



Objection 152

Ben Mullin

32 pages

RE: Objection to the proposed redistribution

Dear Members of the Redistribution Committee,

I have reviewed the proposed boundaries in depth and am satisfied with many of the changes drafted for Victoria, particularly in northern and western Melbourne. The only significant contention I have is the abolition of Higgins and its consequences for the rest of the south-eastern and eastern suburbs

I am making this submission having participated in the initial round of suggestions.

The key issues I have identified with the draft:

- Hotham is proposed to take in an even more disparate collection of suburbs
- Higgins and the City of Stonnington have been split apart by 5 different electorates
- Melbourne's crossing of the Yarra is welcomed, but it could do so in a better place
- Kooyong has been drawn across the barriers of the Monash Freeway, Gardiner's Creek and a local government boundary, when there is a better opportunity to consolidate this as a Boroondara-only electorate.

In order to be constructive, I have attempted to draw an alternative set of boundaries to resolve these. Aside from suggesting the retention of Higgins, these otherwise build on many of the committee's ideas and elector transfers from the draft proposed. The result is a set of boundaries that I believe strengthens the communities that each electorate represents while moving a similar number of electors – slightly more than the committee's draft, but substantially fewer than in the past two Victorian redistributions. I am taking the opportunity to lodge these as an objection for consideration.

The objection herein relates to suggested amendments to the boundaries of ASTON, BRUCE, CASEY, CHISHOLM, DEAKIN, GOLDSTEIN, HIGGINS, HOTHAM, ISAACS, KOOYONG, McEWEN, MACNAMARA, MELBOURNE and MENZIES.

Sincerely,

A large black rectangular redaction box covering the signature area.

Ben Mullin

Considerations for the draft boundaries for south-east/east Melbourne

I begin by stating that I acknowledge that there are already many sub-optimal boundaries on this side of Melbourne, as were used for the 2022 election. I recognise the difficulty of the committee's task in satisfying the numerical requirements of abolishing an electorate within this starting framework, ideally seeking to remedy these, while attempting to satisfy communities of interest and minimising elector transfer where possible.

By contrast, the electorates in the northern/western suburbs already follow clear alignments along creeks and major roads, and are each largely congruent with a local government area. The committee's draft has retained the identity of each Division with minimal elector transfer, and seen even stronger boundaries adopted for many electorates, particularly the Westgate Freeway (**Fraser/Gellibrand**), Skeleton Creek (**Gellibrand/Lalor**) and Alexandra Parade (**Melbourne/Wills/Cooper**.) As such, I have endeavoured to lodge this objection with the consideration that there should be no knock-on effects that would disturb the solid boundaries drafted by the committee on the north side of the river.

I raise the following objections to the draft boundaries in the south-east:

Hotham

I myself am a resident of Oakleigh and can personally attest to some of the weaker boundaries used for the **Hotham** electorate as an example. My local electorate presently exists covering a wide range of suburbs:

- Hughesdale as **Hotham's** only territory on the Pakenham line west of Warrigal Road. While part of the City of Monash, this feels as though should probably be paired with rest of the Skyrail corridor (Carnegie-Murrumbeena – I commend this pairing on the AEC's draft map)
- Oakleigh as a traditional hub of Melbourne's Greek community, which is steadily densifying and gentrifying with its proximity to the city through its rail connection, tertiary education institutions, professional employment hubs and the Chadstone activity centre.
- Clayton and the Monash University precinct with a large student population and surrounding local employment centres and business parks around Notting Hill.
- Springvale and Noble Park as suburbs with large culturally/ancestrally diverse communities within the City of Greater Dandenong (Vietnamese-, Cambodian-, and Chinese-Australians,) with employment sectors that skew towards industry and light manufacturing.

Further away from the main rail corridor it includes:

- Bentleigh East from the City of Glen Eira, which looks more towards Bentleigh proper and the Frankston rail corridor (presently in **Goldstein**.) This is awkwardly attached to **Hotham** at present as it sits on the western side of Warrigal Road (across from Oakleigh South which itself is a less densely populated extremity of **Hotham**)
- Mulgrave and parts of Wheelers Hill which consist of low-density/detached housing suburbia.

While a combination of some of these suburbs is one electorate is entirely reasonable, when taken as a whole, there is little common identity across the electorate. It currently spans four LGAs and it is proposed to increase this to five on the drafted boundaries (adding Stonnington.)

The proposition of stretching **Hotham** further by adding Carnegie-Murrumbeena and even East Malvern into the electorate should not be entertained without a significant departure from around its present boundary splitting Greater Dandenong (beyond just Springvale South as drafted.)

Higgins

Higgins has existed in its current form for several decades, with it containing the almost all of the modern Stonnington LGA uninterrupted since 1989.

History can be useful as a guide, and while it alone should not necessarily be a consideration of committee, community should be. The present **Higgins** electorate represents all of the Stonnington LGA and much of Glen Eira and Boroondara. As someone who has a social network that overlaps with residents of **Higgins** – I can attest that there is a strong sense of community that it covers, at least on the southern side of the Monash Freeway. It seems more natural that people within the Division travel along the radius out from the city for work and socialising: shopping along the local high streets, or out to Chadstone; eating out along Koornang Road in Carnegie, or towards the citybound edge of electorate on Chapel Street. **Higgins** represents a feasible means of interconnectivity within the south-east. Moreso than travelling up Glenferrie Road, let alone pairing this community with any of the distant suburbs of Balwyn, Glen Waverley, or Springvale.

The proposal to dismember **Higgins** and Stonnington LGA five ways came as a surprise. (I anticipate a heightened community response following news media reports on this.) While I understand numerical stresses on the neighbouring area, offering some continuity of its community should be considered by maintaining a larger share of the Division in one piece, if not revising plans to abolish it entirely.

Melbourne

I agree with the committee's drafted proposal that would see **Melbourne** cross the Yarra River, having raised this myself in my initial suggestion. Contracting the Division boundary to run along Alexandra Pde is a neat solution, clearly identifiable, and a community of interest divisor that anchors **Melbourne** on the CBD and the very inner suburbs with the closest relationship to it. This is reflective of the high-density developments south of the river over the past 20 years. As such, I have prioritised the retention of this northern boundary when considering possible alternatives at the southern end.

I recommend amendment to the Yarra crossing, such that it occurs at Southbank and remains within the City of Melbourne local government boundary as far as possible. Else, this crosses another local government boundary, and forces a split of South Yarra where it has a reasonably closer fit to Prahran/Windsor and the Chapel St. corridor (which has been split

with **Macnamara** on the draft boundary.) Conversely, I submit that a movement of Southbank would be less disruptive.

This would align closer with suggestions made during the initial phase. To my recollection, most of those favouring a **Melbourne** Yarra crossing did so directly south of the CBD, to varying extents.

Kooyong

The modern setting of **Kooyong** has become firmly established. The Monash Freeway, Gardiner's Creek, Glen Waverley Rail Line and Boroondara/Stonnington LGA boundary all define this as a barrier to southward expansion. Save for a minor incursion up to the northern edge of the Glen Waverley line on the 1989-94 boundaries, **Kooyong** has not crossed this boundary since 1912. It has never made any expansion into its namesake suburb or Toorak/Malvern since then, during which time the constructed and civic barriers have only strengthened.

The committee's draft should be considered in this context. I recommend against this new manoeuvre on the basis of poor transportation links. Glenferrie Road serves a tenuous connection for such an elector transfer, with large elector populations residing on either side of the Freeway.

(Indeed, I also consider the existing crossing by **Higgins** into Ashburton to be hugely suboptimal. When considering transport/communication links, it's unclear to me how someone from Murrumbeena would conveniently access this part of the electorate. I noted this was scenario also raised in historic objections when the proposition of moving Caulfield into **Higgins** was drafted.)

As a consequence of this, beyond the affluent demographics, I submit that there appears to be little community of interest spanning these suburbs.

Methodology

I surmise that the draft boundaries were initially drawn with Higgins abolished as a starting point, with electors then distributed to the surrounding electorates. This has left an impressively small number of electors re-housed in a new electorate (8.3%,) in the context of past redistributions (11.4% moved in the 2021 redistribution. 18.9% in 2019.) As demonstrated above, I believe this has come at the expense of the committee's guidelines to consider communities of interest and draw to natural boundaries in the south-east.

With only a slight increase in electors transferred (10.1%.) I believe I have found a better balance between the competing demands of keeping elector movements low while enhancing community identity. As this transfer proportion is lower than both of the previous Victorian redistributions, I submit that this is well within the reasonable bounds for the committee's consideration. I also point out that the "consideration of existing boundaries is subordinate to the other factors (community of interest, communication/travel, physical features)"

I began experimenting by consolidating eastern/south-eastern Melbourne into a series of strong natural/road boundary groups. that were closely aligned to the existing electorate arrangement. I then sought to determine if these could be adjusted to satisfy a whole number of electorates. With this idea, we could then shape the existing electorates to conform to these boundaries.

This yielded a series of satisfying, continuous boundary 'zones':

- All territory west of Warrigal Road, south of Gardiners Creek, south of the Yarra River – this conformed to 3 electorates with sufficient surplus to allow the committee's proposed transfer of additional electors to **Melbourne**. This also conformed to the core of three current electorates centred in this region: **Macnamara, Higgins** and **Goldstein**
- All territory west of Warrigal Road, south of the Eastern Freeway (corresponding to the City of Boroondara.) This wholly satisfies the elector requirements for one electorate and largely corresponds to the existing electorate of **Kooyong**
- All territory between Warrigal Road and Eastlink (from the Patterson River), up to the northern boundary of the City of Monash (along Highbury Road.) This largely corresponds to three existing electorates: **Chisholm, Hotham** and **Isaacs**. This area satisfies the population requirements of two electorates (as well as the committee's drafted proposed transfers into **Dunkley**.)

These offer the prospect of strong identities for each electorate. Warrigal Road is often conceptualised as a divider between Melbourne's inner and middle suburbs (I personally identify it as roughly corresponding to the PTV fare zone boundary.) Eastlink is similarly often seen as a divider between the middle and outer suburbs.

This offers a solution as to how to proceed:

- An electorate within the zone between Warrigal Road and Eastlink should instead be abolished with the remaining two electorates drawn into the other. The existing extremities of these electorates could then be used to supplement elector requirements elsewhere, including the retention of **Higgins**.

Hotham being located between the other two electorates in this zone, makes it the one to be squeezed and abolished instead.

Naturally, the redistribution would still need to find a suitable arrangement within the each of these grouped zones in order to be considered an improvement on the draft map.

The ultimate product of this suggestion is shown below:

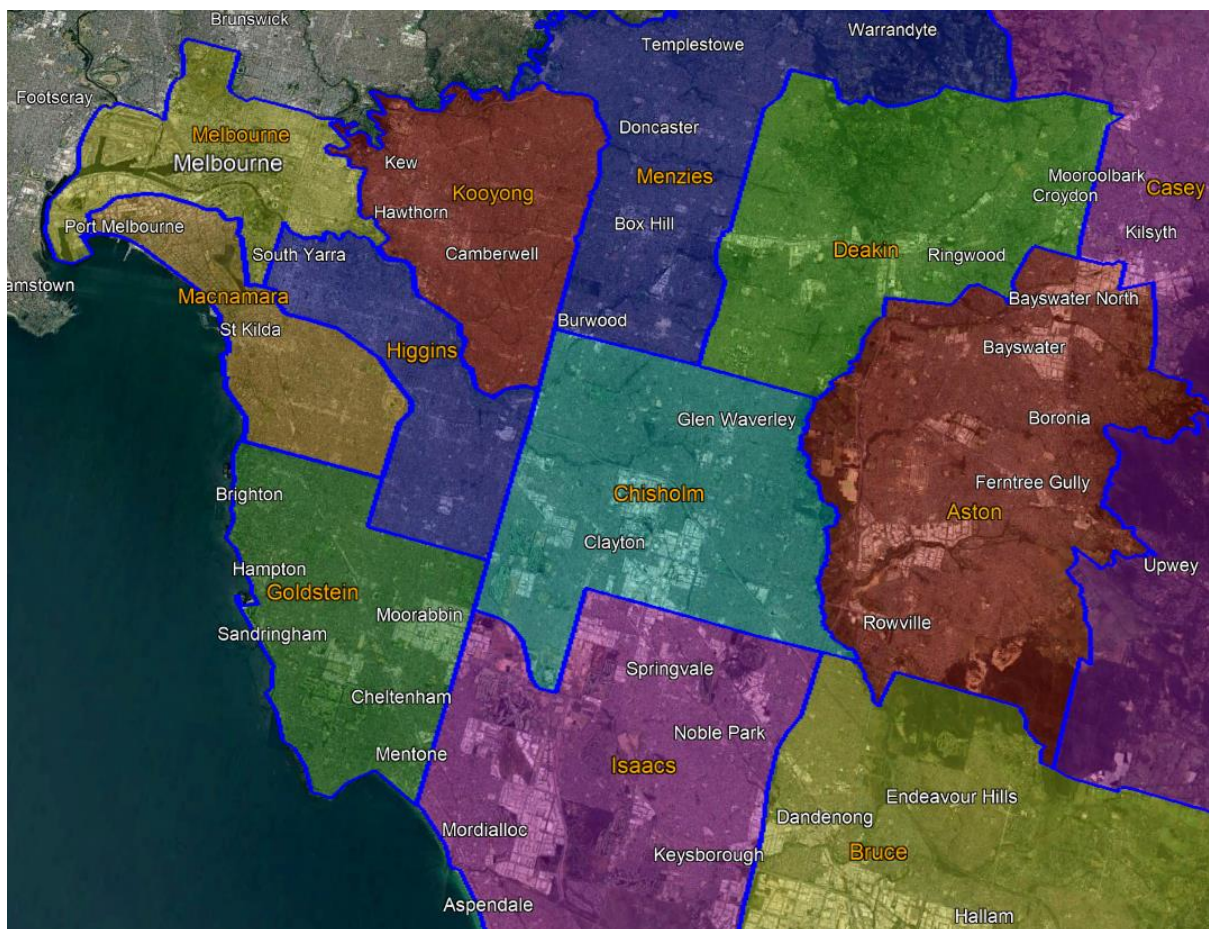


Figure 1 - Suggested amendments to the boundaries of south-east/eastern Melbourne

I have also provided details of some optional transfers for the committee's consideration. These generally relate to balancing the competing demands for clarity/definition of boundaries contrasted with minimising movement of electors. In each case, either option conforms to the elector population requirements.

Explanation of Suggested Boundaries

Kooyong

As the City of Boroondara corresponds to the required electors of one whole electorate, I recommend drawing **Kooyong** to fit these boundaries. The City of Boroondara forms a strong community of interest and is geographically distinct in its location between the Monash and Eastern Freeways.

This would reverse a transfer of electors that had been proposed into Chisholm on the draft boundaries, leaving 7247 voters unmoved and remaining **Kooyong**.

This movement also includes the transfer of Glen Iris/Ashburton which are presently in **Higgins** and were drawn into **Chisholm** on the draft boundaries. This is a logical transfer that now unites the rail line from Alamein through to Hawthorn.

The City of Boroondara boundary becomes weaker north of Warrigal Road, however it is accepted practice to use these even where they do not follow major roads (see the existing **Deakin/Casey** through Mooroolbark.) The report subsequently proceeds as if this is the suggested proposed boundary.

Alternatively, if the committee favoured a stronger boundary along main roads, it could alter this slightly to follow Union Road/Belmore Road/Elgar Road north of Whitehorse Road. The elector totals would satisfy the requirements in either case.

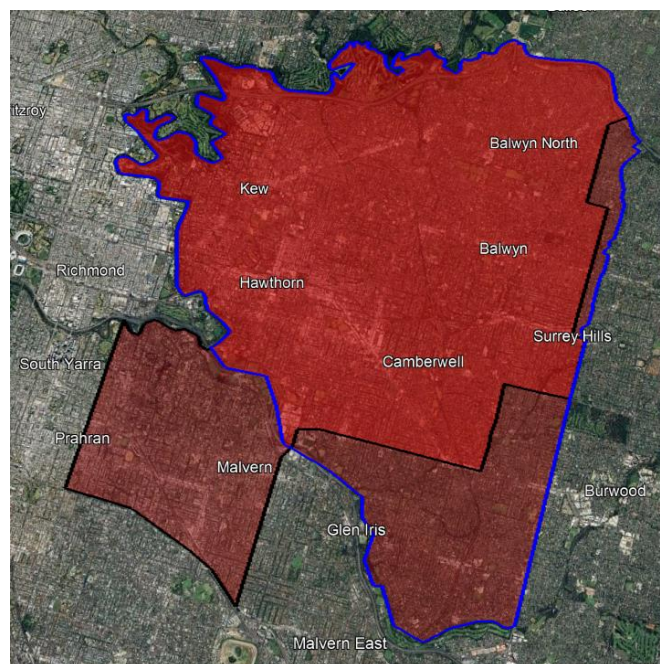


Figure 2 - Suggested **Kooyong** (blue outline) vs. draft **Kooyong** (black boundary)

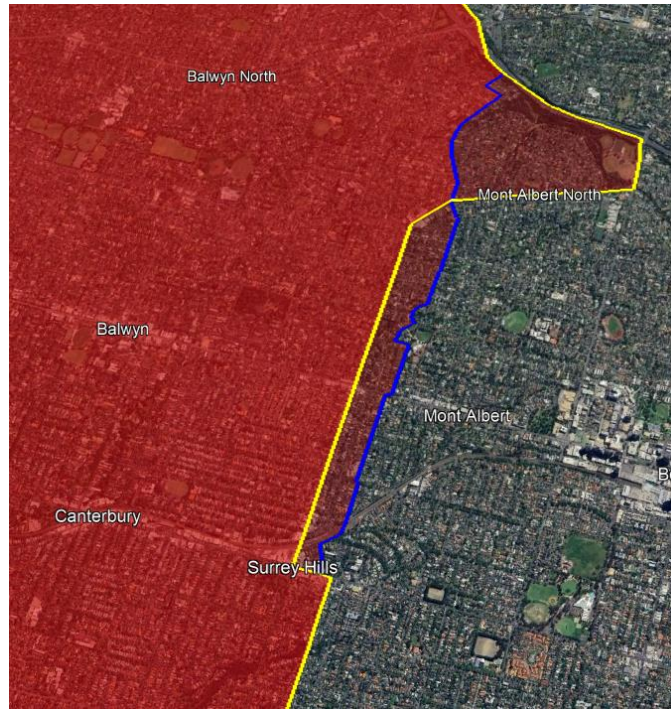


Figure 3 - Alternative eastern boundary for **Kooyong** (yellow)

Melbourne

I support the committee's proposal to draw **Melbourne** across the Yarra, and the establishment of a clear boundary along Alexandra Pde to the north.

As an amendment, however, I would recommend completing this by entirely filling the City of Melbourne boundaries, into Southbank and South Yarra - West, rather than crossing into the City of Stonnington in South Yarra – North/South.

Again, the use of local government boundary helps identify the community of interest. Southbank is very well-connected to the Melbourne CBD through numerous bridges and tram routes. The boundary can be drawn along the Westgate Freeway and avoid crossing into Port Melbourne's residential areas.

I also suggest transferring a small number of electors along St Kilda Road within the City of Port Phillip. This assists numerically, but also has a community benefit. These properties back onto Albert Park Lake and would otherwise be disjointed from the remainder of **Macnamara** now that South Yarra - West has been transferred out. Living along the St Kilda Road tram corridor, they enjoy greater connectivity to the CBD than to the wider **Macnamara** electorate regardless.

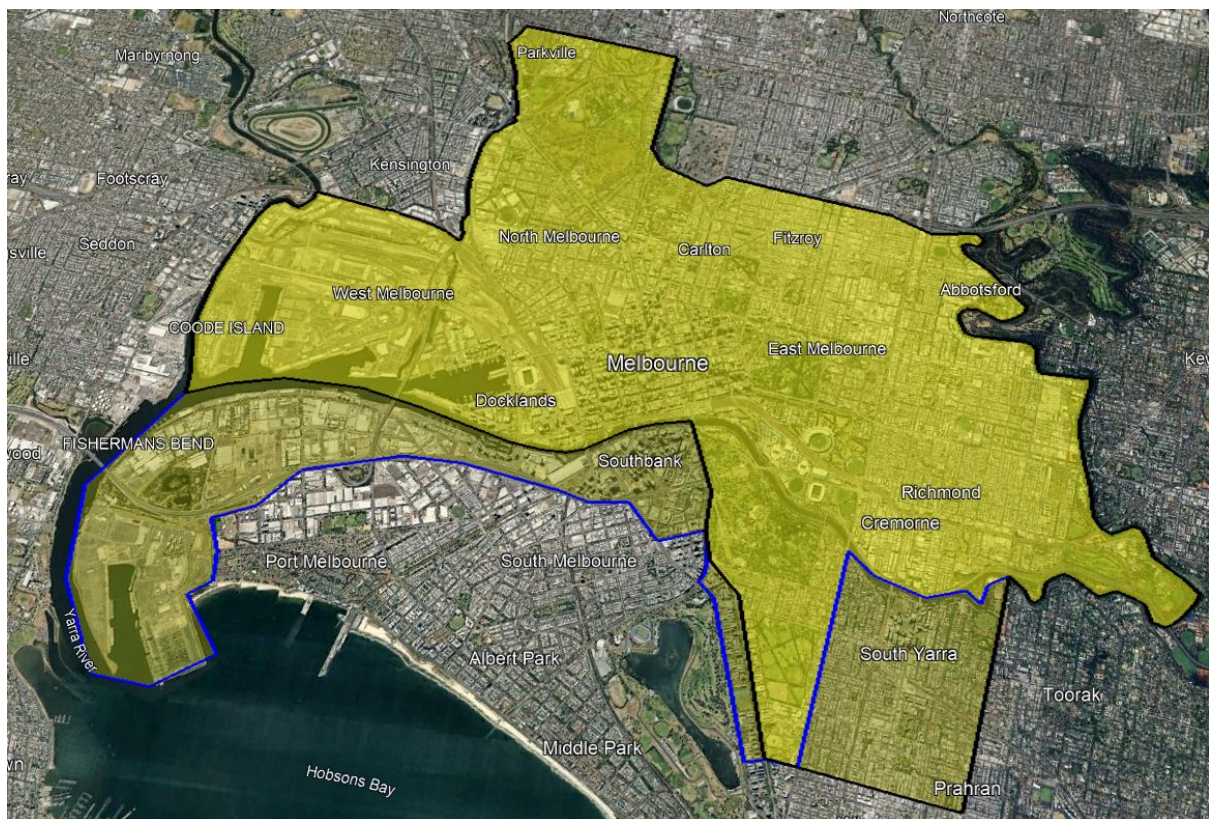


Figure 4 - Suggested **Melbourne** (blue outline) vs. draft **Melbourne** (black boundary)

Macnamara/Higgins/Goldstein

I reviewed public feedback from previous redistributions prior to adjusting boundaries in this region.

I took particular care of feedback from Melbourne's Jewish community about their neighbourhoods, noting reversal of draft changes either side of Hotham St. that had been proposed in previous years' redistributions. Reviewing their feedback, it could be summarised as follows: the **Macnamara** electorate should span across Hotham St., with Balaclava/St Kilda East/Ripponlea and Caulfield forming the core of this community. Comments also discussed Elsternwick and Caulfield South, though these are within **Goldstein** on the existing and draft maps.

The requirements for **Macnamara** to increase its elector count following the above changes then presents this as an opportunity to enhance this community of interest. By expanding down to North Road, uniting with Caulfield South and Elsternwick, **Macnamara** very nearly attains its required electors, and moves to consolidate a larger share of the City of Glen Eira.

I had intended to remove the draft transfer of Windsor from **Higgins** entirely, however the numerical requirements prevented this. As such, I took the boundary back to follow the Sandringham rail line for a short distance until it meets Dandenong Road.

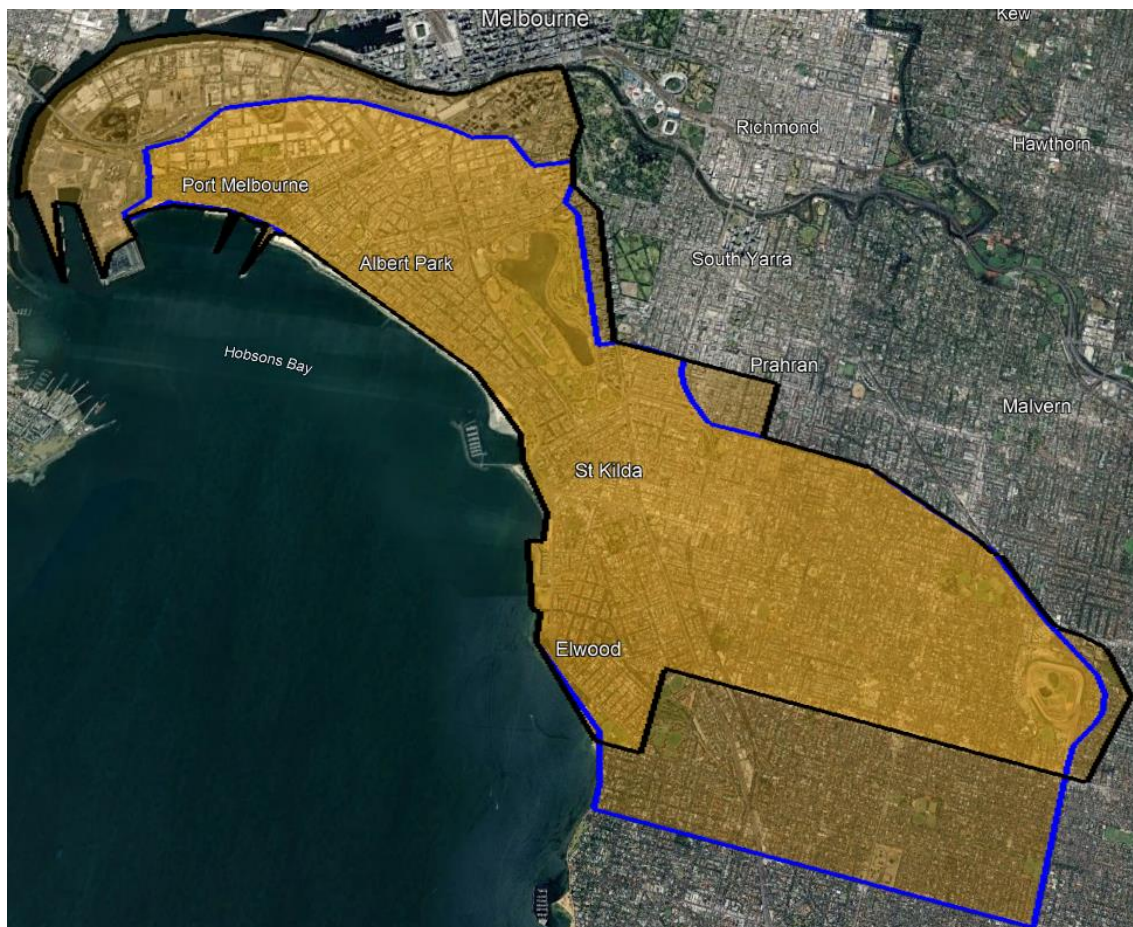


Figure 5 - Suggested **Macnamara** (blue outline) vs. draft **Macnamara** (black boundary)

Working on the basis that **Higgins** should be retained, it can keep all of Stonnington save for the small number of electors in Windsor west of the rail line. It can then be compensated for its loss of Glen Iris/Ashburton by expanding further down from the rail junction at Caulfield. This takes it further alongside the Frankston line into Ormond and Bentleigh; and still unite the Skyrail corridor, with Hughesdale joining Carnegie-Murrumbeena. This takes it as far as Warrigal and Centre Roads, while still abiding by its elector requirements, uniting a larger share of Glen Eira in the process (and pushing **Hotham** entirely out from this LGA.)

The curved shape of the electorate accentuates its current form, but respects the committee's guidelines for transport links, with both aforementioned rail lines running all the way through to the junction at South Yarra. Also noting that Caulfield racecourse could be transferred if the committee desired an improved shape.

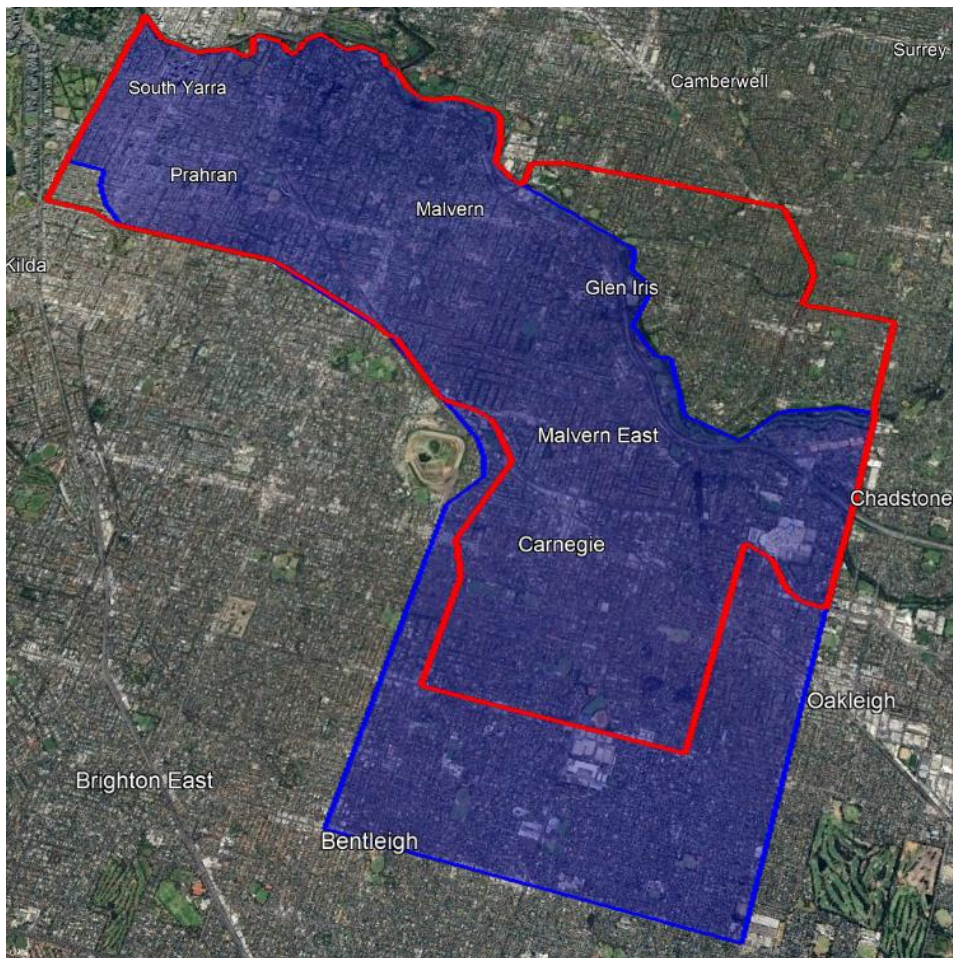


Figure 6 - Suggested **Higgins** (blue outline) vs. existing boundary (red outline)

The corresponding push from electorates above it then moves **Goldstein** then to take the remaining territory west of Warrigal Road. It would still be centred on the City of Bayside, but extend across to Frankston Line suburbs along the bayside shore. This agrees with and builds on the committee's proposed draft movements into Highett/Moorabbin in the City of Kingston.

It also cleans up the staggered boundary on the north-eastern edge that had been in the draft boundaries, with a new boundary clearly established along North/Centre Roads and the Frankston rail line between Ormond and Bentleigh. While not strictly a requirement, this is still favourable as a means of establishing a cohesive electorate identity.

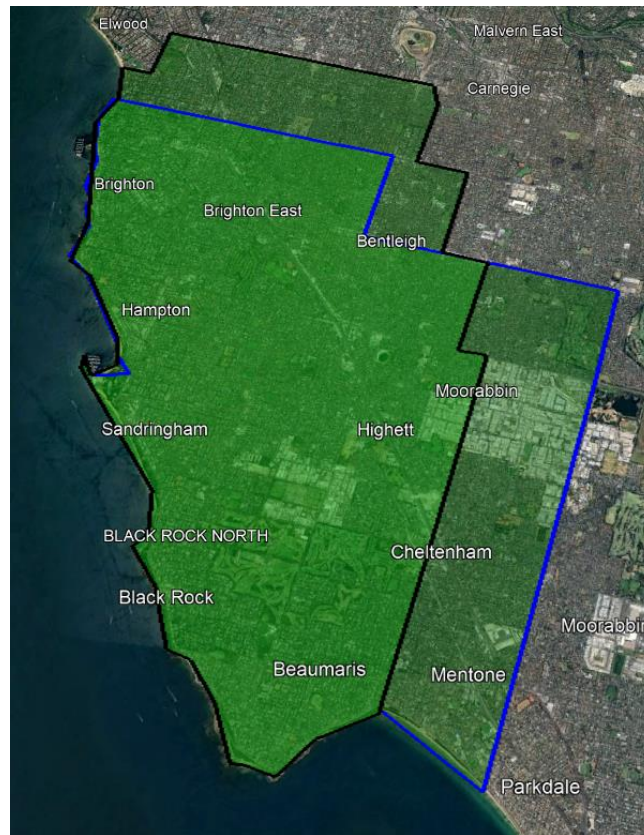


Figure 7 - Suggested **Goldstein** (blue outline) vs. draft **Goldstein** (black boundary)

Melbourne's inner south-east is thus apportioned as such:



Figure 8 - Suggested boundaries for Melbourne's inner south-east

Working within the plan, three electorates have now lost all territory west of Warrigal Road that had been included in the drafted boundaries. In the case of **Chisholm** and **Hotham's** acquisitions on the committee's draft, this reversal mitigates the transfer of electors out of **Higgins** and **Kooyong**.

Isaacs

East of Warrigal Road and starting from the south, **Isaacs'** contraction allows it to take on Springvale proper and keep it in the same electorate with Springvale South, as well as taking the remainder of Noble Park that had been left split by the draft movements out of **Hotham**. Again, this transfer is building on the draft idea for this area presented by the committee.

A boundary to fit the required number of electors can be to largely follow Centre/Police Road. This would not be able to run between Warrigal/Clayton Roads due to the elector tolerance, however this may be preferable regardless. The suburb of Clarinda within the City of Kingston places it on the opposite side of the Dingley Bypass, a tract of golf courses and industrial land. With an additional protrusion of this land-use into Clayton South, I believe that Clayton Road serves as better boundary and that Clarinda be left out of **Isaacs**, lest it be disjointed from the rest of the electorate.

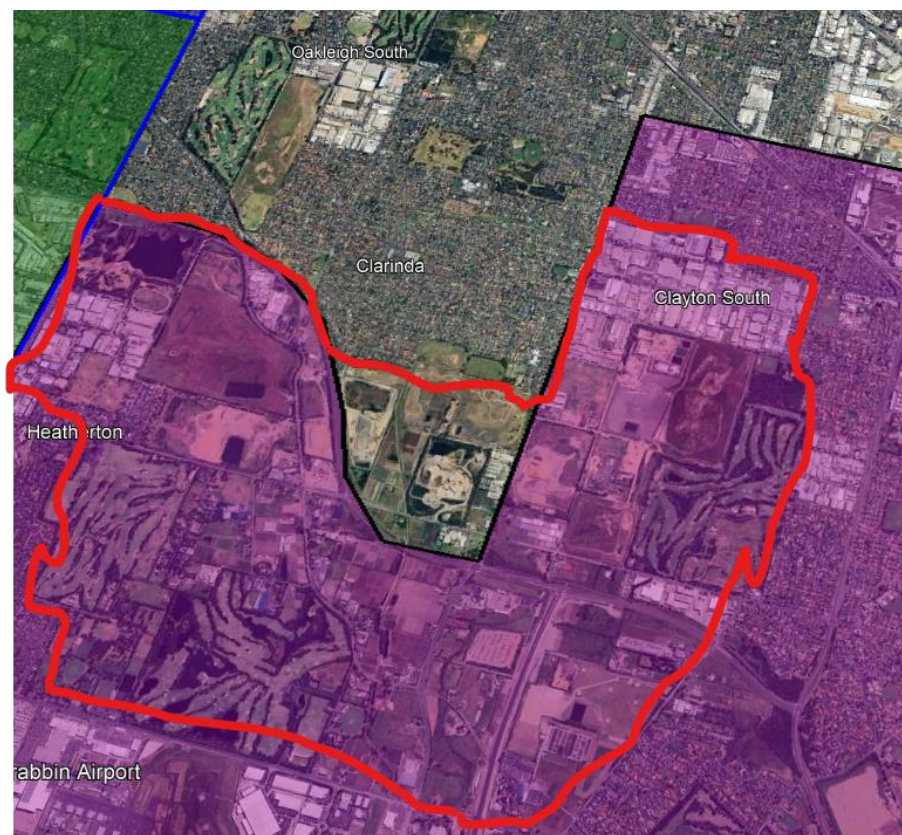


Figure 9 - Non-residential land (circled red) buffeting Clarinda

Alternatively, if the committee favoured a straightened boundary, one could be drawn along Bourke Road/Osborne Avenue, with the boundary along Centre Road taken back to Westall Road.

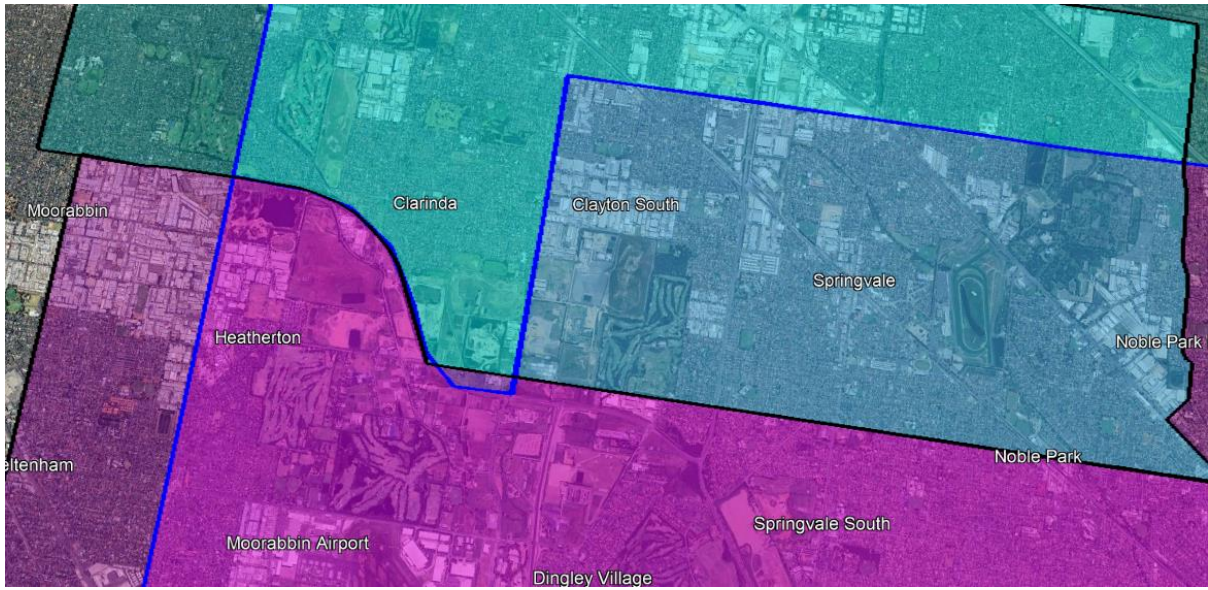


Figure 10 - Suggested **Isaacs/Chisholm** (blue outline) vs. draft **Isaacs/Hotham** (black boundary)

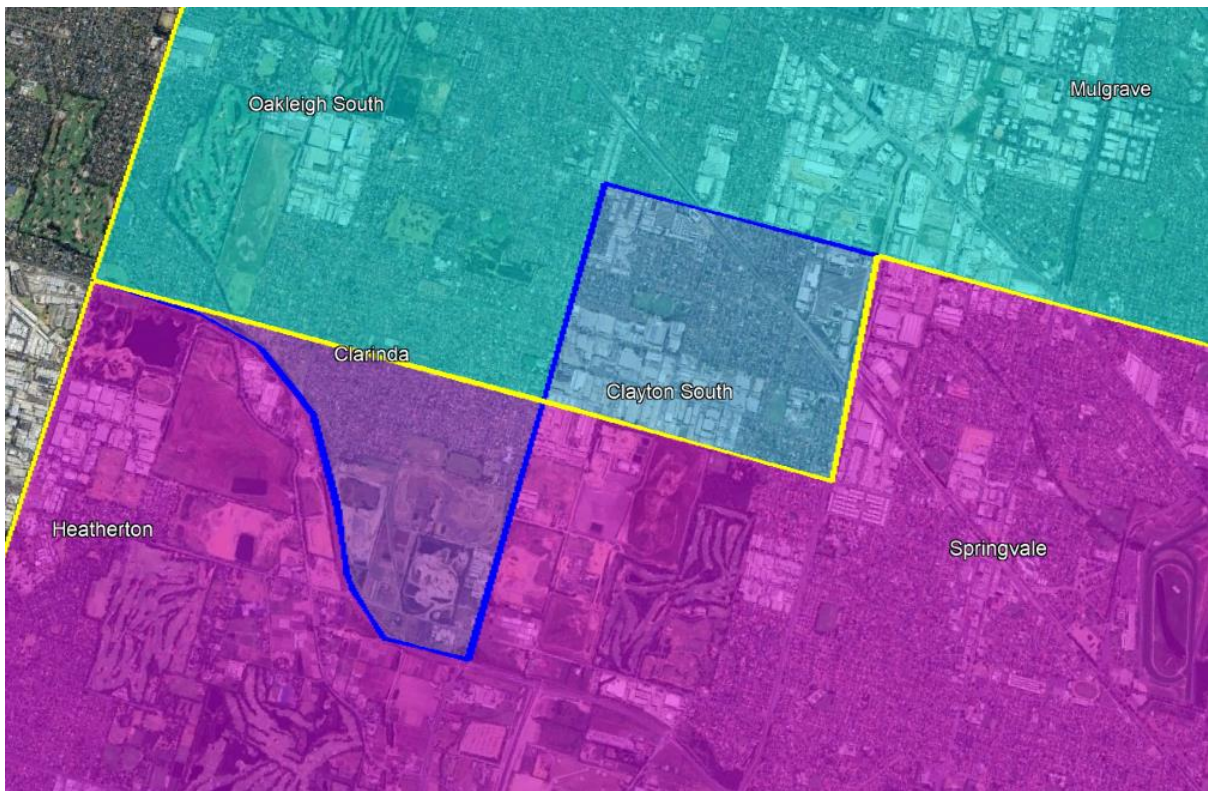


Figure 11 - Alternative western boundary for **Isaacs/Chisholm** (yellow)

Along the other edge of the electorate, the committee may choose to strengthen boundary between **Bruce** and **Isaacs** to run along Eastlink. Both the existing boundaries and the committee's draft see either electorate cross this strong barrier; **Bruce** into Mulgrave and Noble Park North, and **Isaacs** into Dandenong South/Bangholme.

I would favour taking Eastlink as the boundary, noting that this would avoid splitting central Dandenong as per the draft boundaries, and place both Noble Park and Noble Park North within the same electorate. Again, the committee may see it differently as this involves a swap of 10399 electors that is otherwise not required to maintain the numerical tolerance (though it would also allow for the reverse transfer of 3410 electors under the draft, such that they would be left in **Bruce**.) This would also be the difference between the map transferring either side of 10.000% of electors total.

The suggested boundaries would require that **Bruce** shed its share of Mulgrave to **Hotham/Chisholm**. **Isaacs** can then take the remainder of Noble Park North from **Hotham**. Under the alternative option, the share of Mulgrave would still be removed, but Noble Park North would be consolidated in **Bruce** instead.

Alternatively, some compromise between the two may be workable, as much of the land area transferred to **Bruce** in the suggested boundary is uninhabited and industrialised. This has the unfortunate consequence of adding another appendage onto the electorate (mirroring Narre Warren South, but missing Hampton Park)

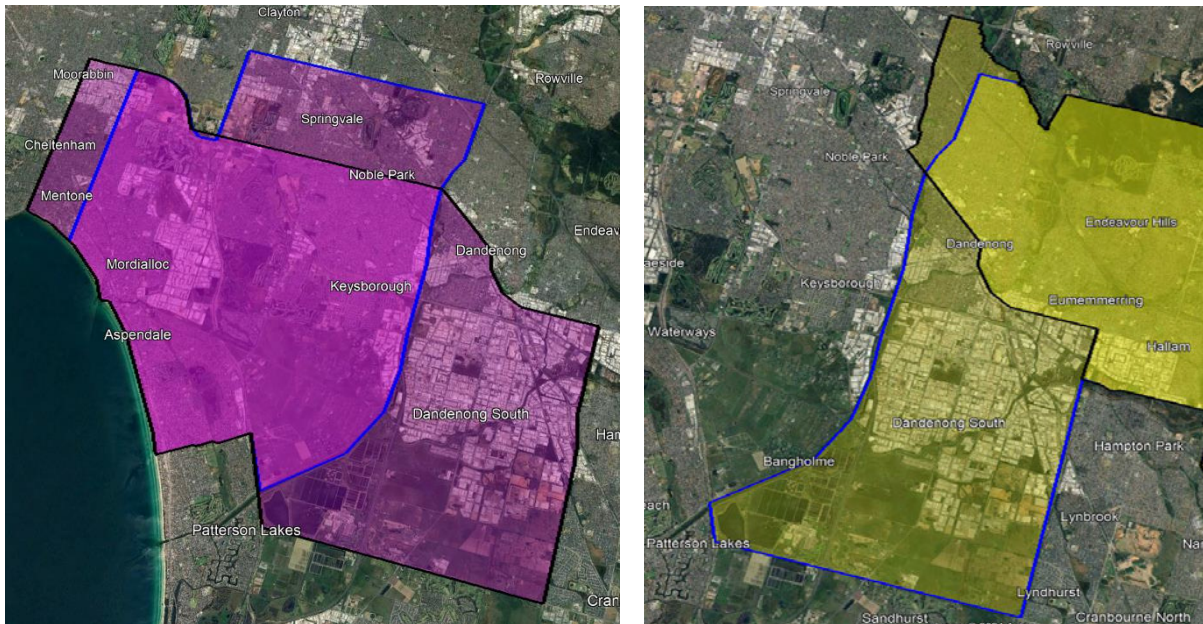


Figure 12 - Suggested boundaries (blue) vs. draft boundaries (black) for **Isaacs** (violet) and **Bruce** (yellow)

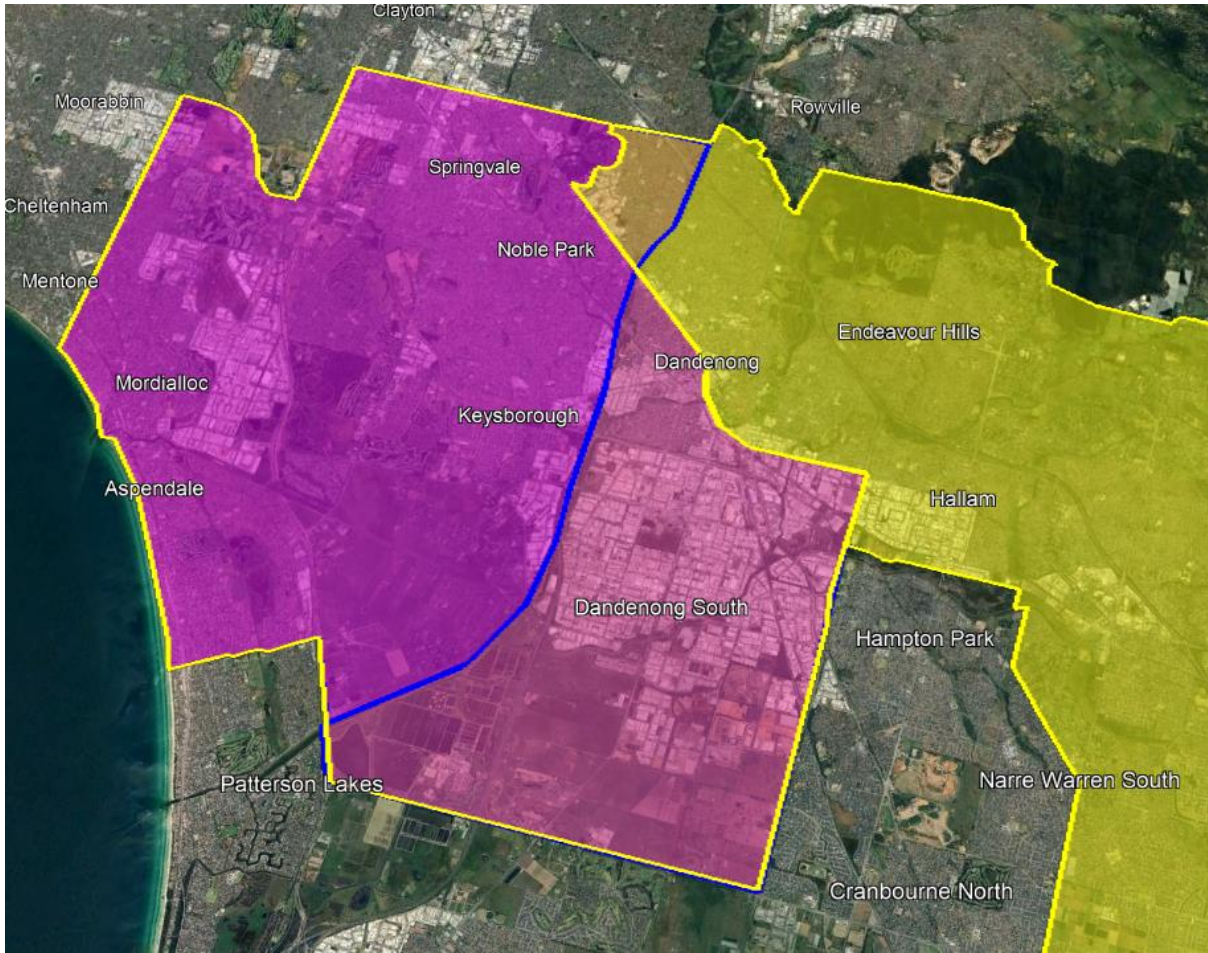


Figure 13 - Alternative boundary for **Isaacs/Bruce** (yellow) largely confirming to existing/draft vs. preferred suggested boundary (blue)

Hotham/Chisholm

With a northern boundary for **Isaacs** established along Centre(/Police) Road/Clayton Road/Dingley Bypass, this in tandem defines the entire southern boundary of **Chisholm**. Aside from Hughesdale (in **Higgins**) – this neatly corresponds entirely to the remainder of the City of Monash.

This constitutes the merging of **Chisholm** (without its share of Boroondara/Stonnington on the draft boundaries) and the remainder of **Hotham**. Given the remaining electors constitutes a greater share of the existing **Chisholm**, and the naming guidelines preferring those of significant women, **Hotham** can then be abolished and the name retired.

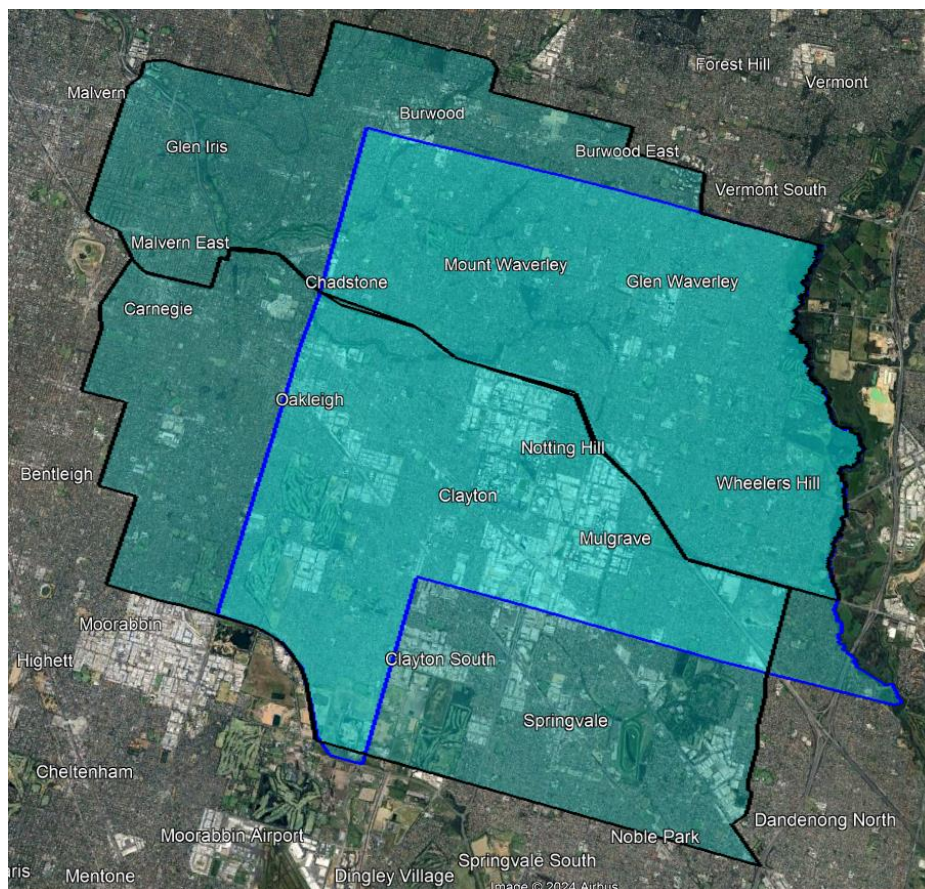


Figure 14 - Suggested **Chisholm** (blue outline) vs. draft **Chisholm+Hotham** (black boundary)

As to minimising elector disturbance, I would highlight of the areas removed from the draft boundaries, a large share has seen the reversal of moving existing electors out of **Kooyong** and **Higgins**, while other transfers thus far discussed have ultimately supplemented transfers to retain the remainder of **Higgins**.

Additional benefits to this arrangement:

- The near-consolidation of the City of Monash in a single electorate.
- Clearly identifiable boundaries that primarily run along Warrigal Road, Highbury Road, Eastlink and Centre (Police) Road.

- The unison of Melbourne's middle ring of Eastern suburbs, including 3 Suburban Rail Loop hubs at Clayton, Monash and Glen Waverley, aligning to government planning for the area.
- A clarified identity that is not strained by the existing **Hotham's** foray into Glen Eira or Greater Dandenong.
- Consistency with the initial round of suggestions which saw **Hotham** the most popularly proposed electorate for abolition
- The relocation of the Mulgrave Primary School into **Chisholm**, as was suggested by a campaign within the initial round of suggestions (I presume this had been considered infeasible due to **Bruce's** positioning at the upper end of the elector tolerance on the draft boundaries.)
- The electorate has criss-crossing major transportation routes throughout its length: major road corridors of Huntingdale, Clayton, Blackburn and Springvale Roads running north-south; High St, Waverley, Ferntree Gully and Wellington Roads running east-west; the Glen Waverley and Pakenham rail lines; and high-frequency orbital Smartbus routes 902 and 903.

External boundaries (Menzies/Deakin/Aston/Casey/McEwen)

The remaining steps of the suggested amendments to the draft then require the surplus of electors north of Highbury Road to be distributed amongst surrounding electorates.

The committee's draft boundary of Blackburn Road between **Menzies/Deakin** is solid. This can be maintained, and may be extended down to meet Highbury Road at **Chisholm's** northern boundary, with surplus electors transferred either side of this.

This completely removes **Chisholm** from the City of Whitehorse.

At the other end, the boundary can be extended further north along the same axis of Blackburn Road/Andersons Creek Road. This continues **Deakin's** extension into Donvale and Park Orchards that has been proposed on the draft boundaries.

I considered transferring Warrandyte instead for the sake of compactness, however noted the transport links through to Templestowe maintain it as a better fit within **Menzies**. This does leave the shape slightly irregular in the process, however in terms of elector count, it agrees with the committee's draft that sees its population centre firmly anchored on the Doncaster-Box Hill corridor.

This satisfies **Menzies'** elector count.

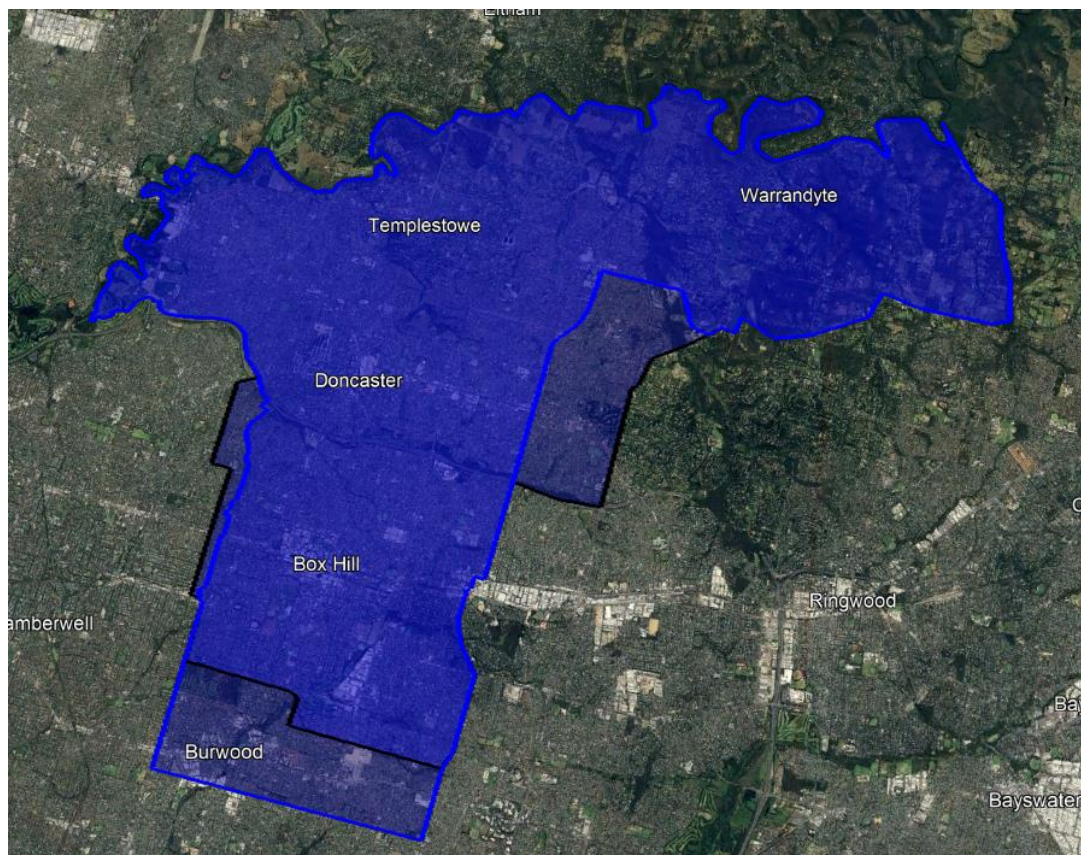


Figure 15 - Suggested **Menzies** (blue outline) vs. draft **Menzies** (black boundary)

Deakin's remaining surplus of electors can then be dissipated along its eastern boundaries with **Aston** and **Casey** (which are presently skewed towards the lower end of their elector projections)

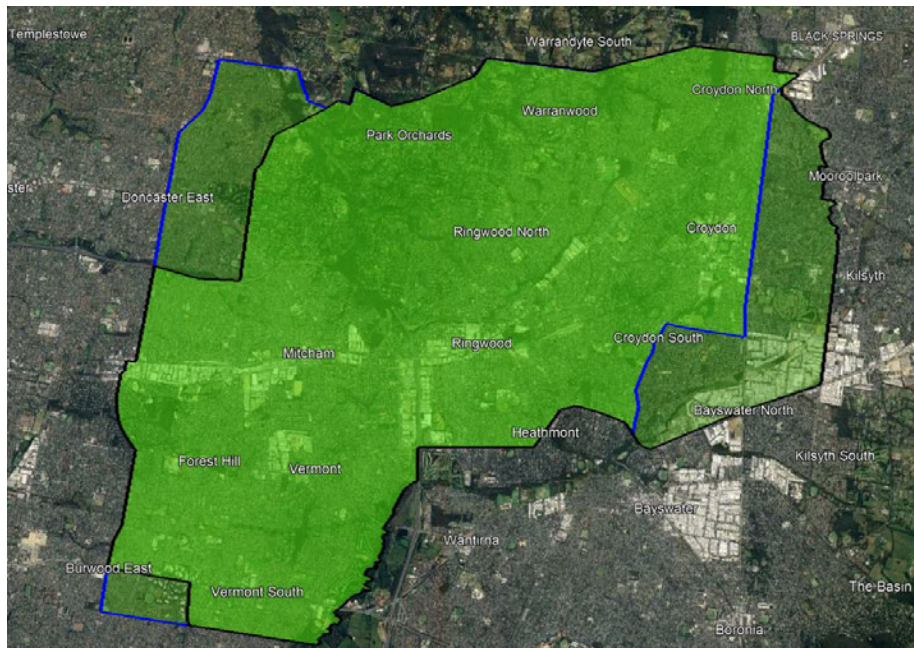


Figure 16 - Suggested **Deakin** (blue outline) vs. draft **Deakin** (black boundary)

The boundary with **Aston** can be extended slightly further north to Eastfield Road/Tarralla Creek. This builds on the committee's draft of drawing **Aston** into Bayswater North in the City of Maroondah.

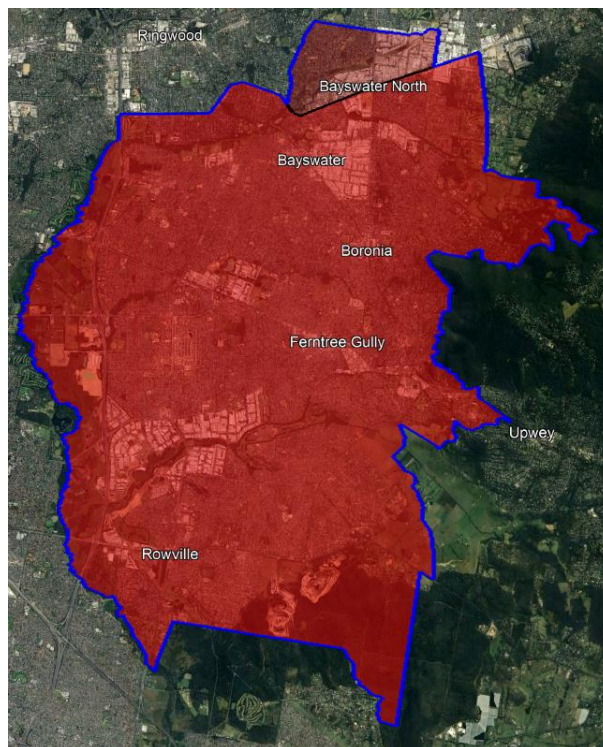


Figure 17 - Suggested **Aston** (blue outline) vs. draft **Aston** (black boundary)

The boundary between **Deakin** and **Casey** can be clearly established along Dorset Road. While this is now removed from the local government boundary of the Yarra Ranges Shire, it is probably justified as those east of Dorset Road are closer geographically to Mooroolbark's CBD which is presently within **Casey**. This also served as the boundary between the two divisions as recently as the 2016 election.

Casey could then retreat from its incursion of ~1500 electors into Nillumbik Shire around Christmas Hills/Smiths Gully, moving these back into **McEwen**. The draft boundary for this area is relatively weak in following minor local roads, and I suspect had been done primarily to satisfy the numerical requirements. I note that many initial suggestions for this type of movement for **Casey** likely did so on the basis of a more substantive elector transfer. This also avoids a lengthier protrusion across the Yarra, confining it to only doing so where the Yarra Ranges Shire boundary already does.

This brings **Casey** back to within its required tolerance.

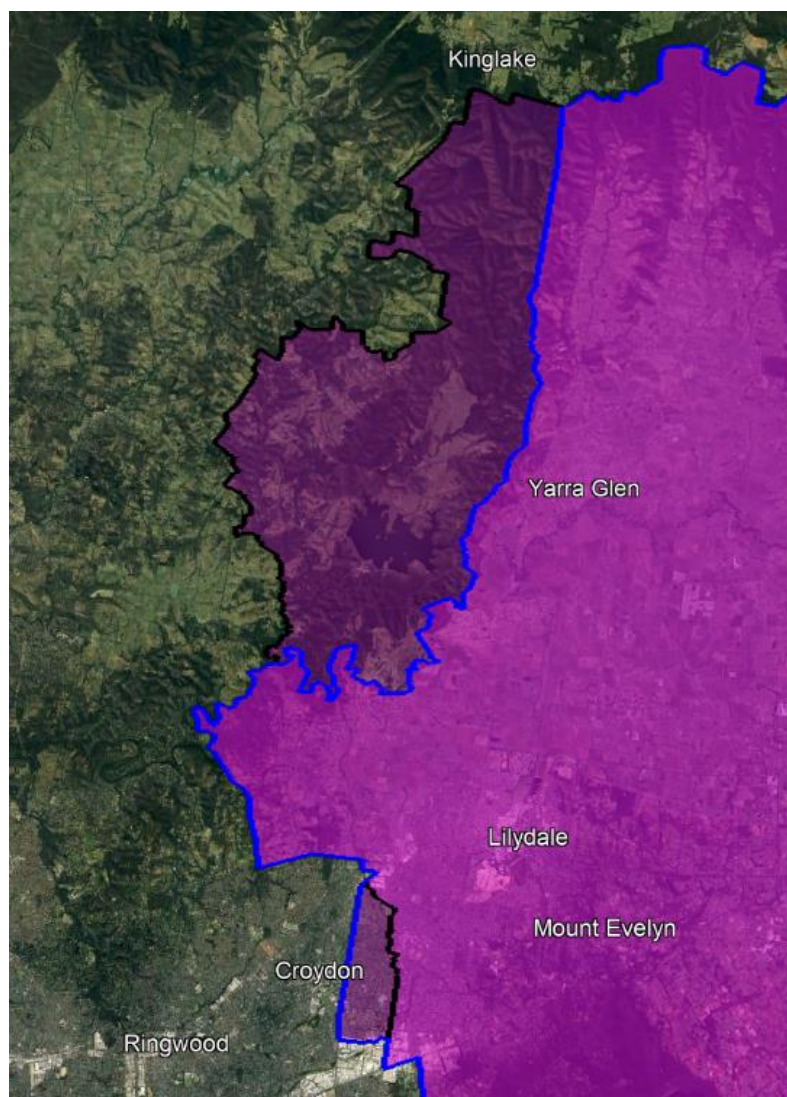


Figure 18 - Suggested western boundary of **Casey** (blue outline) vs. draft **Casey** (black boundary)

All elector totals are thus satisfied.

Additional points for consideration

Local government splits

I believe that counting the number of local government area crossings offer the committee a means of objective analysis in identifying 'community of interest.'

To this end, I have tabulated the number of electorates covering each local government area under the draft boundaries vs. the suggested map.

LGA	Electorate Count	
	Draft boundaries	Suggested boundaries
Bayside	1	2
Boroondara	3	1
Glen Eira	3	3
Greater Dandenong	3	2
Kingston	4	4
Manningham	3	3
Maroondah	2	3
Melbourne	3	2
Monash	3	2
Port Phillip	1	2
Stonnington	5	2
Whitehorse	3	2
TOTAL	34	28

Additionally, these numbers include the minor transfers for which I have cited non-numeric reasons for intentionally crossing the local government boundary:

- **Melbourne** in the City of Port Phillip along St Kilda Road
- **Chisholm** in the City of Kingston around Clarinda

Crucially, Stonnington's high count has been reduced, and no new splits beyond 3 have been created.

And in reverse, the number of local government areas covering each electorate.

Electorate	LGAs	
	Draft boundaries	Suggested boundaries
Aston	2	2
Bruce	4	3
Casey	4	4
Chisholm	4	2
Deakin	3	3
Goldstein	3	3
Higgins	0	3
Hotham	5	0
Isaacs	2	2
Kooyong	2	1
Macnamara	4	4
Melbourne	3	4
Menzies	3	2
TOTAL	39	34

As above, this includes the non-numeric transfers for which I have provided justifications. Were it not for these, only Casey and Macnamara would represent more than 3 LGAs.

Other advantages

- The suggested map establishes a number of consistent major road boundaries that run for significant lengths, often across electorates. Especially: Warrigal Road, Eastlink/Dandenong Creek, Centre Road and Blackburn Road. These become clearly identifiable for the general public when conceptualising eastern Melbourne's electoral geography, and also delineate general community boundaries.
- This objection can be considered in isolation from boundaries north of the Yarra. No revision to these electorates as drafted would be required, with the suggested transfer in **Melbourne** containing like-for-like elector transfers entirely on the southern side.

Objection period

I would note that the committee's timeline allows for an additional objection period if required.

I would encourage the committee to exercise this option if it would otherwise be an impediment to amending the draft such that **Higgins** is retained in some form as suggested or similar.

Tables of transferred electors

All moves per SA2 **from the draft boundaries** have been tabulated below.

Transfers that reverse or relocate electors that had been rehoused under the committee's draft have been marked in green - to indicate that these are not increasing the proportion of electors moved.

ASTON		Current	Projected
Retained from Draft		121,246	124,051
Gains	from...	4848	5139
Bayswater North	Deakin	2050	2146
Croydon South		2798	2993
Suggested		126,094	129,190
Loses:	to...	-	-
<i>Nil</i>			

BRUCE		Current	Projected
Retained from Draft		116,746	122,700
Gains	from...	8452	8897
Dandenong – North	Isaacs	3410	3479
Dandenong – South		5042	5418
Suggested		125,198	131,597
Loses:	to...	8602	8954
Mulgrave	Chisholm	3245	3449
Dandenong – North	Isaacs	2028	2070
Noble Park North		3329	3435

CASEY		Current	Projected
Retained from Draft		117,761	120,978
Gains	from...	9050	9698
Bayswater North	Deakin	1	1
Croydon – East		6774	7229
Croydon – West		2275	2398
Croydon South		0	0
Suggested		127,076	130,934
Loses:	to...	1512	1589
Panton Hill - St Andrews	McEwen	1512	1589

CHISHOLM		Current	Projected
Retained from Draft		68,331	72,795
Gains	from...	51,384	56,749
Mulgrave	Bruce	3245	3449
Clarinda - Oakleigh South	Hotham	8322	8352
Clayton (North) - Notting Hill		910	1164
Clayton - Central		5038	6286
Clayton South		2296	2644
Mulgrave		8932	9745
Oakleigh - Huntingdale		13,651	14,967
Ashwood - Chadstone		1723	1916
Clayton (North) - Notting Hill		2280	2721
Glen Waverley - West		550	587
Mount Waverley - South		2681	2874
Mulgrave		880	940
Oakleigh - Huntingdale		876	1104
Wheelers Hill		0	0
Suggested		119,715	129,544
Loses:	to...	53,112	57,807
Burwood East	Deakin	1554	1770
Malvern - Glen Iris	Higgins	6796	7437
Malvern East		11,541	12,711
Ashburton (Vic.)	Kooyong	5466	5679
Camberwell		3982	4162
Glen Iris – East		11,873	12,040
Hawthorn East		0	0
Box Hill	Menzies	1008	1061
Burwood (Vic.)		6947	8177
Burwood East		3944	4770

DEAKIN		Current	Projected
Retained from Draft		110,494	115,477
Gains	from...	12,931	13,749
Burwood East	Chisholm	1554	1770
Doncaster East – North	Menzies	4019	4152
Doncaster East – South		2929	3238
Donvale – Park Orchards		4429	4589
Suggested		123,425	129,226
Loses:	to...	13,898	14,837
Bayswater North	Aston	2050	2146
Croydon South		2798	2993
Bayswater North	Casey	1	1
Croydon – East		6774	7229
Croydon – West		2275	2398
Croydon South		0	0

GOLDSTEIN		Current	Projected
Retained from Draft		96,067	102,695
Gains	from...	22,949	24,225
Bentleigh East - South	Hotham	6629	6862
Highett (East) - Cheltenham	Isaacs	9596	10202
Mentone		6724	7161
Suggested		119,016	126,920
Loses:	to...	26,587	28,718
Bentleigh - McKinnon	Higgins	3790	4294
Ormond - Glen Huntly		2080	2211
Brighton (Vic.)	Macnamara	3387	3571
Caulfield - South		8897	9423
Elsternwick		4417	4726
Hampton		2328	2539
Ormond - Glen Huntly		1688	1954

HIGGINS		Current	Projected
Retained from Draft		-	-
Gains	from...	115,834	124,958
Malvern - Glen Iris	Chisholm	6796	7437
Malvern East		11,541	12,711
Bentleigh - McKinnon	Goldstein	3790	4294
Ormond - Glen Huntly		2080	2211
Bentleigh East - North	Hotham	10,962	12,025
Hughesdale		4985	5427
Carnegie		12,202	13,329
Malvern East		3514	3924
Murrumbeena		6281	6864
Ormond - Glen Huntly		1286	1437
Armadale		6996	7198
Malvern - Glen Iris	Kooyong	8363	8962
Prahran - Windsor		4488	4624
Toorak		10,033	10,556
Caulfield - North	Macnamara	525	472
Ormond - Glen Huntly		296	383
Prahran - Windsor		3123	3377
Prahran - Windsor	Melbourne	4628	4802
South Yarra - North		6921	7720
South Yarra - South		7023	7205
Suggested		115,834	124,958
Loses:	to...	-	-
<i>Nil</i>			

HOTHAM		Current	Projected
Retained from Draft		0	0
Gains	from...	-	-
<i>Nil</i>		-	-
Suggested		0	0
Loses:	to...	118,824	129,953
Clarinda - Oakleigh South	Chisholm	8322	8352
Clayton (North) - Notting Hill		910	1164
Clayton - Central		5038	6286
Clayton South		2296	2644
Mulgrave		8932	9745
Oakleigh - Huntingdale		13,651	14,967
Ashwood - Chadstone		1723	1916
Clayton (North) - Notting Hill		2280	2721
Glen Waverley - West		550	587
Mount Waverley - South		2681	2874
Mulgrave		880	940
Oakleigh - Huntingdale		876	1104
Wheelers Hill		0	0
Bentleigh East - South		Goldstein	6629
Bentleigh East - North	Higgins	10,962	12,025
Hughesdale		4985	5427
Carnegie		12,202	13,329
Malvern East		3514	3924
Murrumbeena		6281	6864
Ormond - Glen Huntly		1286	1437
Clayton South		Isaacs	5099
Noble Park - East	4690		5082
Noble Park - West	753		751
Noble Park North	1661		1693
Springvale	12,083		13,283

ISAACS		Current	Projected
Retained from Draft		93,685	98,586
Gains	from...	29,643	32,290
Dandenong – North	Bruce	2028	2070
Noble Park North		3329	3435
Clayton South	Hotham	5099	5976
Noble Park - East		4690	5082
Noble Park - West		753	751
Noble Park North		1661	1693
Springvale		12,083	13,283
Suggested		123,328	130,876
Loses:	to...	24,772	26,260
Dandenong – North	Bruce	3410	3479
Dandenong – South		5042	5418
Highett (East) - Cheltenham	Goldstein	9596	10202
Mentone		6724	7161

KOORYONG		Current	Projected
Retained from Draft		93,056	99,609
Gains	from...	23,487	24,151
Ashburton (Vic.)	Chisholm	5466	5679
Camberwell		3982	4162
Glen Iris – East		11,873	12,040
Hawthorn East		0	0
Balwyn	Menzies	559	586
Balwyn North		1607	1684
Suggested		116,543	123,760
Loses:	to...	29,880	31,340
Armadale	Higgins	6996	7198
Malvern - Glen Iris		8363	8962
Prahran - Windsor		4488	4624
Toorak		10,033	10,556

McEWEN		Current	Projected
Retained from Draft		105,617	128,403
Gains	from...	1512	1589
Panton Hill - St Andrews	Casey	1512	1589
Suggested		107,129	129,992
Loses:	to...		
<i>Nil</i>			

MACNAMARA		Current	Projected
Retained from Draft		93,768	101,261
Gains	from...	20,717	22,213
Brighton (Vic.)	Goldstein	3387	3571
Caulfield - South		8897	9423
Elsternwick		4417	4726
Hampton		2328	2539
Ormond - Glen Huntly		1688	1954
Suggested		114,485	123,474
Loses:	to...	19,635	21,685
Caulfield - North	Higgins	525	472
Ormond - Glen Huntly		296	383
Prahran - Windsor		3123	3377
Albert Park	Melbourne	3497	3913
Docklands		1683	2066
Port Melbourne Industrial		11	7
Southbank (West) - South Wharf		3234	3582
Southbank - East		7266	7885
West Melbourne - Industrial		0	0

MELBOURNE		Current	Projected
Retained from Draft		94,867	106,792
Gains	from...	15,691	17,453
Albert Park	Macnamara	3497	3913
Docklands		1683	2066
Port Melbourne Industrial		11	7
Southbank (West) - South Wharf		3234	3582
Southbank - East		7266	7885
Albert Park		3497	3913
Suggested		110,558	124,245
Loses:	to...	18,572	19,727
Prahran - Windsor	Higgins	4628	4802
South Yarra - North		6921	7720
South Yarra - South		7023	7205

MENZIES		Current	Projected
Retained from Draft		107,170	114,611
Gains	from...	11,899	14,008
Box Hill	Chisholm	1008	1061
Burwood (Vic.)		6947	8177
Burwood East		3944	4770
Suggested		119,069	128,619
Loses:	to...	13,543	14,249
Doncaster East – North	Deakin	4019	4152
Doncaster East – South		2929	3238
Donvale – Park Orchards		4429	4589
Balwyn	Kooyong	559	586
Balwyn North		1607	1684