



Objection 86

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2 pages

Objections to the Victorian Redistribution by the AEC

Introduction

As mentioned previously, I am not a member of a political party, and I have no interest in engineering a partisan outcome. I am simply interested in demographics and communities of interest.

Choice of seat to abolish

I urge the AEC to reconsider abolishing Higgins and consider whether it is feasible to abolish Hotham instead. Higgins, while demographically mixed, does serve a community of interest, particularly Stonnington LGA, which has excellent east-west tram connections. The decision to abolish Higgins has meant that Windsor has been split from Prahran, and High Street, which is an Activity Centre, has been used as an electoral boundary, which is not ideal, as traders on both sides form a community of interest.

In an earlier stage of the submission, I advised the AEC not to keep Glen Huntly Road, Elsternwick, as an electoral boundary, as it is an activity centre, and advised that either Glen Eira Road or North Road be used instead. I believe the decision to abolish Higgins has meant that the Elsternwick boundary issue has not been able to be fixed. The decision to abolish Higgins instead of Hotham has also meant that La Trobe, Bruce, Isaacs, and Holt have not been able to be fixed. La Trobe should ideally be based on the Pakenham line growth corridor, Isaacs on Kingston LGA, Bruce on the South East Manufacturing corridor, and Holt on the Cranbourne rail corridor, as I previously submitted to the AEC.

Naming

If Higgins is indeed abolished, then it is a name worth retaining and should be assigned to the new Hotham instead. Higgins was a renowned Australian jurist, while Hotham was a British colonialist. Gellibrand is also a name worth discarding.

Other Seats

Gellibrand/Fraser

The proposed boundaries have fortunately united all of Yarraville in Fraser, something which I very much support. However, unfortunately, this has led to South Kingsville/Spotswood being severed from the rest of the LGA. It would be wiser to use the LGA/West Gate Freeway Boundary and unite Spotswood, South Kingsville in Gellibrand with the rest of Hobsons Bay LGA.

Macnamara/Melbourne

Rather than following St Kilda Road to take parts of South Yarra/Prahran, it would be more effective to have a crossing of the Yarra River and for Melbourne to take Southbank/Fisherman Bend Urban Renewal Area.

Menzies/Kooyong

As a Manningham resident, I would vehemently oppose any effort to combine the Balwyn area or any part of the Boroondara LGA. Manningham is a middle-class area rather than Old Money/Elite and has better communities of interest with Whitehorse, Banyule, Nillumbik, and even Yarra Ranges for the Green wedge part than with Boroondara due to the class divide.

Aston

The AEC has proposed sensible boundaries for Aston, and I recommend that it remains unchanged.