



# Comment on objections 50

Crew Charleigh

7 pages

I thank the Redistribution Committee for the opportunity to provide comments on the objections presented. I will focus on a few seats.

Menzies:

There have been a lot of strong support for the Doncaster-Box Hill alignment of the current and proposed boundaries while also a few suggesting Menzies should retreat northwards with Koonung Creek as the southern boundary. Demographically and in terms of community connections, the Doncaster/Bulleen/Templestowe area fits much better with Box Hill than the green wedge areas. A configuration with Box Hill in Deakin is not an acceptable option since it creates a seat stretched very thin with little community of interest on either side. Box Hill and Ringwood are 2 completely separate areas, each with their own satellite areas and communities of interest.

OB53 (mine) and OB504 provide strong boundaries for this area regarding the inclusion of Balwyn and Balwyn North, which is supported by many community organisations representing the various ethnic minorities throughout the area backing such a move.

However, I will note that in order for this configuration to work, the entirety of the suburb of Box Hill (including Box Hill Central) must be included within the boundaries since the community also equally revolves around Box Hill Central too in addition to Doncaster. Box Hill is essentially a 2<sup>nd</sup> CBD in this part of Melbourne and Doncaster and Balwyn are satellite areas that orientate towards Box Hill. Kew is too far from both Box Hill and Doncaster to be included in the same seat, so I oppose trying to include Kew in Menzies.

I will also note that at the bare minimum the section of Balwyn above Whitehorse to avoid a split along Belmore Road which is a minor road and demographically the areas north and south of it are identical in this area with the Balwyn High School Zone being located here in full. The Chinese community is also equally as numerous south of Belmore Road so a boundary here would still divide the community as did the previous ones.

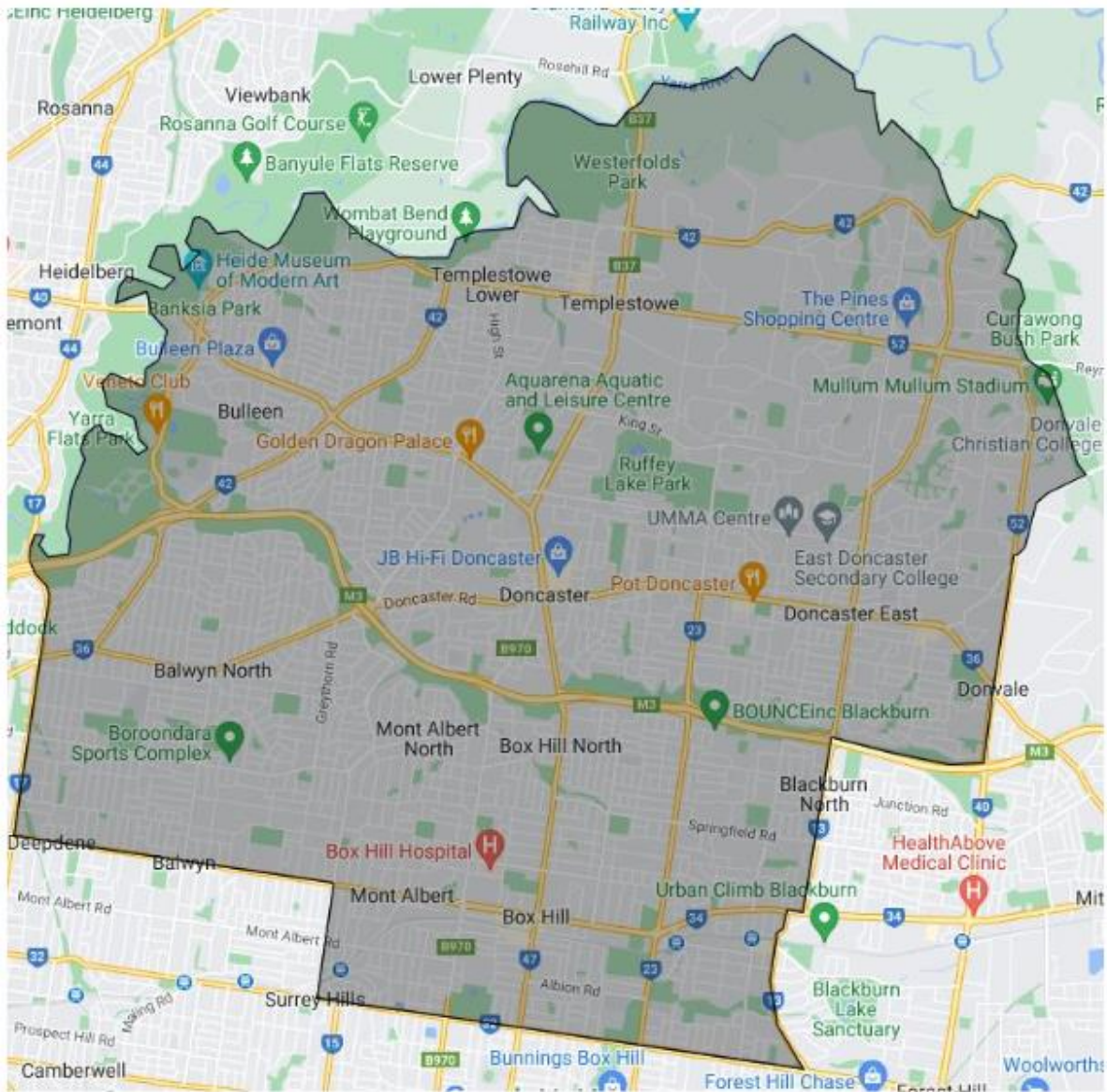


Figure 1: OB53 proposal of Menzies's boundaries

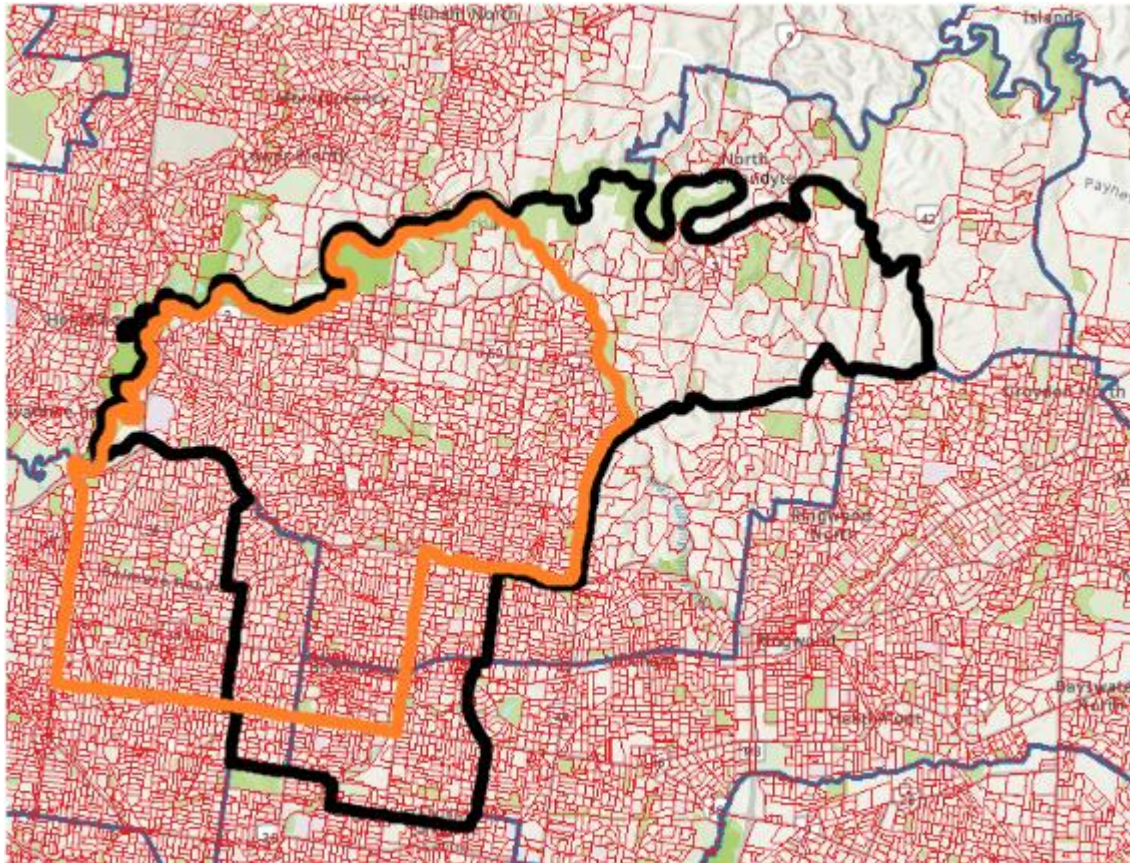


Figure 2: OB504 proposal of Menzies's boundaries

The Liberal Party's objection and subsequent proposal for this seat is also quite good, with good reasoning about needing to unite the Chinese community, as well as other multicultural communities, in the area. My only concern is the odd appendage of Warrandyte being awkwardly left which can be resolved by removing it to another seat. That could be easily fixed by rotating such that Warrandyte is moved into either Casey or Deakin while Menzies absorbs bits of Balwyn. On the other hand, Labor's is atrocious. I urge the committee to not adopt it.

Other objections worthy of note that AEC should look into in regards to Menzies include: OB94, OB95, OB174, OB416 and OB503

I would prefer the Greater Balwyn area (or at least Balwyn North) be transferred to Menzies and Menzies losing Warrandyte to have a clean cut between the green wedge and suburban parts of Manningham. But for me, the main thing is that Doncaster and Box Hill should absolutely be united in the same division for reasons listed above and in my objection.



Figure 3: OB416 proposal of Menzies boundaries

Chisholm:

I strongly oppose any proposal that breaches the Monash Freeway which is a very strong boundary as a divider of different communities, which is something I applaud the AEC for taking into account for the proposed boundaries. If there is any breach that is to be made it should not go further than Ferntree Gully Road.

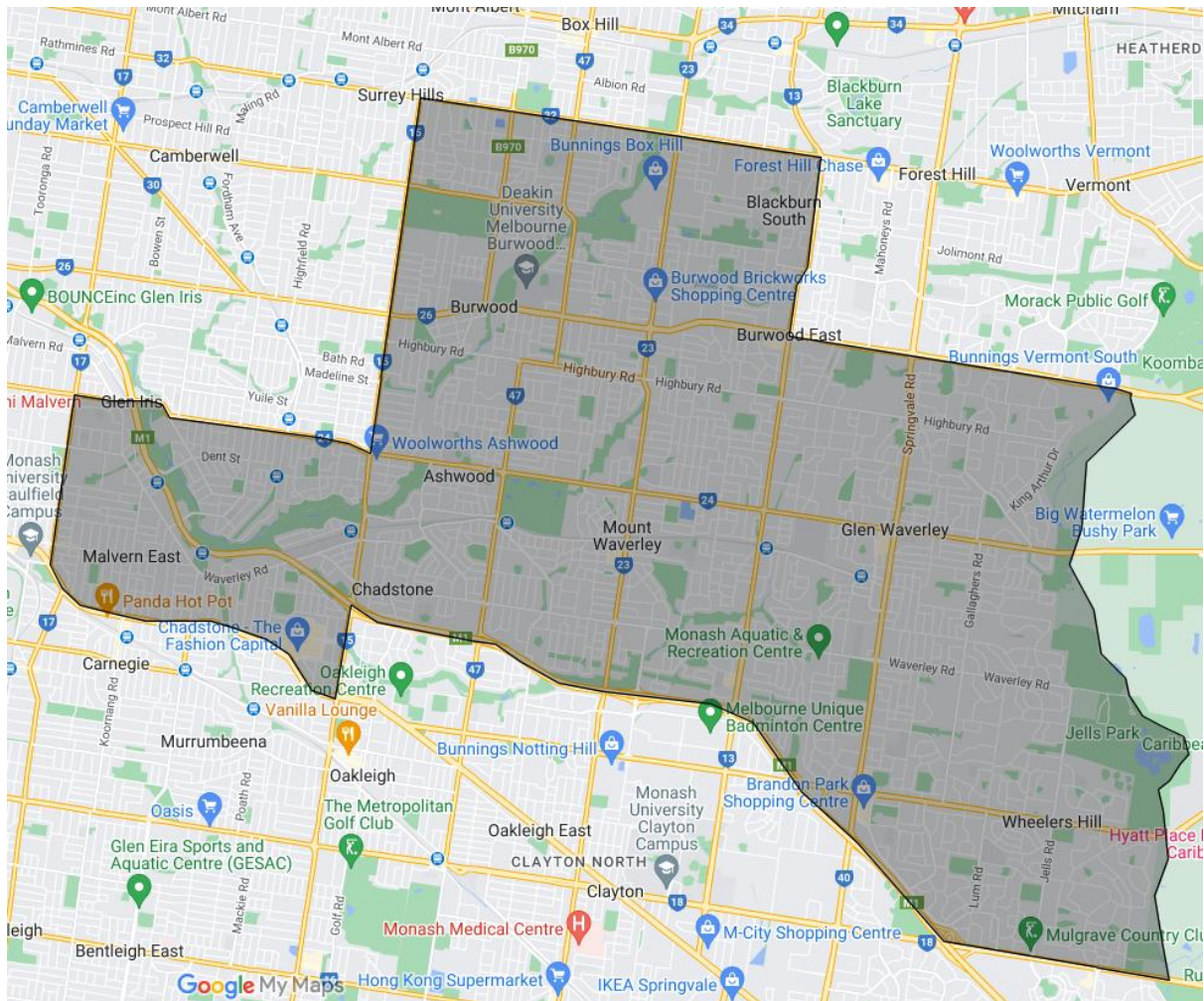


Figure 4: OB53 proposal of Chisholm's boundaries

My proposal (OB53) has the advantage of uniting much of the Glen Waverley Line corridor. It also keeps Malvern East together for the most part with a clean cut in Burke Road. One disadvantage of mine is the awkward Malvern East tail, not unlike the Warrandyte tail in the current proposed boundaries. OB504 has a solution which I think works well too which I commend and urge the committee to consider strongly as well, in particular adopting Canterbury Road, Highfield Road and the Alamein Line as the western boundary. Such boundaries follow the old state seat of Burwood which works well. It also removes the Malvern tail. This approach works best if the AEC decides to adopt the boundaries as proposed by OB504 for Kooyong and Menzies. It allows rotations in all neighbouring seats that allow clean boundaries in Kooyong, Menzies, Hotham and Chisholm.

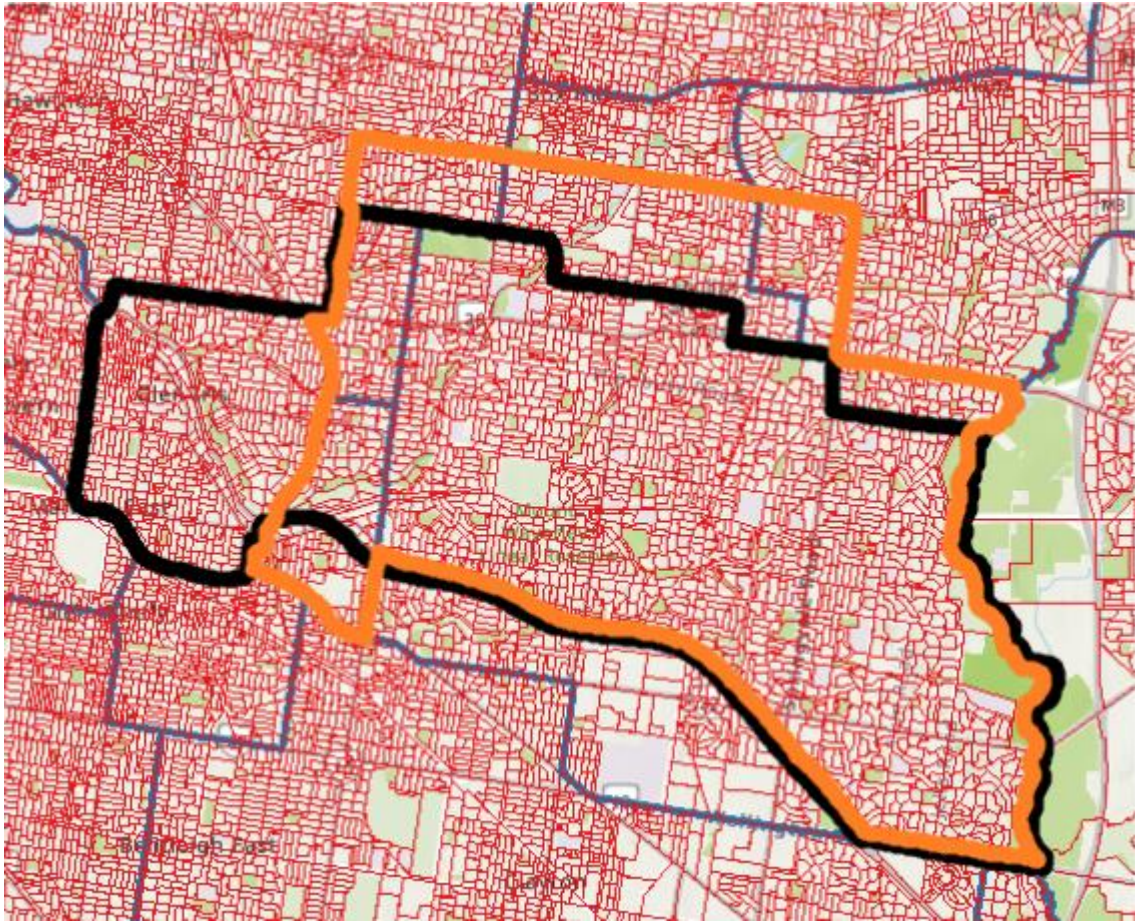


Figure 5: OB504 proposal of Chisholm's boundaries

OB416's proposal follows a similar idea to mine and is quite similar to so it is an approach that can be considered especially if the AEC doesn't want to change the proposed boundaries too much

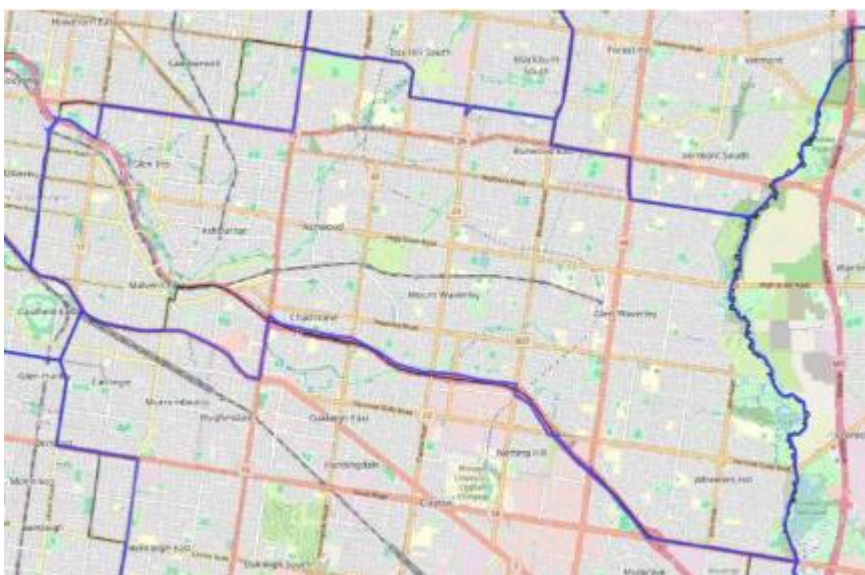


Figure 6: OB416 proposal of Chisholm's boundaries

I oppose objections that propose to put Wheelers Hill in Hotham. Wheelers Hill has much better connections with Glen Waverley and surrounds north of the Monash Freeway with all links being orientated around the Glen Waverley area in this part of Melbourne. As stated above, the Monash Freeway is a very strong boundary which acts as a divider of different communities.

Kooyong:

I support the numerous objections that suggest the removal of Prahran East from Kooyong into Macnamara. The orientation of Kooyong in terms of how much of Malvern and Glen Iris to include is dependent on whether the AEC decides to include Balwyn and Balwyn North as mentioned earlier.

Melbourne:

I support the vast number of objections suggesting a cleaner crossing of the Yarra of parts of Port Melbourne and Southbank rather than stretching all the way to the Prahran/Windsor border.

Dunkley/Flinders:

I agree with proposals to return the balance of Mount Eliza to Dunkley in particular O398 and OB504. Mount Eliza is needlessly split in the proposed boundaries and setting the northern boundary at Patterson River works very well to separate the distinct communities north and south of the river. I also support proposals to then rotate Flinders eastwards to include the rural areas currently in Holt which have very little community of interest with the growth areas surrounding Cranbourne which the seat is based on. These are also areas that have previously been in Flinders.

The AEC's general ideas and themes in this redistribution are excellent and are worthy of commending however there are bits and pieces that need to be fixed, as outlined above. These are easy to fix and if applied properly, this would be a very strong redistribution result from the AEC.