-unite these suburbs with a seat based on the northern bank.
- The remainder of Hurstville, all of Kogarah, Brighton-Le-Sands and Kyeemagh, most of Bexley, and a part of Rockdale from Barton. This unites Hurstville and Kogarah, two major local suburban centres that have often been split by boundaries.

I feel this seat would have a very strong community of interest, being a clear St George based Division focused on Hurstville and Kogarah. All of the northern bank of the Georges River, and the Botany Bay frontage in the area, would be united in one seat. The Forest Road/Stony Creek Road corridor is a major thoroughfare, and would be a very clear northern boundary in the area.

Only around 40,000 electors from the old Barton are in this seat, and it contains more electors from the old Banks. However, these boundaries are very similar to the traditional boundaries of Barton, and I think every effort should be made to retain a former Prime Minister's name.

(Note the calculations below are based on the existing Banks being renamed 'Barton')

BARTON		Current	Projected
Existing Banks		108,512	119,557
+ Hurstville North SA2 (all)	From Barton	7572	7952
+ Hurstville Central SA2 (balance)	From Barton	4673	5050
+ Bexley North SA2 (west of Bexley Road)	From Barton	5036	5125
+ Bexley South SA2 (all)	From Barton	9818	10,966
+ Kogarah SA2 (all in Barton)	From Barton	4906	4982
+ Kogarah Bay SA2 (all in Barton)	From Barton	507	560
+ Rockdale SA2 (south of Princes Hwy/ Bay St)	From Barton	2589	2876
+ Monterey – Brighton – Kyeemagh SA2 (all in Barton)	From Barton	6580	7447
+ Kogarah SA2 (all in Cook)	From Cook	2439	2814
+ Monterey – Brighton – Kyeemagh SA2 (all in Cook)	From Cook	3545	4184
+ Kogarah Bay SA2 (all in Cook)	From Cook	3441	3861
+ Sans Souci – Ramsgate SA2 (all)	From Cook	12613	14199
+ South Hurstville - Blakehurst SA2 (all)	From Cook	5775	6377
- Padstow SA2 (all in Banks)	To Hughes	12,256	13,476
- Revesby SA2	To Hughes	10,541	11,896

(all in Banks)			
- Panania South – Picnic Point SA2 (all in Banks)	To Hughes	11,577	13,043
- Panania North – Milperra SA2 (all in Banks)	To Hughes	5053	5916
- Narwee – Beverley Hills SA2 (all in Banks)	To Watson	6583	7452
- Riverwood SA2 (all in Banks)	To Watson	6995	7723
- Peakhurst – Lugarno SA2 (north of Henry Lawson Drive/Forest Road)	To Watson	4373	5046
TOTAL		120,628	131,398

COOK

I am proposing that Cook return to being a completely Sutherland-based seat.

A very neat boundary can be formed by using the Woronora River and the Sutherland suburb boundary. This transfers over 37,000 electors in Como, Jannali, Oyster Bay, Kareela, Sutherland, and Kirrawee. Many of these areas have previously been in Cook, and fit well with the remaining parts of that seat.

The river is a very strong and obvious boundary in this area, and the Sutherland suburb boundary runs along Royal National Park and other open spaces for most of its length, making it particularly suitable as a southern boundary.

COOK		Current	Projected
Existing		111,384	125,069
+ Oyster Bay – Como – Jannali SA2 (all)	From Hughes	15,805	18,166
+ Sutherland - Kirrawee SA2 (all)	From Hughes	16,636	19,644
- Kogarah SA2 (all in Cook)	To Barton	2439	2814

- Monterey – Brighton – Kyeemagh SA2 (all in Cook)	To Barton	3545	4184
- Kogarah Bay SA2 (all in Cook)	To Barton	3441	3861
- Sans Souci – Ramsgate SA2 (all)	To Barton	12,613	14,199
- South Hurstville - Blakehurst SA2 (all)	To Barton	5775	6377
TOTAL		116,012	131,444

HUGHES

The western parts of the abolished Banks can now be used to compensate the Division of Hughes. I recommend all of Banks that lay west of Salt Pan Creek by added to this seat. Around 44,000 electors in East Hills, Panania, Padstow, Picnic Point, and Revesby are transferred.

I also suggest that Milperra and surrounds be transferred from Blaxland, using Canterbury Road as the northern boundary. I think Milperra fits much better with suburbs to its south, being of closer demographic and social character to the remainder of Hughes than to Bankstown and Auburn. The small remaining parts of Revesby and Padstow currently in Blaxland are also transferred.

Hughes would cross the Georges River with this proposal, but I think this is more defensible than for Cook. The Panania/Revesby area was in Hughes as recently as the last redistribution, and this seat has usually been forced to span the river at some point for large parts of its existence.

HUGHES		Current	Projected
Existing		108,110	120,601
+ Padstow SA2 (all in Banks)	From Banks	12,256	13,476
+ Revesby SA2 (all in Banks)	From Banks	10,541	11,896
+ Panania South – Picnic Point SA2 (all in Banks)	From Banks	11,577	13,043
+ Panania North – Milperra SA2 (all in Banks)	From Banks	5053	5916
+ Panania North – Milperra SA2 (all in Blaxland)	From Blaxland	2958	3252

+ Revesby SA2 (all in Blaxland)	From Blaxland	1392	1591
+ Bankstown South SA2 (south Canterbury Road)	From Blaxland	7	12
+ Condell Park SA2 (south Canterbury Rd)	From Blaxland	10	14
- Oyster Bay – Como – Jannali SA2 (all)	To Cook	15,805	18,166
- Sutherland - Kirrawee SA2 (all)	To Cook	16,636	19,644
TOTAL		119,463	131,991

WATSON

The remaining parts of the existing Banks, Barton and Watson are consolidated into a single seat. It would take in:

- Those parts of Barton not transferred to Banks or Grayndler: including Rockdale, Arncliffe, Kingsgrove, and Earlwood.
- Those parts of Banks lying north of Henry Lawson Drive, Forest Road, and Stony Creek Road. This includes all of Riverwood, Narwee, and a part of Peakhurst.
- Most of the remainder of Watson, including Lakemba, Roselands, Wiley Park, and the southern parts of Greenacre.

For quota purposes, I suggest that Watson’s share of Lidcombe, and the northern part of Greenacre (north of Juno Parade and Boronia Road) should be transferred to Blaxland. Since Watson has moved southwards, I think it makes the most sense to transfer these northern-most parts of the seat to a different Division. The relatively unpopulated areas around Rookwood and Chullora are also transferred.

Splitting Greenacre is not ideal, but I feel the Juno Parade/Boronia Road corridor is a fairly clear boundary in the area.

As with Barton, the Division of Watson would undergo some significant change, but would also largely return to something more like its traditional boundaries. For this reason, it makes sense to retain the name ‘Watson’.

WATSON		Current	Projected
Existing		110,765	123,370
+ Narwee – Beverley Hills SA2 (all in Barton)	From Barton	2509	2877
+ Kingsgrove South – Bardwell Park SA2 (all)	From Barton	9278	10,255
+ Bexley North SA2 (east of Bexley Road)	From Barton	1492	1550
+ Rockdale SA2 (north of Princes Hwy/ Bay St)	From Barton	8903	9523
+ Kingsgrove North SA2 (balance)	From Barton	2357	2672
+ Earlwood SA2 (all)	From Barton	13,537	15,009
+ Arncliffe – Bardwell Valley SA2 (all)	From Barton	9950	10,778
+ Wooli Creek SA2 (all)	From Barton	3765	4548
+ Narwee – Beverley Hills SA2 (all in Banks)	From Banks	6583	7452
+ Riverwood SA2 (all in Banks)	From Banks	6995	7723
+ Peakhurst – Lugarno SA2 (north of Henry Lawson Drive/Forest Road)	From Banks	4373	5046
- Ashfield South SA2 (balance)	To Grayndler	6328	6569
- Canterbury North – Ashbury SA2 (all)	To Grayndler	4165	4476
- Croydon Park – Enfield SA2 (all)	To Grayndler	12,156	13,246
- Canterbury South SA2 (all in Watson)	To Grayndler	844	901

- Campsie North SA2 (all)	To Grayndler	5879	6633
- Campsie South SA2 (all)	To Grayndler	3952	4503
- Belmore – Belfield SA2 (all)	To Grayndler	12,949	14,283
- Lidcombe SA2 (part in Watson)	To Blaxland	3110	3593
- Greenacre North SA2 (all)	To Blaxland	9527	10,866
- Chullora SA2 (all)	To Blaxland	9	14
- Rookwood Cemetery SA2 (all)	To Blaxland	4	4
- Strathfield South SA2 (all)	To Reid	2466	2853
TOTAL		119,118	132,862

BLAXLAND

The gains from Reid and Watson help unite all of Lidcombe in this seat, which is a significant improvement on community of interest in this area. I feel there are far stronger links to centres such as Auburn and Berala currently in Blaxland than with any part of Watson or Reid.

The northern part of Greenacre is also gained, adding a further 10,000 electors and pushing this Division over quota. The losses to Hughes in the south go part of the way, but the seat still needs to shed another 7 – 8,000 electors.

I suggest that Guildford and South Granville are very logical deletions. This would allow use of the railway and Duck River as the new boundary, both of which are very clear boundaries in the area.

Blaxland remains a Division based clearly on Bankstown, Auburn, and surrounding areas.

BLAXLAND		Current	Projected
Existing		110,001	122,692
+ Lidcombe SA2 (part in Watson)	From Watson	3110	3593
+ Greenacre North SA2 (all)	From Watson	9527	10,866
+ Chullora SA2 (all)	From Watson	9	14

+ Rookwood Cemetery SA2 (all)	From Watson	4	4
+ Lidcombe SA2 (part in Reid)	From Reid	5442	5936
- Panania North – Milperra SA2 (all in Blaxland)	To Hughes	2958	3252
- Revesby SA2 (all in Blaxland)	To Hughes	1392	1591
- Bankstown South SA2 (south Canterbury Road)	To Hughes	7	12
- Condell Park SA2 (south Canterbury Rd)	To Hughes	10	14
- Guildford – South Granville SA2 (all)	To McMahon	6994	7852
TOTAL		116,719	130,366

OUTER WESTERN SYDNEY

The excess in western and south-western Sydney, plus the transfers from Mitchell and Blaxland, produce enough electors to create a new Division in this area.

My proposed new seat, stretching from Glenmore Park and Erskine Park in the north through to the growth areas around Camden in the south, relieves population pressure on the existing seats in the area while still allowing them to retain their existing focus.

One issue with the boundaries in this part of Sydney is how several major centres are cut off from their surrounding suburbs. For example, central Fairfield is located in the Division McMahon, but most of the Fairfield 'hinterland' is instead placed in the Liverpool-based Division of Fowler. Similarly, most of the suburbs surrounding Liverpool are placed in the Division of Werriwa rather than Fowler. I believe my proposals do a better job of uniting major centres and their surrounds than the existing boundaries.

LINDSAY

Lindsay is well over quota and needs to lose around 15,000 electors.

One option is to shed the St Marys area in the east. This has around the right number of electors, and would allow the use of the very strong boundary of South Creek. However, I was unable to find a way to do this without causing significant disruption to the Divisions of Greenway and Chifley.

Instead, I suggest everything south of the M4 should be removed. This includes Glenmore Park, Mulgoa, and Orchard Hills. This was a difficult decision, as all of these areas fit well with the existing Lindsay and have strong links with Penrith. However, at state level, these areas have usually been placed in Mulgoa or Badgerys Creek based seats, so there is some precedent for this arrangement. The M4 would also be a very clear boundary in the area.

These losses take Lindsay below tolerance, so I suggest it regain Lapstone and Glenbrook from the Division of Macquarie. While this does breach the LGA boundary, these areas are a good fit with Penrith and Emu Plains, and have been included in Lindsay off-and-on over the years.

Lindsay would remain a seat based clearly on Penrith and surrounding areas.

LINDSAY		Current	Projected
Existing		127,763	144,334
+ Blaxland SA2 (Lapstone and Glenbrook)	From Macquarie	4363	4539
- Glenmore Park SA2 (all)	To Walton	14,725	15,569

- Mulgoa Luddenham Orchard Hills SA2 (south of M4)	To Walton	6391	7576
TOTAL		111,010	125,728

CHIFLEY

Assuming no change to the boundary with Lindsay, the Division of Chifley needs to shed its existing excess to Greenway. Around 20,000 electors need to be removed from this seat.

One issue with the existing boundary along the railway line is how its splits the suburbs of Quakers Hill, Riverstone, and Schofields. Since Chifley needs to lose electors, I suggest moving the boundary with Greenway back to Richmond Road, north of the M7. This allows for all of Riverstone and Schofields to be reunited in Greenway.

This still leaves Chifley over quota, so I suggest extending the boundary down Richmond Road to follow Quakers Hill Parkway and Breakfast Creek to the existing boundary at the railway. This transfers the remainder of Quakers Hill, plus all of Kings Park and Colebee, and parts of Marayong.

I feel this is a sensible new boundary between Chifley and Greenway. The growth areas of Marsden Park and Ropes Crossing remain in Chifley to balance the numbers in both Divisions, and the core of Chifley around Mount Druitt remains intact and united.

CHIFLEY		Current	Projected
Existing		126,954	148,639
- Riverstone SA2 (balance)	To Greenway	967	1033
- Schofields West - Colebee SA2 (all)	To Greenway	6607	8902
- Quakers Hill SA2 (balance)	To Greenway	2182	2797
- Glendinning – Dean Park SA2 (north of Richmond Road)	To Greenway	1846	1852
- Blacktown North SA2 (north of Breakfast Creek)	To Greenway	3794	4087
TOTAL		111,558	129,968

GREENWAY

Already over quota, the gain of ~18,000 electors from Chifley take the Division of Greenway well over tolerance. I have made no change to the boundary with Macquarie or Mitchell, so the only place to lose electors is in the south.

I suggest that all of Greenway's share of Toongabbie, Pendle Hill, Girrawheen, and Seven Hills be removed and placed into the Division of McMahon. For quota purposes and to round out the boundary, I also suggest that those parts of Blacktown south of Bungarribee Road also be transferred. Bungarribee Road is the most significant east-west road that lies south of central Blacktown, so I think it makes sense to use it as a boundary in this area.

Greenway contracts northwards, but is still clearly based on Blacktown LGA. The adjustments with Chifley help unite more suburbs in the area, and the railway and several major roads would continue to be strong north-south links within the seat.

GREENWAY		Current	Projected
Existing		125,882	144,158
+ Riverstone SA2 (balance)	From Chifley	967	1033
+ Schofields West - Colebee SA2 (all)	From Chifley	6607	8902
+ Quakers Hill SA2 (balance)	From Chifley	2182	2797
+ Glendinning – Dean Park SA2 (north of Richmond Road)	From Chifley	1846	1852
+ Blacktown North SA2 (north of Breakfast Creek)	From Chifley	3794	4087
- Pendle Hill – Girrawheen SA2 (balance)	To McMahon	5146	5865
- Toongabbie West SA2 (all)	To McMahon	6756	7610
- Seven Hills – Prospect SA2 (all)	To McMahon	9759	11202
- Blacktown South (south of Bungarribee Road)	To McMahon	8007	8964
TOTAL		111,610	129,188

PARRAMATTA

Parramatta pushes northwards to the M2, gaining around 21,000 electors in Northmead, North Rocks, Carlingford, and Winston Hills from the Divisions of Mitchell and Berowra. All of these areas are now part of the expanded Parramatta LGA, and the M2 is much stronger and clearer than the existing northern boundary.

I also suggest a small adjustment in the south-western corner, to straighten the boundary with McMahon along Merrylands Road and Cumberland Highway. The existing boundary along Centenary Road splits South Wentworthville, so it seems sensible to unite the suburb in Parramatta.

These gains combined leave Parramatta around 15,000 electors over quota, so I suggest that it shed everything west of the Cumberland Highway and south of Old Windsor Road to the Division of McMahon. This includes all of its share of Toongabbie, Constitution Hill, Pendle Hill, and a small part of Westmead.

I feel these are very strong and clear boundaries for Parramatta, making greater use of both the M2 and Cumberland Highway in the area.

PARRAMATTA		Current	Projected
Existing		109,049	119,570
+ North Rocks SA2	From Mitchell	3169	3163
+ Northmead SA2 (all)	From Mitchell	6614	6903
+ Winston Hills SA2 (all)	From Mitchell	7795	8754
+ Toongabbie – Constitution Hill SA2 (part in Mitchell)	From Mitchell	2170	2297
+ Lalor Park – Kings Langley SA2 (part in Mitchell)	From Mitchell	506	593
+ Carlingford SA2	From Berowra	1982	1779
+ Sth Wentworthville SA2 (balance)	From McMahon	3009	3392
- Toongabbie SA2 (west of Cumberland Hwy)	To McMahon	11,043	12,552
- Pendle Hill – Girrawheen SA2 (all)	To McMahon	1666	1804

- Wentworthville – Westmead (west of Cumberland Hwy)	To McMahon	1579	1521
TOTAL		120,006	130,574

McMAHON

I am proposing that McMahon be redrawn into a mostly Cumberland-based Division, losing all of its Penrith LGA component and most of Fairfield LGA become more focused on the suburbs immediately west and south of Parramatta.

Based on my changes, McMahon gains:

- Around 33,000 electors in Pendle Hill, Seven Hills, Girrawheen and Blacktown from the Division of Greenway
- Around 17,000 electors in Toongabbie and Constitution Hill from the Division of Parramatta.
- Around 7,500 electors in South Granville from the Division of Blaxland.

To balance the numbers, McMahon can then shed:

- All of its share of Fairfield, Fairfield West, Fairfield Heights, and Canley Vale to the Division of Fowler.
- All of its share of Penrith LGA (St Clair, Erskine Park) plus Minchinbury, Horseley Park, and the area around Prospect Reservoir, to the new seat of Walton.
- The remainder of South Wentworthville, to the Division of Parramatta.

I feel my proposed McMahon is more coherent than the existing Division. The seat would be more compact and more clearly focused on Cumberland and Parramatta LGAs.

McMAHON		Current	Projected
Existing		111,293	125,817
+ Pendle Hill – Girrawheen SA2 (balance)	From Greenway	5146	5865
+ Toongabbie West SA2 (all)	From Greenway	6756	7610
+ Seven Hills – Prospect SA2 (all)	From Greenway	9759	11202
+ Blacktown South (south of Bungarabee Road)	From Greenway	8007	8964
+ Toongabbie SA2 (west of Cumberland Hwy)	From Parramatta	11,043	12,552
+ Pendle Hill – Girrawheen SA2 (all)	From Parramatta	1666	1804
+ Wentworthville – Westmead (west of Cumberland Hwy)	From Parramatta	1579	1521
+ Guildford – South Granville SA2 (all)	From Blaxland	6994	7852
- Fairfield SA2	To Fowler	10,424	11,940
- Fairfield West SA2 (all)	To Fowler	11,675	13,732
- Canley Vale – Canley Heights SA2	To Fowler	1375	1578
- Bossley Park – Abbotsbury SA2	To Fowler	466	551
- Erskine Park SA2	To Walton	4641	5028
- St Clair SA2	To Walton	13,845	15,177
- Horsley Park SA2	To Walton	3140	3164
- Minchinbury SA2	To Walton	3963	4435
TOTAL		112,714	127,582

FOWLER

The existing boundaries of Fowler seem to me to have a very poor community of interest. The seat contains the Liverpool CBD but excludes most of the suburbs that look to Liverpool as their major centre. Instead, the seat takes in a collection of suburbs that have Fairfield as their major centre, but Fairfield itself is in McMahan. With the transfers from McMahan, the Division of Fowler can now be consolidated as a more clearly 'Fairfield' seat.

I suggest almost all of Fowler's share of Liverpool LGA, including Liverpool itself, Chipping Norton, and Warwick Farm, be placed in the Division of Werriwa. The tiny part of Liverpool LGA between Reservoir Road and Elizabeth Drive remains in Fowler, but everything else is transferred.

This would take Fowler slightly under quota, so I suggest Bonnyrigg plus the remaining small part of Mount Prichard be added, using New Liverpool Road for part of the new boundary. Both of these suburbs are part of Fairfield LGA, so it seems logical to include them with the main Fairfield-based seat. For quota purposes, however, Bonnyrigg Heights must remain in Werriwa.

FOWLER		Current	Projected
Existing		112,414	127,624
+ Fairfield SA2	From McMahan	10,424	11,940
+ Fairfield West SA2 (all)	From McMahan	11,675	13,732
+ Canley Vale – Canley Heights SA2	From McMahan	1375	1578
+ Bossley Park – Abbotsbury SA2	From McMahan	466	551
+ Bonnyrigg Heights – Bonnyrigg SA2 (suburb of Bonnyrigg only)	From Werriwa	3664	4112
+ Cabramatta West – Mount Pritchard SA2 (balance)	From Werriwa	1204	1376
- Liverpool East SA2 (all)	To Werriwa	10,048	11,366
- Liverpool West SA2 (all)	To Werriwa	8594	9450
- Warwick Farm SA2 (all)	To Werriwa	3553	4017

- Chipping Norton SA2 (all)	To Werriwa	6572	7069
TOTAL		112,455	129,011

WERRIWA

Werriwa is already well over quota even before the gains from Fowler. After that addition, Werriwa now needs to lose over 50,000 electors.

There is very strong growth around Leppington, Catherine Field, and north of Camden. This makes drawing boundaries for Werriwa, Macarthur, Hume, and the new seat quite challenging. Each of these four seats must be given a mixture of growing and stable areas, to meet the quota requirements and to prevent any one seat from blowing out the enrolment too much.

I suggest that Werriwa be cut back to the suburbs immediately surrounding Liverpool. Everything south of Camden Valley Way/Bringelly Road and west of the water supply pipeline is removed.

- All of Austral, Kemps Creek, Badgerys Creek and surrounds are transferred to the new seat of Walton.
- All of Werriwa's share of Leppington, plus the suburb of Denham Court, are transferred to the new seat of Walton.
- All of Glenfield, Ingleburn, Macquarie Fields, Edmonson Park, and the suburb of Bardia, are transferred to the Division of Macarthur.

Werriwa becomes a more compact and focused seat, based more clearly on the Liverpool LGA. It would join central Liverpool with most of the immediately surrounding suburbs that look to Liverpool as their major centre. All of its boundaries would be strong and clear.

WERRIWA		Current	Projected
Existing		132,460	159,054
+ Liverpool East SA2 (all)	From Fowler	10,048	11,366
+ Liverpool West SA2 (all)	From Fowler	8594	9450
+ Warwick Farm SA2 (all)	From Fowler	3553	4017
+ Chipping Norton SA2 (all)	From Fowler	6572	7069
- Bonnyrigg Heights – Bonnyrigg SA2 (suburb of Bonnyrigg only)	To Fowler	3664	4112
- Cabramatta West – Mount Pritchard SA2 (balance)	To Fowler	1204	1376
- Austral – Greendale SA2 (all)	To Walton	8779	12,069
- Leppington – Catherine Field SA2 (all)	To Walton	1720	3002
- Denham Court – Bardia SA2 (Denham Court only)	To Walton	1265	1501
- Ingleburn SA2 (all)	To Macarthur	1074	1480
- Macquarie Fields SA2 (all)	To Macarthur	9119	10,436
- Edmonson Park SA2 (all)	To Macarthur	7556	12,443
- Glenfield SA2 (all)	To Macarthur	6423	7353
- Denham Court – Bardia SA2 (Bardia only)	To Macarthur	3272	5022
TOTAL		117,151	132,162

“WALTON” (new seat)

The Divisions of Lindsay, McMahon and now Werriwa have shed a significant number of electors. Combined with the existing excess in Macarthur, there are now enough electors for a completely new Division in this area.

I experimented with a few different arrangements, and in the end I suggest the new seat be created largely between the M4 and M5 as follows:

- All of Lindsay that lies south of the M4 (Glenmore Park, Orchard Hills, and Mulgoa)
- All of McMahon that lies south of the Great Western Highway and west of Prospect Reservoir (St Clair, Erskine Park, Minchinbury, and Horseley Park)
- All of Werriwa that lies west of the water supply pipeline (Austral and Kemps Creek)
- Werriwa’s share of Leppington and the suburb of Denham Court
- All of the existing Macarthur that lies between the M5 and Camden Valley Way (Denham Court, Claymore, Eagle Vale, Raby, Gregor’s Hill, and Currans Hill)
- All of Macarthur’s share of Leppington and Catherine Field
- The parts of Oran Park that lie north of Peter Brock Drive.
- Hume’s share of Liverpool and Penrith LGAs (the Luddenham/Wallacia area).

I feel that this would be a fairly coherent seat, with The Northern Road providing a strong north-south connection throughout the seat, and the new airport providing a focal point.

The current state electoral boundaries link Glenmore Park and Mulgoa with the growth areas north of Camden, as well as linking Leppington and surrounds with Claymore and Eagle Vale. In fact, my proposed Division would be quite similar to the state Districts of Badger’s Creek and Leppington.

This seat would relieve population pressure on Macarthur by taking some strong growth areas in Leppington, Catherine Field, and Oran Park, while also including more stable areas around Claymore, to help keep both Divisions within tolerance.

“WALTON”		Current	Projected
+ Glenmore Park SA2 (all)	From Lindsay	14,725	15,569
+ Mulgoa Luddenham Orchard Hills SA2 (south of M4)	From Lindsay	6391	7576
+ Erskine Park SA2	From McMahon	4641	5028
+ St Clair SA2	From McMahon	13,845	15,177
+ Horsley Park SA2	From McMahon	3140	3164
+ Minchinbury SA2	From McMahon	3963	4435
+ Austral – Greendale SA2 (all in Werriwa)	From Werriwa	8779	12,069
+ Leppington – Catherine Field SA2	From Werriwa	1720	3002
+ Denham Court – Bardia SA2 (Denham Court only)	From Werriwa	1265	1501
+ Leppington – Catherine Field SA2	From Macarthur	8723	12,469
+ Denham Court – Bardia SA2 (all part in Macarthur)	From Macarthur	5245	9295
+ Claymore – Eagle Vale – Raby SA2 (all)	From Macarthur	13,622	14,304
+ Gledswood Hills – Gregory Hills SA2 (all)	From Macarthur	9756	14,129
+ Currans Hill SA2 (all)	From Macarthur	4365	4975
+ Oran Park SA2 (north of Peter Brock Drive)	From Macarthur	3801	4616
+ Austral – Greendale SA2 (all in Hume)	From Hume	797	941
+ Mulgoa – Luddenham SA2 (in Hume)	From Hume	1740	1763
TOTAL		106,518	130,013

MACARTHUR

I propose that the Division of Macarthur be confined almost completely east of the M5.

- All of its share of Leppington, Denham Court, Catherine Field, Gregorys Hill, Currans Hill, and the Claymore/Eagle Vale area are placed in the new Division, as described above.
- Harrington Park and the balance of Oran Park (south of Peter Brock Drive) are transferred to the Division of Hume.

For quota purposes and to balance growth across the Divisions, the suburbs of Edmonson Park and Bardia west of the M5 are placed in this Division. I feel there are good links across the motorway here, with several roads and railways connecting to Glenfield and Ingleburn.

Macarthur would become a much clearer Campbelltown-based Division with these changes. The M5, Campbelltown Road, and the main southern railway line would provide very strong north-south links throughout this area.

MACARTHUR		Current	Projected
Existing		140,280	171,700
+ Ingleburn SA2 (all)	From Werriwa	1074	1480
+ Macquarie Fields SA2 (all)	From Werriwa	9119	10,436
+ Edmonson Park SA2 (all)	From Werriwa	7556	12,443
+ Glenfield SA2 (all)	From Werriwa	6423	7353
+ Denham Court – Bardia SA2 (Bardia only)	From Werriwa	3272	5022
- Harrington Park SA2 (all)	To Hume	7963	8657
- Oran Park SA2 (south of Peter Brock Drive)	To Hume	7628	11,915
- Leppington – Catherine Field SA2	To Walton	8723	12,469
- Denham Court – Bardia SA2 (all part in Macarthur)	To Walton	5245	9295

- Claymore – Eagle Vale – Raby SA2 (all)	To Walton	13,622	14,304
- Gledswood Hills – Gregory Hills SA2 (all)	To Walton	9756	14,129
- Currans Hill SA2 (all)	To Walton	4365	4975
- Oran Park SA2 (north of Peter Brock Drive)	To Walton	3801	4616
TOTAL		106,621	128,074

HUME

Hume undergoes some significant alteration due to changes to other Divisions:

- All of its share of Goulburn, Upper Lachlan, Booroowa, Exteter and Bundanoon are transferred to the Division of Fischer.
- The small parts of the Division in Liverpool and Penrith LGAs are transferred to the new seat.
- The town of Mittagong is gained from the Division of Whitlam.
- Harrington Park and most of Oran Park (south of Peter Brock Drive) are gained from the Division of Macarthur.

Hume becomes more urban as a result of this change, gaining further parts of Camden while losing rural areas north of Canberra. However, it would remain a Division straddling the outer south-west of Sydney and the semi-rural communities beyond. The Hume Highway and main railway would continue to provide very strong connections throughout the seat.

HUME		Current	Projected
Existing		125,549	138,104
+ Harrington Park SA2 (all)	From Macarthur	7963	8657
+ Oran Park SA2 (south of Peter Brock Drive)	From Macarthur	7628	11,915
+ Mittagong SA2 (all)	From Whitlam	8055	8503
- Goulburn SA2	To Fischer	16,870	17,690
- Goulburn Surrounds SA2	To Fischer	10,626	11,235
- Yass Surrounds SA2	To Fischer	1374	1516
- Young Surrounds SA2	To Fischer	1770	1841
- Braidwood SA2	To Fischer	246	283
- Queanbeyan Surrounds SA2	To Fischer	261	309
- Southern Highlands SA2	To Fischer	5173	5434
- Robertson – Fitzroy Falls SA2	To Fischer	9	11
- Austral – Greendale SA2 (all in Hume)	To Walton	797	941
- Mulgoa – Luddenham SA2 (in Hume)	To Walton	1740	1763
TOTAL		110,301	126,156