



Objection 503

Liam Morris

4 pages

Objection for the 2023/24 AEC Redistribution of Victoria

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What is in this?

This objection mainly concerns boundaries in the eastern suburbs of Melbourne, and flow-on changes affecting the south-eastern and northern suburbs.

The last page of this document will have the map. The rest of the document will seek to explain the reasoning behind the various changes.

It should be noted that the map was ultimately an annotation of a screenshot on the phone. This is in part because I am still not yet capable to use QGIS to check population boundaries, and partially because I haven't left myself enough time to properly annotate the high resolution PDF map provided of the greater Melbourne districts.

However, population has been **crudely estimated** by way of ensuring the new district areas are roughly the same for my proposals and the AEC's, and looking at sites such as antonygreen.com.au and tallyroom.com.au to at least check that districts that currently have a population deficit (ie almost all of Melbourne south of the Yarra river) are somewhat bigger than before.

Why?

I object to the placement of the section of Higgins that has been moved into Kooyong – marked in blue on the map, and roughly bound by the Yarra River and Gardiners Creek on the north, Tooronga Road on the east, Dandenong Road on the south, and Williams Road on the west.

While it can be said those are some wealthy communities being allocated to a fairly wealthy electorate, **there are some connectivity issues** between this section and the rest of Kooyong.

At best, only three roads connect this new addition to the rest of Kooyong - Glenferrie Road, Burwood Highway, and Tooronga Road. It also creates an odd sort of protrusion that reduces the contiguity of Kooyong. I would rather some of the eastern half of Higgins be added to Kooyong.

This necessitates various changes that flow onto other electorates

1. Macnamara and handling Higgins

In order to accommodate the blue section of Higgins (map), I have decided to allocate this to Macnamara, and remove most of Macnamara south of Dandenong Road and Fitzroy Street to balance the population.

While this removes a longstanding feature of Macnamara, I would note

- To my knowledge, there is no particularly strong community between Port Melbourne and Caulfield. While keeping the communities around eg Caulfield together is likely worthwhile, it doesn't necessarily coherent to me that it has to be in the same district that would contain Port Melbourne.
- The current AEC proposal has Melbourne cross the Yarra River, which has not been done for decades if not ever, this far downstream of the Yarra.
 - o This is not to say it's a bad decision (arguably better than Yarra crossing around Menzies as was the case for the 2019 election), but to say traditions of this sort sometimes need to go.

2. Melbourne

As Melbourne will not get the population pockets of South Yarra etc from south of the Yarra, Melbourne will need some population elsewhere.

While in the map the area around Flemington Racecourse has been allocated, **that change can be disregarded** – as it seems Melbourne (pre-distribution) was still projected to be within the 3% future tolerance, and so needs little change. The seats north of it will still need more population but this can be addressed later

3. Kooyong

The main changes are keeping the eastern boundary along Elgar, but extending it to Highbury road, and adding the remainder of Boroondara and most of the eastern half of Higgins. If this proposed Kooyong has too many people, the south eastern edge can be brought up to around the blue line in the map (eg Monash Freeway).

Main benefits

- Ensures no communities previously inside of Kooyong are removed from Kooyong – doable when Kooyong needs more people, not less (changes to eastern boundary)
- Keeps all of Boroondara in one district
- The area of Higgins added has a larger connecting area to the rest of Kooyong (or at least Boroondara)

And at least a little facetiously, it looks better without the panhandle

4. Menzies

Speaking of panhandles, Menzies. I ultimately accept Menzies has little good options on expansion, hemmed by the yarra to the north, the Eastern Freeway to the south, until recently, and a lack of population in the east that makes finding connected communities harder.

Due to the changes in Kooyong, in order to ensure Menzies will have enough population, the southern border will be extended to Highbury Road, a council boundary. Whilteh shape

is less pleasant, there is decent connection north and south of Box Hill, and the major protrusions to the east are less populated

5. Deakin

Extended to Highbury to avoid protrusions for Chisholm

6. Goldstein

The eastern half of Macnamara given up now goes to Goldstein. Caulfield is now connected to Caulfield South, and may arguably unite communities of interest such as Jewish communities better with ones in Glen Eira.

This necessitates Goldstein to give up some land in the south. Sandringham was the main cut off point, with a staircase shape added to avoid too drastic a protrusion for Isaacs

Other changes

(I have not left nearly enough time for a proper header. The map wasn't last minute, the explanation why is.)

- Isaacs gives away some area in the east and Patterson Lakes in the south to balance new population
- Chisholm takes in a decent chunk of proposed Hotham to try and maintain enough population in light of Kooyong and Menzies changes
- Hotham takes sections of Noble Park and Keysborough from Isaacs, to reduce changes to Bruce, and as Isaacs gains areas such as Black Rock and Cheltenham anyway.
- Cooper shifts north slightly to gain some population it cannot now get from Clifton Hill This area gained is larger than the area of Clifton Hill it would have gained from Melbourne, to somewhat try and account for population density differences
- Scullin shifts north and takes Wollert areas from McEwen, which itself has a population surplus
- Willis and Maribyrnong I am less sure about, but I have extended them north to Barry Road and the cleared space on approach to the Melbourne Airport runway 27, to try and compensate for their population shortfalls, while Calwell has a population surplus

I thank you for your potential consideration.

Suggested boundaries



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