



# Objection 165

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2 pages

## **Objections to new Boundaries for the Division of Kooyong**

The boundaries of Kooyong have been redrawn in breach of s.66(3)(b) of the *Commonwealth Electoral Act*, particularly in relation to incorporating the new area south of the Yarra River and Gardiners Creek from the current Division of Higgins. It was not necessary to cross these prominent physical boundaries in order to satisfy the numerical requirements of s.66(3)(a) of the Act.

### **Community of interest and Physical features**

There is a significantly reduced level of community of interest between the current Division of Kooyong and the area incorporated from the Division of Higgins. The incorporated area is south of the Yarra River / Gardiners Creek and the Monash Freeway, which are strong physical boundaries. The north and south communities have developed differently with distinct characters. There has always been a clearly understood north/south divide across the Yarra River.

There is far stronger connection along the east-west axis of the inner eastern suburbs than north-south across the Yarra River / Gardiners Creek and the Monash Freeway boundary. This is supported by the fact that there has not been an amalgamation of local councils across the Yarra River.

The area taken from Higgins is the only part of Kooyong that is not within the city of Boroondarra, while other parts of Boroondarra are being taken away from Kooyong. This is inconsistent with the Redistribution Committee's own comments in the glossary at page 2 of the Report that "*in a redistribution context, locality and suburb boundaries can be strong indicators of a community of interest.*" This is particularly so in the case of the southern boundary of the current Division of Kooyong, where the local government boundary coincides with the natural physical boundary of the Yarra River and Gardiners Creek.

### **Transport links**

There is very little in the way of public transport links between the current Division of Kooyong and the new areas, only the number 16 tram, which goes in a slow U-shape from Kew to Melbourne Uni through a number of electorates.

There are few car links and they are notoriously clogged, further discouraging the development of connections between the communities north and south of the Yarra.

By contrast, there are numerous road and public transport links east-west across the existing Division of Kooyong, including the Belgrave, Lilydale and Alamein train lines and the 48, 75 and 109 trams.

### **Conclusion re s.66(3)**

The redistribution proposal for Kooyong makes no specific reference to the s.66(3)(b) factors. It is not sufficient for the Committee to state in a general sense

that it has considered these factors when undertaking the redistribution of the whole State (e.g. see paras 42 and 63 of the report). Just as the committee specifically refers to the numerical requirements of s.66(3)(a) in respect of each Division, in order to properly discharge its statutory obligations, it must also demonstrate how it has taken into account the requirements of s.66(3)(b) in relation to each of the Divisions changed.