



Suggestion 50

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38 pages

FEDERAL REDISTRIBUTION OF VICTORIA 2017

Submission to the Redistribution Committee for Victoria

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Introduction

I am pleased to have the opportunity to contribute this submission to the 2017 Victorian federal redistribution.

My submission will deal with the entire state, and will principally address the boundaries of divisions. I will make only brief suggestions regarding proposed division names.

I was born in Victoria and have lived in the state for much of my life. I have a background in political science and Australian history, and my career is in public policy and public administration.

However, I make this submission in a purely private capacity as someone with a long-standing interest in the mechanics of electoral systems. My suggestions should in no way be construed as the views of my employer. I am not a member of any political party, and have not considered the partisan impacts of my proposals.

I hope that my suggestions are of some value to the Committee in its determinations, and I look forward with interest to the final decision. I wish the Committee all the best in its deliberations.

Background to the redistribution

The State of Victoria is growing rapidly. Data from the 2016 Census of Population and Housing shows the state's strongest population growth since the 1960s, and its growth rate of 2.4 per cent to December 2016 outstrips that of all other states and territories by a considerable margin.

As a result of this growth, on 31 August 2017 the Electoral Commissioner determined that Victoria's entitlement to members of the House of Representatives had increased from 37 to 38 seats. Under sub-section 59(2) of the *Commonwealth Electoral Act 1918*, this change in entitlement requires that a redistribution process commence in Victoria.

Approach and methodology

The entitlement to an additional division necessitates more radical change than would generally be required in a redistribution.

My approach to the task was guided by the constraints set out in Part IV of the *Commonwealth Electoral Act 1918*. As the Committee will know, the Act requires that the numbers of electors enrolled in each electoral division meet two numerical requirements:

- the number of electors enrolled in each division as at Monday 4 September 2017 must be between minus 10 per cent and plus 10 per cent of the current enrolment quota of 106,954 (that is, between 96,259 and 117,649).
- as far as practicable, the projected number of electors enrolled in each division at the projection time of Sunday 25 August 2019 would be between minus 3.5 per cent and

plus 3.5 per cent of the projected enrolment quota of 110,372 (that is, between 106,509 and 114,235).

In addition to the numerical requirements, the Act requires that the Committee give due consideration to:

- community of interests within the proposed electoral division, including economic, social and regional interests;
- means of communication and travel within the proposed electoral division;
- the physical features and area of the proposed electoral division; and
- the boundaries of existing divisions in the State or Territory (with this matter to be treated as subordinate to the other three).

To give effect to these requirements, in making adjustments to divisional boundaries I have attempted to move whole SA2s wherever possible, and to unite suburbs and Local Government Areas rather than further divide them.

In urban areas, this was not always possible, therefore I have also given consideration to providing clear, readily understood boundaries (such as railway lines and major roads) rather than slavishly following less clear boundaries (such as property boundaries and local streets).

All references to SA2s and SA1s refer to the 2011 boundaries as provided for download from the Australian Electoral Commission website.¹ References to State Suburbs (SSCs) are 2011 boundaries unless noted otherwise.

I should acknowledge that I was somewhat limited by the technology at my disposal: I have used Microsoft Excel to keep track of movements of electors. Any calculation errors are entirely my own.

I have frequently consulted the Australian Bureau of Statistics' online mapping tool² to ascertain the identity and position of various statistical geography units. I want to thank the ABS for the provision of this useful tool, without which this task would have been much harder.

Outline of proposal

It has been long-standing practice in Victoria, whenever boundaries are drawn for any number of purposes, that the Yarra River and the eastern part of the Great Dividing Range are geographical and cultural barriers which should not be crossed unless absolutely necessary. The logical place to pass electors across this barrier is via the Shires of Nillumbik and Yarra Ranges, where these geographical features serve more to unify than divide local communities.

I therefore commenced my considerations by grouping the existing electoral divisions into four broad areas: two metropolitan and two regional. The former are divided by the Yarra

¹ <http://www.aec.gov.au/Electorates/Redistributions/2017/vic/enrolment-projections.htm>

² <http://stat.abs.gov.au/itt/r.jsp?ABSMaps>

River, the latter by the Melbourne metropolitan area and the Great Dividing Range. The electoral divisions I have allocated to each of the four areas are set out in **Table 1**, and their combined enrolments are set out in **Table 2**.

Table 1

Area	Electoral divisions
North West Metro	Batman, Calwell, Gellibrand, Gorton, Jagajaga, Lalor, Maribyrnong, Melbourne, Scullin, Wills
South East Metro	Aston, Bruce, Casey, Chisholm, Deakin, Dunkley, Goldstein, Higgins, Holt, Hotham, Isaacs, Kooyong, La Trobe, Melbourne Ports, Menzies
North West Regional	Ballarat, Bendigo, Corangamite, Corio, Indi, Mallee, McEwen, Murray, Wannon
South East Regional	Flinders, Gippsland, McMillan

Table 2

Area	Current enrolment	Deviation from quota (%)	Projected enrolment	Projected deviation from quota (%)
North West Metro	1,153,635	+78.63	1,201,600	+88.68
South East Metro	1,560,352	-41.10	1,606,488	-44.48
North West Regional	1,004,071	+38.79	1,031,003	+34.12
South East Regional	346,200	+23.69	355,055	+21.69
Total	4,064,258		4,194,146	

These figures show the challenge inherent in the redistribution task, but also suggest a solution. The rapidly growing North West Metro region contains over three quarters of an additional quota on current figures, and is projected to contain almost 90 per cent of an additional quota by 2019. Across the Yarra in the South East Metro area, enrolment is 40 per cent of a quota below statutory requirements on the current figures, and is forecast to fall further by 2019. Both the North West Regional and South East Regional areas are over quota, largely due to the expanding urban fringe of Melbourne, where the electoral divisions of McEwen, Flinders and McMillan account for almost all deviation from the quota.

I therefore suggest that the new 38th electoral division be created in the north-western suburbs of Melbourne. I have chosen to centre the new division on the Cities of Brimbank and Maribyrnong. I have used some of the surplus enrolment from the North West Regional area to balance adjustments in North West Metro divisions, and assist in bringing the 38th seat up to quota. The remainder I have passed to the South East Metro area (via the Yarra Valley) to assist in bringing this part of the state within tolerance. The South East Metro area will also need to make some gains from the South East Regional area to bring both back into balance.

Overall, my proposal makes adjustments to 35 out of 37 electoral divisions. However some of these changes are relatively minor, and my proposal requires moving only 798,871 electors, or 19.7 per cent of electors (as at 2017), into a new electoral division.

Names of divisions

As the New Division contains the suburb of Maribyrnong, and part of the City of Maribyrnong, I suggest that it take the name “Maribyrnong”. I further suggest that the current division of Maribyrnong take the name “Burke”.

A division of this name existed in Victoria from 1949-55 and again from 1969 to 2004, and was named after the explorer Robert O’Hara Burke, whose fellow explorer William John Wills is commemorated in the name of the adjacent division of Wills. Setting out from Royal Park in August 1860, the two explorers travelled through the area covered by my suggested division, including making camp in the vicinity of Moonee Ponds on the first night of the expedition.

I further suggest that the division of Wannon be renamed “Fraser” in recognition of former Prime Minister The Rt Hon Malcolm Fraser (1930-2015), who held the seat from 1955 to 1983.

While I recognise that the *Guidelines for naming federal electoral divisions* state that “every effort should be made to retain the names of original federation divisions” (of which Wannon is one), they also clearly state that redistribution committees “are in no way bound by the guidelines”.³

Given the strong connection between the late Mr Fraser and the Western District, I urge the committee to take up this option. I respectfully suggest that the 2016 decision by the Redistribution Committee for New South Wales to locate the division of Whitlam in an area with no connection to for Prime Minister The Hon Gough Whitlam (1916-2014) should not be allowed to become a precedent.

Note that throughout my detailed proposal, I will refer to the new 38th division simply as “New Division” to avoid confusion with the existing division of Maribyrnong. Likewise I will refer to the division of Wannon by its current name.

³ <http://www.aec.gov.au/Electorates/Redistributions/guidelines.htm>

Detailed proposal

North West Metro

The North West Metro area contains over three quarters of an additional quota on current figures, and is projected to contain almost 90per cent of an additional quota by 2019. However, as **Table 3** shows, more than half of this excess enrolment is contained in two adjacent electoral divisions in the outer suburbs: Lalor and Gorton. Other divisions significantly over quota include inner city Melbourne and inner suburban Wills.

I therefore suggest that the new 38th electoral division be created in the north-western suburbs of Melbourne. I have chosen to centre the new division on the City of Brimbank, where it can readily absorb electors transferred from Gorton, as well as from Lalor (via Gellibrand) and Melbourne and Wills (via Maribyrnong). I will refer to the division as simply “New Division” throughout my suggestions.

Table 3

Electoral division	Current enrolment	Deviation from quota (%)	Projected enrolment	Projected deviation from quota (%)
BATMAN	111,540	+4.29	114,669	+3.89
CALWELL	111,686	+4.42	115,471	+4.62
GELLIBRAND	111,245	+4.01	114,860	+4.07
GORTON	121,382	+13.49	128,705	+16.61
JAGAJAGA	104,207	-2.57	105,581	-4.34
LALOR	131,058	+22.54	141,199	+27.93
MARIBYRNONG	113,038	+5.69	116,597	+5.64
MELBOURNE	117,542	+9.90	124,147	+12.48
SCULLIN	113,623	+6.24	118,128	+7.03
WILLS	118,314	+10.62	122,243	+10.76
TOTAL	1,153,635	+78.63	1,201,600	+88.68

Divisions of Lalor, Gellibrand, Gorton and Maribyrnong

To reach quota, the division of **Lalor** must lose around 25,000 electors at 2017, or 30,000 at projection time. Lalor's current boundaries largely follow those of the City of Wyndham, which still contains large tracts of undeveloped land in its north and west, restricting options for logical transfers of electors to the eastern border. The Laverton and Truganina SA2s have insufficient enrolments to bring Lalor back to quota, so I suggest transferring the entirety of the Seabrook and Point Cook SA2s from Lalor to Gellibrand.

Transfers from Lalor bring the division of **Gellibrand** well over quota. To compensate for this, I suggest transferring all of the SA2s of Sunshine, Sunshine West, Ardeer – Albion, and West Footscray – Tottenham, and the remaining portion of the SA2 of Braybrook, from Gellibrand to the New Division.

To avoid making radical changes to the division of **Gorton's** southern and western borders, I suggest transferring all of the SA2s of Cairnlea and Deer Park – Derrimut to the New Division. This also has the benefit of bringing a greater share of the City of Brimbank into one electoral division. This change leaves Gorton somewhat under quota, though still within the allowable tolerances. I believe this is appropriate given the rapid growth of new suburban developments in this part of the state.

From the division of **Maribyrnong**, I suggest transferring all of the SA2s south of the Maribyrnong River to the New Division. To compensate for the loss of these areas, the division needs to be reoriented along a north-westerly axis. I suggest that it expand to take in the south-western part of the division of Calwell, which is currently cut off from the rest of that division by Melbourne Airport. These areas have strong transport connections to Maribyrnong via the Calder Freeway and the Melton Highway.

The division should also expand to the south-east, taking in Ascot Vale and Flemington from the division of Melbourne, and to the north-east, taking in Essendon Airport and the remainder of the SA2 of Strathmore. These changes have the additional benefit of uniting the Moonee Valley LGA in a single division.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Lalor (2010)		131,058	141,199
Point Cook (SA2)	to Gellibrand	-25,271	-28,188
Seabrook (SA2)	to Gellibrand	-3,274	-3,346
Division of Lalor (2017)		102,513	109,665

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Gellibrand (2010)		111,245	114,860
Point Cook (SA2)	from Lalor	+25,271	+28,188
Seabrook (SA2)	from Lalor	+3,274	+3,346
Ardeer – Albion (SA2)	to New Division	-4,448	-4,611
Braybrook (SA2)	to New Division	-2,570	-2,644
Sunshine (SA2)	to New Division	-5,292	-5,439
Sunshine West (SA2)	to New Division	-12,069	-12,469
West Footscray – Tottenham (SA2)	to New Division	-7,326	-7,596
Division of Gellibrand (2017)		108,085	113,635

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Gorton (2010)		121,382	128,705
Cairnlea (SA2)	to New Division	-6,066	-6,311
Deer Park – Derrimut (SA2)	to New Division	-14,856	-15,581
Division of Gorton (2017)		100,460	106,813

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Maribyrnong (2010)		113,038	116,597
Keilor (SA2)	from Calwell	+6,634	+6,737
Melbourne Airport (SA2)	from Calwell	+56	+60
Sydenham (SA2)	from Calwell	+6,499	+6,664
Taylors Lakes (SA2)	from Calwell	+13,477	+13,550
Ascot Vale (SA2)	from Melbourne	+10,562	+10,917
Flemington (SA2)	from Melbourne	+6,138	+6,293
Flemington Racecourse (SA2)	from Melbourne	+40	+41
Braybrook (SA2)	to New Division	-8,144	-8,499
Keilor Downs (SA2)	to New Division	-2,322	-2,299
Maribyrnong (SA2)	to New Division	-8,001	-8,412
St Albans – North (SA2)	to New Division	-12,142	-12,505
St Albans – South (SA2)	to New Division	-10,339	-10,630
Sunshine North (SA2)	to New Division	-7,483	-7,706
Essendon Airport (SA2)	from Wills	+1	+1
Strathmore (portion of SA2)	from Wills	+3,028	+3,162
Division of Maribyrnong (2017)		111,042	113,971

Divisions of Calwell, Wills and Melbourne

As noted above, I suggest that the western part of the division of **Calwell** – specifically the SA2s of Keilor, Sydenham and Taylors Lakes – move to the Division of Maribyrnong. These areas are currently cut off from the rest of the division by Melbourne Airport, and have stronger relationships with areas to the south and south-east. I further suggest transferring the portion of the SA2 of Keilor Downs currently within Calwell to the New Division, uniting this SA2 in a single division.

I suggest locating the SA2 of Melbourne Airport in the division of Maribyrnong in order to provide a clear boundary, but this change moves only a very small number of electors and is not essential.

To bring the division of Calwell back within quota following these amendments, I suggest transferring the SA2s of Craigieburn – Mickleham and Greenvale – Bulla from the division of McEwen, which is considerably over quota.

The division of **Wills** is more than ten per cent over quota, and projected to remain so by 2019. The transfer of Essendon Airport and the Strathmore Heights area to the division of Maribyrnong are not sufficient to correct this problem.

As the division's northern boundary (the Metropolitan Ring Road) is so well defined, I am hesitant to suggest an adjustment there. Instead, I propose that that part of the SA2 of Fitzroy North current in Wills be transferred to Melbourne, along with that part of the SA2 of Brunswick East south of Glenlyon Road and east of Lygon Street.

While I accept that it would be preferable for the City of Moreland and the division of Wills to be entirely coterminous, it is unfortunately not possible on the current projections. The suggested portion of Brunswick East shares important transport connections with Fitzroy North, Carlton North and Princes Hill, namely the Lygon Street and Nicholson Street tram lines and the Capital City Trail bike path.

The division of **Melbourne** is almost ten per cent over quota, and projected to grow to twelve per cent over quota by 2019. The changes already discussed above (moving Ascot Vale and Flemington to Maribyrnong, and Fitzroy North and part of Brunswick East to Wills) address these issues, and also serve focus the division on the Cities of Melbourne and Yarra.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Calwell (2010)		111,686	115,471
Keilor (SA2)	to Maribyrnong	-6,634	-6,737
Melbourne Airport (SA2)	to Maribyrnong	-56	-60
Sydenham (SA2)	to Maribyrnong	-6,499	-6,664
Taylors Lakes (SA2)	to Maribyrnong	-13,477	-13,550
Craigieburn – Mickleham (SA2)	from McEwen	+21,066	+24,083
Greenvale – Bulla (SA2)	from McEwen	+618	+696
Keilor Downs (SA2)	to New Division	-7,552	-7,465
Division of Calwell (2017)		106,704	113,239

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Wills (2010)		118,314	122,243
Essendon Airport (SA2)	to Maribyrnong	-1	-1
Strathmore (SA2)	to Maribyrnong	-3,028	-3,162
Fitzroy North (SA2)	to Melbourne	-2,988	-3,027
Brunswick East (portion of SA2 south of Glenlyon Road) ⁴	to Melbourne	-2,725	-3,067
Division of Wills (2017)		109,572	112,986

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Melbourne (2010)		117,542	124,147
Ascot Vale (SA2)	to Maribyrnong	-10,562	-10,917
Flemington (SA2)	to Maribyrnong	-6,138	-6,293
Flemington Racecourse (SA2)	to Maribyrnong	-40	-41
Fitzroy North (SA2)	from Wills	+2,988	+3,027
Brunswick East (portion of SA2 south of Glenlyon Road) ⁵	from Wills	+2,725	+3,067
Division of Melbourne (2017)		106,515	112,990

⁴ Comprising SA1s 2110602 to 2110606.

⁵ Comprising SA1s 2110602 to 2110606.

New Division

As already discussed, I suggest creating a new division in the western suburbs of Melbourne via extensive transfers from the divisions of Calwell, Gellibrand, Gorton and Maribyrnong. The New Division centres on the City of Brimbank, while also taking in the northern and western parts of the City of Maribyrnong. It was strong communities of interest, as well as sharing major transport corridors including the Western Highway, Western Ring Road, and the Sydenham and Melton Railway Lines.

The boundaries of the New Division are defined largely by the Maribyrnong River, the Princes Highway/Geelong Road, the boundary of the City of Brimbank, and the Sydenham Railway Line. Given its greater time and resources, I am confident the Committee will be able to improve upon those parts of the boundary (such as through Footscray) which are less well defined.

Geographic unit	From/To	Current enrolment	Projected enrolment
New Division (2010)		0	0
Keilor Downs (SA2)	from Calwell	+7,552	+7,465
Ardeer – Albion (SA2)	from Gellibrand	+4,448	+4,611
Braybrook (SA2)	from Gellibrand	+2,570	+2,644
Sunshine	from Gellibrand	+5,292	+5,439
Sunshine West	from Gellibrand	+12,069	+12,469
West Footscray – Tottenham (SA2)	from Gellibrand	+7,326	+7,596
Cairnlea (SA2)	from Gorton	+6,066	+6,311
Deer Park – Derrimut (SA2)	from Gorton	+14,856	+15,581
Braybrook (SA2)	from Maribyrnong	+8,144	+8,499
Keilor Downs (SA2)	from Maribyrnong	+2,322	+2,299
Maribyrnong (SA2)	from Maribyrnong	+8,001	+8,412
St Albans – North (SA2)	from Maribyrnong	+12,142	+12,505
St Albans – South (SA2)	from Maribyrnong	+10,339	+10,630
Sunshine North (SA2)	from Maribyrnong	+7,483	+7,706
New Division (2017)		108,610	112,167

Divisions of Batman, Jagajaga and Scullin

The division of **Batman** is relatively close to quota, and must lose only around four thousand electors to be brought within tolerance. I suggest that those areas north of the boundary of the City of Darebin (the SA2s of Thomastown and Bundoora – West) be transferred to the division of Scullin.

The division of **Jagajaga** is the only metropolitan division north west of the Yarra River which is currently under quota and projected to fall outside tolerances by 2019. To correct this, I propose relatively minor transfers from the division of Scullin – the SA2s of Bundoora – East and Watsonia. Like the majority of Jagajaga, these areas are part of the City of Banyule and share that community of interest.

In its current configuration, the division of **Scullin** extends across the more established suburbs of the City of Whittlesea and the Shire of Nillumbik. Already over quota, my suggested changes to the divisions of Batman and Jagajaga are insufficient to address the problems in Scullin (and beyond to the division of McEwen).

As I discussed in the overview to this submission, the northern part of the Shire of Nillumbik is the most viable location for transfers of electors across the generally impermeable Yarra River/Great Divide boundary in order to bring divisions in the south east of the state within tolerances. To this end, I suggest that the SA2s of Hurstbridge, Plenty – Yarrambat and Wattle Glen – Diamond Creek be transferred to the Division of Casey.

These changes have the effect of bringing Scullin too far under quota, and therefore I suggest counteracting this by means of a northward expansion to take in the remainder of the SSC of South Morang, and that part of the SSC of Mernda south of Bridge Inn Road and east of Cravens Road. Both areas are currently in McEwen, but share a strong community of interest with the areas to their south, as well as the key transport corridors of Plenty Road and the (under-construction) Mernda Railway Line.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Batman (2010)		111,540	114,669
Bundoora – West (SA2)	to Scullin	-4,161	-4,199
Thomastown (SA2)	to Scullin	-14	-13
Division of Batman (2017)		107,365	110,457

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Jagajaga (2010)		104,207	105,581
Bundoora – East (SA2)	from Scullin	+4,385	+4,467
Watsonia (SA2)	from Scullin	+2,907	+2,935
Division of Jagajaga (2017)		111,499	112,983

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Scullin (2010)		113,623	118,128
Bundoora – West (SA2)	from Batman	+4,161	+4,199
Thomastown (SA2)	from Batman	+14	+13
Hurstbridge (SA2)	to Casey	-2,617	-2,672
Plenty – Yarrambat (SA2)	to Casey	-6,992	-7,128
Wattle Glen – Diamond Creek (SA2)	to Casey	-10,221	-10,385
Bundoora – East (SA2)	to Jagajaga	-4,385	-4,467
Watsonia (SA2)	to Jagajaga	-2,907	-2,935
Mernda (portion of SSC south of Bridge Inn Road and east of Cravens Road) ⁶	from McEwen	+3,624	+4,214
South Morang (SSC) ⁷	from McEwen	+8,946	+9,365
Division of Scullin (2017)		103,246	108,332

⁶ Comprising SA1s 2122202 and 2122246.

⁷ Comprising SA1s 2122205 to 2122207, 2122214 to 2122218, 2122222, 2122224, 2122227, 2122231 to 2122235, 2122239, 2122242, 2122249 to 2122251, 2122254 and 2122255.

North West Regional

The North West Regional area contains about 40 per cent of an additional quota on current figures, though this is projected to decline somewhat by 2019. However, as **Table 4** shows, almost all of this excess enrolment is contained in the division of McEwen, which will be almost 40 per cent over quota by the projection time. Elsewhere in this area, the large rural divisions of Mallee, Murray, Indi and Wannon face declining numbers of electors, while the divisions of Ballarat, Bendigo, Corangamite and Corio are forecast to be outside tolerance (or close to it) by 2019.

I therefore suggest that the division of McEwen should be fundamentally reoriented, giving up territory in the south (to the divisions of Calwell, Scullin and Casey) and the north (to the division of Murray), and moving west to take in the Shire of Macedon Ranges (from the division of Bendigo) and part of the Shire of Hepburn (from the division of Ballarat). These changes help bring all divisions within tolerance, including by allowing Mallee to expand to the east, and Wannon to exchange territory in the Shire of Central Goldfields for more of Victoria's south-west coast.

Table 4

Electoral division	Current enrolment	Deviation from quota (%)	Projected enrolment	Projected deviation from quota (%)
BALLARAT	114,365	+6.93	117,272	+6.25
BENDIGO	112,053	+4.77	114,847	+4.05
CORANGAMITE	114,985	+7.51	119,828	+8.57
CORIO	111,252	+4.02	113,798	+3.10
INDI	105,823	-1.06	107,510	-2.59
MALLEE	99,931	-6.57	99,874	-9.51
MCEWEN	140,152	+31.04	151,144	+36.94
MURRAY	105,643	-1.23	106,668	-3.36
WANNON	99,867	-6.63	100,062	-9.34
TOTAL	1,004,071	+38.79	1,031,003	+34.12

Divisions of Mallee, Murray and Indi

At the projection time, the division of **Mallee** is forecast to be 9.5 per cent under quota, well outside the allowable tolerance. As the neighbouring divisions of Wannon and Murray are also under quota, any gains need to be made strategically, with an eye to consequential changes.

Past redistributions have repeatedly shown that in regional areas, taking careful account of community of interest is especially important, as is (where possible) preventing the division from becoming overly large in geographic terms. Taking these considerations into account, I found only two options for expansion: along the Loddon and Murray rivers to the east, or south through the Central Goldfields and Pyrenees.

Of these, the first option provided the numbers of electors required to satisfy the Act. I therefore suggest moving the SA2s of Loddon and Lockington – Gunbower from Murray to Mallee. The division will remain under quota, though well within the 3.5 per cent tolerance, which I consider appropriate for a rural division.

Having lost its western reaches to Mallee, the division of **Murray** must expand to reach the quota. As the neighbouring division of Indi is finely balanced near the quota, I suggest that that the only change to that border be to unite the Shire of Moira in Murray (a movement of only a few hundred electors).

To the south, the division of McEwen must lose electors to come within allowable tolerances. I therefore suggest that the division expand south along the Goulburn Valley, taking in the whole of the SA2s of Nagambie, Seymour, and Seymour Region.

As noted above, the division of **Indi** is finely balanced in terms of the number of electors. I suggest that the Committee employ the 3.5 per cent tolerances in full, and make no change to Indi, apart from to unite the Shire of Moira in Murray as discussed above.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Mallee (2010)		99,931	99,874
Lockington – Gunbower (SA2)	from Murray	+2,898	+2,904
Loddon (SA2)	from Murray	+4,788	+4,813
Division of Mallee (2017)		107,617	107,591

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Murray (2010)		105,643	106,668
Lockington – Gunbower (SA2)	to Mallee	-2,898	-2,904
Loddon (SA2)	to Mallee	-4,788	-4,813
Moira (SA2)	from Indi	+879	+872
Nagambie (SA2)	from McEwen	+30	+31
Seymour (SA2)	from McEwen	+4,794	+4,810
Seymour Region (SA2)	from McEwen	+2,893	+2,930
Division of Murray (2017)		106,553	107,594

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Indi (2010)		105,823	107,510
Moira (SA2)	to Murray	-879	-872
Division of Indi (2017)		104,944	106,638

Divisions of Wannon, Corangamite and Corio

The division of **Wannon** is forecast to be 9.3 per cent under quota by 2019, well outside the allowable tolerance. Moving the boundary of the division further inland would cause numerical problems for the Murray River seats, as well as weakening community of interest. I therefore suggest that the division expand to the east, taking the SA2s of Colac, Colac Region, Golden Plains – North and Otway from Corangamite, and portions of the SA2s of Golden Plains – North and Golden Plains – South from the division of Ballarat.

I have further suggested that the SA2s of Maryborough (Vic.) and Maryborough Region be transferred to the division of Bendigo, with which they share a greater community of interest. Ideally, I would have liked to move the SA2 of Avoca at the same time, but the quotas and tolerances did not allow for this.

Finally, I have suggested minor changes to bring the SA2s of Avoca and Beaufort into a single division – if these are undesirable, they are non-essential to the overall scheme.

Having lost much of its western territory to the division of Wannon, the division of **Corangamite** moves from over quota to under quota, and needs to be returned to tolerance. Rather than adjust the established boundary through the City of Greater Geelong, I suggest that the division absorb the Bellarine Peninsula SA2s of Ocean Grove – Barwon Heads, Portarlington and Queenscliff.

Having transferred these areas to Corangamite, the division of **Corio** moves from above quota, to below quota, whilst remaining within the allowable tolerances.

By transferring approximately 1,000 electors from Corangamite to Corio, it would be possible to bring both seats closer to tolerance without requiring consequential changes elsewhere. As I am not particularly familiar with Geelong, I have not made a formal suggestion for where this could occur, but a small part of Belmont or Highton SA2s would be fit for purpose.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Wannon (2010)		99,867	100,062
Colac (SA2)	from Corangamite	+8,959	+9,082
Colac Region (SA2)	from Corangamite	+4,120	+4,135
Golden Plains – North (SA2)	from Corangamite	+1,937	+2,009
Otway (SA2)	from Corangamite	+2,788	+2,826
Avoca (SA2)	from Ballarat	+41	+41
Beaufort (SA2)	from Ballarat	+198	+207
Golden Plains – North (SA2)	from Ballarat	+1,226	+1,254
Golden Plains – South (SA2)	from Ballarat	+67	+68
Maryborough (Vic.) (SA2)	to Bendigo	-6,135	-6,118
Maryborough Region (SA2)	to Bendigo	-4,038	-4,045
Division of Wannon (2017)		109,030	109,521

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Corangamite (2010)		114,985	119,828
Ocean Grove – Barwon Heads (SA2)	from Corio	+405	+426
Portarlinton (SA2)	from Corio	+6,380	+6,579
Queenscliff (SA2)	from Corio	+134	+140
Colac (SA2)	to Wannon	-8,959	-9,082
Colac Region (SA2)	to Wannon	-4,120	-4,135
Golden Plains – North (SA2)	to Wannon	-1,937	-2,009
Otway (SA2)	to Wannon	-2,788	-2,826
Division of Corangamite (2017)		104,100	108,921

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Corio (2010)		111,252	113,798
Ocean Grove – Barwon Heads (SA2)	to Corangamite	-405	-426
Portarlinton (SA2)	to Corangamite	-6,380	-6,579
Queenscliff (SA2)	to Corangamite	-134	-140
Division of Corio (2017)		104,333	106,653

Divisions of Ballarat, Bendigo and McEwen

The division of **Ballarat** is well over the allowable tolerances. I suggest moving the division's shares of the SA2s of Avoca, Beaufort, Golden Plains – North and Golden Plains – South to the division of Wannon, and the SA2 of Daylesford to the division of McEwen.

These changes narrow the focus of the division to the City of Ballarat, along with two of important transport corridors into and out of the regional centre: to the east via Ballan and Bacchus Marsh, and to the north via Creswick and Clunes.

The division of **Bendigo**, like its southern neighbour Ballarat, is projected to be outside the allowable tolerances by 2019. This issue is exacerbated by having taken on the SA2s of Maryborough (Vic.) and Maryborough Region from the division of Wannon.

I suggest transferring the whole of the SA2s of Kyneton, Macedon, Romsey and Woodend to the division of McEwen, bringing Bendigo well within allowable tolerances.

As discussed above, almost all of the excess enrolment in the North West Regional area is contained in the division of **McEwen**, which will be almost 40 per cent over quota by the projection time. I therefore suggest that the division of McEwen should be fundamentally reoriented, giving up territory in the south (to the divisions of Calwell, Scullin and Casey) and the north (to the division of Murray), and moving west to take in the Shire of Macedon Ranges (from the division of Bendigo) and part of the Shire of Hepburn (from the division of Ballarat).

As well as assisting to bring all other divisions within allowable tolerances under the Act, the changes also serve to create a smaller division with a clearer community of interest than the former McEwen. If these suggestions were adopted, the division would contain substantially less of the Goulburn River catchment in the north, and less of Melbourne's urban fringe in the south. Instead, it would focus more intently on the communities of the central highlands, which share common transport corridors, industries and lifestyles.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Ballarat (2010)		114,365	117,272
Daylesford (SA2)	to McEwen	-7,137	-7,225
Avoca (SA2)	to Wannon	-41	-41
Beaufort (SA2)	to Wannon	-198	-207
Golden Plains – North (SA2)	to Wannon	-1,226	-1,254
Golden Plains – South (SA2)	to Wannon	-67	-68
Division of Ballarat (2017)		105,696	108,477

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Bendigo (2010)		112,053	114,847
Kyneton (SA2)	to McEwen	-7,200	-7,342
Macedon (SA2)	to McEwen	-2,544	-2,601
Romsey (SA2)	to McEwen	-225	-228
Woodend (SA2)	to McEwen	-5,232	-5,351
Maryborough (Vic.) (SA2)	from Wannon	+6,135	+6,118
Maryborough Region (SA2)	from Wannon	+4,038	+4,045
Division of Bendigo (2017)		107,025	109,488

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of McEwen (2010)		140,152	151,144
Daylesford (SA2)	from Ballarat	+7,137	+7,225
Kyneton (SA2)	from Bendigo	+7,200	+7,342
Macedon (SA2)	from Bendigo	+2,544	+2,601
Romsey (SA2)	from Bendigo	+225	+228
Woodend (SA2)	from Bendigo	+5,232	+5,351
Craigieburn – Mickleham (SA2)	to Calwell	-21,066	-24,083
Greenvale – Bulla (SA2)	to Calwell	-618	-696
Doreen (SSC) ⁸	to Casey	-13,433	-15,414
Panton Hill – St Andrews (SA2)	to Casey	-3,988	-4,074
Nagambie (SA2)	to Murray	-30	-31
Seymour (SA2)	to Murray	-4,794	-4,810
Seymour Region (SA2)	to Murray	-2,893	-2,930
Mernda (portion of SSC south of Bridge Inn Road and east of Cravens Road) ⁹	to Scullin	-3,624	-4,214
South Morang (SSC) ¹⁰	to Scullin	-8,946	-9,365
Division of McEwen (2017)		103,098	108,274

⁸ Comprising SA1s 2122203, 2122208 to 2122210, 2122213, 2122236 to 2122238, 2122244, 2122245, and 2122248.

⁹ Comprising SA1s 2122202 and 2122246.

¹⁰ Comprising SA1s 2122205 to 2122207, 2122214 to 2122218, 2122222, 2122224, 2122227, 2122231 to 2122235, 2122239, 2122242, 2122249 to 2122251, 2122254 and 2122255.

South East Metro

On current figures, the South East Metro area is 41 per cent under quota for its current number of divisions, and is projected to fall to more than 44 per cent under quota by 2019. As **Table 4** shows, just under half of these divisions account for most of the issue: the adjacent eastern suburbs electoral divisions of Aston, Bruce, Chisholm, Deakin, Hotham, Kooyong and Menzies are collectively more than 62 per cent under quota. Only the divisions of Holt and La Trobe, in the south-eastern growth corridor, are projected to be over the allowable tolerances at the projection time.

I therefore suggest that the South East Metro area should absorb transfers of electors from the North West Metro area (via the division of Casey) and the South East Regional area (via the divisions of Dunkley and La Trobe). Most divisions will require changes to bring them within allowable tolerances, sometimes extensive changes.

Despite this, I have endeavoured to make only minimal changes to those divisions which are forecast to be within two percent of quota at the projection time: the divisions of Dunkley, Goldstein, Isaacs and Melbourne Ports.

Table 5

Electoral division	Current enrolment	Deviation from quota (%)	Projected enrolment	Projected deviation from quota (%)
ASTON	96,121	-10.13	97,600	-11.57
BRUCE	95,417	-10.79	97,129	-12.00
CASEY	105,287	-1.56	107,625	-2.49
CHISHOLM	97,811	-8.55	100,333	-9.10
DEAKIN	100,139	-6.37	102,467	-7.16
DUNKLEY	107,010	+0.05	108,773	-1.45
GOLDSTEIN	106,548	-0.38	108,916	-1.32
HIGGINS	106,308	-0.60	109,539	-0.75
HOLT	121,711	+13.80	131,083	+18.76
HOTHAM	100,580	-5.96	102,745	-6.91
ISAACS	107,708	+0.70	111,982	+1.46
KOONYONG	100,726	-5.82	102,804	-6.86
LA TROBE	111,035	+3.82	116,587	+5.63
MELBOURNE PORTS	105,094	-1.74	108,469	-1.72
MENZIES	98,857	-7.57	100,436	-9.00
TOTAL	1,560,352	-41.10	1,606,488	-44.48

Divisions of Casey, Menzies, Deakin and Chisholm

As outlined elsewhere in this submission, the division of **Casey** serves as the logical point to transfer electors across the Yarra River/Great Dividing Range barrier that otherwise divides Victoria. Having received a large number of electors from McEwen and Scullin, the division of Casey must lose electors to begin the process of rebalancing the South East Metro area.

I suggest that this should begin by transferring the remaining parts of the City of Maroondah to the division of Deakin – namely the SA2s of Bayswater North and Croydon. In order to bring the division back to quota, additional change is required, so I suggest that the SA2s of Kilsyth and Mooroolbark also be transferred to the division of Deakin.

The division of **Menzies** is significantly under quota and projected to decline further by 2019. Because the division's northern, western and southern borders are so well defined by the Yarra River, the Eastern Freeway and the Koonung Creek, the most straightforward location for expansion is in the Ringwood area in the division's south east, where the boundary already diverges from those of the cities of Manningham and Maroondah.

I suggest that the SA2 of Ringwood North be united in the division of Menzies, along with that portion of the SA2 of Ringwood north of the Ringwood Bypass and the Maroondah Highway.

The divisions of **Deakin** and **Chisholm** are both well outside the allowable tolerances, especially after transfers from the division of Casey as discussed above. This issue is difficult to address while maintaining the current configuration of these two divisions.

I suggest that the two divisions be reoriented from their current configuration, with Deakin moving east to cover much of the City of Maroondah, as well as parts of the City of Knox and the Shire of Yarra Ranges. Chisholm in turn would move north, to cover the City of Whitehorse.

To give effect to this change, I suggest that the SA2s of Blackburn, Forest Hill, Mitcham (Vic.), Nunawading, Vermont and Vermont South move from Deakin to Chisholm, while the SA2s of Bayswater, Boronia – The Basin, and Wantirna, along with the portion of the SA2 of Wantirna South north of Burwood Highway, move from Aston to Deakin. Together with the adjustments discussed above to Deakin's boundaries with Menzies and Casey, these changes bring the division very close to quota.

Along with the areas transferred from Deakin, I suggest that the SA2 of Box Hill North (currently partly located in the division of Kooyong) be united in the division of Chisholm. To correct for these additions, I further suggest that the SA2s of Ashwood – Chadstone, Clayton, Clayton South, Mount Waverley – North, Mount Waverley – South and Oakleigh – Huntingdale be transferred to the division of Bruce. As well as bringing Chisholm back within quota, this has the additional benefit of uniting the majority of the City of Monash in a single division.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Casey (2010)		105,287	107,625
Bayswater North (SA2)	to Deakin	-4,898	-4,946
Croydon (SA2)	to Deakin	-8,620	-9,100
Kilsyth (SA2)	to Deakin	-6,816	-6,979
Mooroolbark (SA2)	to Deakin	-15,885	-16,282
Doreen (SSC) ¹¹	from McEwen	+13,433	+15,414
Panton Hill – St Andrews (SA2)	from McEwen	+3,988	+4,074
Hurstbridge (SA2)	from Scullin	+2,617	+2,672
Plenty – Yarrambat (SA2)	from Scullin	+6,992	+7,128
Wattle Glen – Diamond Creek (SA2)	from Scullin	+10,221	+10,385
Division of Casey (2017)		106,319	109,991

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Menzies (2010)		98,857	100,436
Ringwood (portion of SA2 north of Ringwood Bypass/Maroondah Highway) ¹²	from Deakin	+6,153	+6,248
Ringwood North (SA2)	from Deakin	+4,293	+4,305
Division of Menzies (2017)		109,303	110,989

¹¹ Comprising SA1s 2122203, 2122208 to 2122210, 2122213, 2122236 to 2122238, 2122244, 2122245, and 2122248.

¹² Consists of SA1s 2126606, 2126608 to 2126611, 2126613, 2126627, 2126630 to 2126633, 2126635, 2126638 to 2126642, 2126644 to 2126648.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Deakin (2010)		100,139	102,467
Bayswater (SA2)	from Aston	+8,173	+8,383
Boronia – The Basin (SA2)	from Aston	+12,673	+13,110
Wantirna (SA2)	from Aston	+9,786	+9,816
Wantirna South (portion of SA2 north of Burwood Highway) ¹³	from Aston	+2,348	+2,375
Bayswater North (SA2)	from Casey	+4,898	+4,946
Croydon (SA2)	from Casey	+8,620	+9,100
Kilsyth (SA2)	from Casey	+6,816	+6,979
Mooroolbark (SA2)	from Casey	+15,885	+16,282
Blackburn (SA2)	to Chisholm	-14,503	-14,955
Forest Hill (SA2)	to Chisholm	-3,676	-3,752
Mitcham (Vic.) (SA2)	to Chisholm	-10,894	-11,094
Nunawading (SA2)	to Chisholm	-7,633	-7,894
Vermont (SA2)	to Chisholm	-7,016	-7,145
Vermont South (SA2)	to Chisholm	-8,246	-8,309
Ringwood (portion of SA2 north of Ringwood Bypass/Maroondah Highway) ¹⁴	to Menzies	-6,153	-6,248
Ringwood North (SA2)	to Menzies	-4,293	-4,305
Division of Deakin (2017)		106,924	109,756

¹³ Consists of SA1s 2126003 to 2126005, and 2126014 to 2126019.

¹⁴ Consists of SA1s 2126606, 2126608 to 2126611, 2126613, 2126627, 2126630 to 2126633, 2126635, 2126638 to 2126642, 2126644 to 2126648.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Chisholm (2010)		97,811	100,333
Blackburn (SA2)	from Deakin	+14,503	+14,955
Forest Hill (SA2)	from Deakin	+3,676	+3,752
Mitcham (Vic.) (SA2)	from Deakin	+10,894	+11,094
Nunawading (SA2)	from Deakin	+7,633	+7,894
Vermont (SA2)	from Deakin	+7,016	+7,145
Vermont South (SA2)	from Deakin	+8,246	+8,309
Box Hill North (SA2)	from Kooyong	+1,443	+1,432
Ashwood – Chadstone (SA2)	to Bruce	-11,370	-11,773
Clayton (SA2)	to Bruce	-4,529	-4,775
Clayton South (SA2)	to Bruce	-369	-386
Mount Waverley – North (SA2)	to Bruce	-10,170	-10,267
Mount Waverley – South (SA2)	to Bruce	-12,006	-12,256
Oakleigh – Huntingdale (SA2)	to Bruce	-8,212	-8,417
Division of Chisholm (2017)		104,566	107,040

Divisions of Kooyong, Higgins, Goldstein and Melbourne Ports

The division of **Kooyong** is somewhat under quota, and is projected to be outside allowable tolerances by 2019. The loss of the division's portion of the SA2 of Box Hill North provides sufficient space to transfer in the SA2 of Glen Iris – East from the division of Higgins. This brings Kooyong up to quota, and also serves to unite much more of the City of Boroondara in a single division, resulting in an improvement to community of interest.

The division of **Higgins** is within allowable tolerances, and does not require change. However, the loss of the SA2 of Glen Iris – East to the division of Kooyong means that the division must expand to the west, south or east. As the division of Melbourne Ports also requires no change (and considering the difficulty in making consequential adjustments to Melbourne Ports given the physical barriers of the Yarra River and Port Phillip Bay) expansion to the west is not preferable. With the eastern border such a firm one (Warrigal Road and the LGA boundary), the best option for expansion is to the south.

I therefore suggest that the SA2s of Hughesdale and Murrumbeena be transferred from the division of Hotham, and that part of the SA2 of Ormond – Glen Huntly east of the Frankston Railway Line and north of North Road be transferred from the division of Goldstein.

Apart from the minor change of moving part of the SA2 of Ormond – Glen Huntly to Higgins, I suggest that the division of **Goldstein** retain its current boundaries, which are well defined and reflective of a strong community of interest focused on the City of Bayside.

The division of **Melbourne Ports** does not require change from its current configuration, and so I suggest that it be left unchanged.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Kooyong (2010)		100,726	102,804
Box Hill North (SA2)	to Chisholm	-1,443	-1,432
Glen Iris – East (SA2)	from Higgins	+11,711	+11,906
Division of Kooyong (2017)		110,994	113,278

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Higgins (2010)		106,308	109,539
Glen Iris – East (SA2)	to Kooyong	-11,711	-11,906
Hughesdale (SA2)	from Hotham	+3,125	+3,183
Murrumbeena (SA2)	from Hotham	+4,142	+4,226
Ormond – Glen Huntly (portion of SA2 east of railway line and north of North Road) ¹⁵	from Goldstein	+1,981	+2,031
Division of Higgins (2017)		103,845	107,073

¹⁵ Consists of SA1s 2118203, 2118207, 2118209, 2118211, 2118212, 2118214, 2118216 and 2118217.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Goldstein (2010)		106,548	108,916
Ormond – Glen Huntly (portion of SA2 east of railway line and north of North Road) ¹⁶	to Higgins	-1,981	-2,031
Division of Goldstein (2017)		104,567	106,885

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Melbourne Ports (2010)		105,094	108,469
<i>No change</i>		-	-
Division of Melbourne Ports (2017)		105,094	108,469

¹⁶ Consists of SA1s 2118203, 2118207, 2118209, 2118211, 2118212, 2118214, 2118216 and 2118217.

Divisions of Hotham, Isaacs and Dunkley

Already well under quota, the loss of the Hughesdale and Murrumbeena areas to the division of Higgins leaves the division of **Hotham** well outside allowable tolerances. I considered that retaining the strong boundaries of the Dandenong and Frankston Railway Lines was highly desirable, leaving expansion options limited to the north west and south east corners.

Given that the divisions to the north west (especially Melbourne Ports and Goldstein) cannot lose electors without breaching quota, I suggest that from division of Isaacs to the south east, Hotham should gain the portion of the SA2 of Noble Park south of the Dandenong Railway Line, and the portion of the SA2 of Keysborough north of Cheltenham Road.

Having lost these areas to Hotham, the division of **Isaacs** must find additional electors to the south or east. The suggested changes increase the coastal nature of the division, and so rather than gain electors in the Dandenong – Cranbourne corridor, I suggest that Isaacs expand down the coast, taking the SA2 of Seaford (Vic.) from the division of Dunkley.

Similarly to its northern neighbour, the division of **Dunkley** need to gain electors to its south or east. Again, in the interests of maintaining the division's coastal character, I suggest it expand along the coast, taking the SA2 of Mount Martha from the division of Flinders, which is over quota. I further suggest that the SA2 of Somerville be united in the division of Flinders, to avoid splitting the township of Baxter, and to follow the LGA boundary.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Hotham (2010)		100,580	102,745
Hughesdale (SA2)	to Higgins	-3,125	-3,183
Murrumbeena (SA2)	to Higgins	-4,142	-4,226
Keysborough (portion of SA2 north of Cheltenham Road) ¹⁷	from Isaacs	+4,711	+4,825
Noble Park (SA2)	from Isaacs	+7,168	+7,421
Division of Hotham (2017)		105,192	107,582

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Isaacs (2010)		107,708	111,982
Keysborough (portion of SA2 north of Cheltenham Road) ¹⁸	to Hotham	-4,711	-4,825
Noble Park (SA2)	to Hotham	-7,168	-7,421
Seaford (Vic.) (SA2)	from Dunkley	+12,190	+12,312
Division of Isaacs (2017)		108,019	112,048

¹⁷ Consists of SA1s 2131415, 2131416, 2131418 to 2131423, 2131428, 2131429, and 2131432 to 2131442.

¹⁸ Consists of SA1s 2131415, 2131416, 2131418 to 2131423, 2131428, 2131429, and 2131432 to 2131442.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Dunkley (2010)		107,010	108,773
Seaford (Vic.) (SA2)	to Isaacs	-12,190	-12,312
Somerville (SA2)	to Flinders	-617	-625
Mount Martha (SA2)	from Flinders	+13,669	+13,950
Division of Dunkley (2017)		107,872	109,786

Divisions of Bruce, Aston, Holt and La Trobe

Having gained significant numbers of electors from the division of Chisholm, I suggest that the division of **Bruce** should be re-oriented as a predominantly east-west division, covering much of the City of Monash. The logical place to remove electors is in the south-east corner of the division, where I suggest that the SA2s of Dandenong, Dandenong North, Noble Park and Noble Park North be transferred to the division of La Trobe.

The division of **Aston** is in the opposite position to Bruce, having lost significant territory around Bayswater, Boronia and Wantirna to the division of Deakin. I suggest that to compensate for the changes, Aston should expand to the east into the south-western part of the Shires of Yarra Ranges and Cardinia, taking over the SA2s of Belgrave – Selby, Boronia – The Basin, Emerald – Cockatoo, Ferntree Gully, Lysterfield, Monbulk – Silvan, Montrose, Mount Dandenong – Olinda and Upwey – Tecoma from the division of La Trobe.

While extensive, these changes are essential to maintaining the number of electors within the required tolerances. While I acknowledge that the community of interest is not strong between suburban Scoresby at the western end of the proposed division and rural Gembrook at the eastern end, I would suggest that there is a continuum of connections across the area. I would further suggest that, in the current division of La Trobe, the community of interest between the Dandenong Ranges towns and outer-suburban Beaconsfield is weaker still than my suggestion, given that the major transport connections in this area (Burwood Highway, Ferntree Gully Road, Belgrave Gembrook Road, the Belgrave Railway Line) run generally east-west.

The division of **Holt**, which takes in most of the Dandenong – Cranbourne growth corridor, has the highest enrolments of any division in the South East Metro area. It is already well above the allowable tolerances, and is projected to be even larger by 2019.

I therefore suggest that the division should move south and east, surrendering the SA2s of Cranbourne South, Doveton, Endeavour Hills, Hallam, Narre Warren and Narre Warren North to the division of La Trobe, and taking in exchange the SA2s of Cranbourne East, Cranbourne South and Narre Warren South, and (for the sake of a more legible boundary) that part of the SA2 of Berwick South which lies west of Clyde Road. I further suggest that the division should gain the remainder of the SA2 of Cranbourne South from the division of Flinders, as this area has more in common with the growing suburbs of Holt than with the large peri-urban Flinders.

Most of my suggested changes to the division of **La Trobe** have already been canvassed earlier in this submission. I have suggested that the division be reconfigured on an east-west axis along the Monash Freeway corridor, with the Dandenong Ranges areas of the division transferred to Aston, the Dandenong/Hallam/Narre Warren region transferred in from Bruce and Holt, and the Cranbourne area transferred to Holt.

To adjust for the effect of these losses and gains, I further suggest that La Trobe gain the SA2s of Emerald – Cockatoo and Pakenham – North from the division of McMillan. I made several attempts to bring the whole of Pakenham into La Trobe, but found that the area is simply too large to be united in the division without causing significant problems elsewhere. The Princes Highway provides a stronger and more legible boundary than at present.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Bruce (2010)		95,417	97,129
Ashwood – Chadstone (SA2)	from Chisholm	+11,370	+11,773
Clayton (SA2)	from Chisholm	+4,529	+4,775
Clayton South (SA2)	from Chisholm	+369	+386
Mount Waverley – North (SA2)	from Chisholm	+10,170	+10,267
Mount Waverley – South (SA2)	from Chisholm	+12,006	+12,256
Oakleigh – Huntingdale (SA2)	from Chisholm	+8,212	+8,417
Dandenong (SA2)	to La Trobe	-10,265	-10,626
Dandenong North (SA2)	to La Trobe	-14,640	-14,771
Noble Park (SA2)	to La Trobe	-6,687	-6,884
Noble Park North (SA2)	to La Trobe	-5,194	-5,264
Division of Bruce (2017)		105,287	107,458

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Aston (2010)		96,121	97,600
Bayswater (SA2)	to Deakin	-8,173	-8,383
Boronia – The Basin (SA2)	to Deakin	-12,673	-13,110
Wantirna (SA2)	to Deakin	-9,786	-9,816
Wantirna South (portion of SA2 north of Burwood Highway) ¹⁹	to Deakin	-2,348	-2,375
Belgrave – Selby (SA2)	from La Trobe	+7,510	+7,542
Boronia – The Basin (SA2)	from La Trobe	+6,095	+6,156
Emerald – Cockatoo (SA2)	from La Trobe	+12,294	+12,555
Ferntree Gully (SA2)	from La Trobe	+7,189	+7,258
Lysterfield (SA2)	from La Trobe	+39	+40
Monbulk – Silvan (SA2)	from La Trobe	+685	+693
Montrose (SA2)	from La Trobe	+21	+21
Mount Dandenong – Olinda (SA2)	from La Trobe	+3,932	+3,989
Upwey – Tecoma (SA2)	from La Trobe	+7,400	+7,439
Division of Aston (2017)		108,306	109,609

¹⁹ Consists of SA1s 2126003 to 2126005, and 2126014 to 2126019.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Holt (2010)		121,711	131,083
Cranbourne South (SA2)	from Flinders	+6,253	+6,648
Doveton (SA2)	to La Trobe	-6,350	-6,524
Endeavour Hills (SA2)	to La Trobe	-17,637	-17,573
Hallam (SA2)	to La Trobe	-6,807	-6,948
Narre Warren (SA2)	to La Trobe	-8,840	-9,010
Narre Warren North (SA2)	to La Trobe	-2,873	-3,026
Berwick South (portion of SA2 west of Clyde Road) ²⁰	from La Trobe	+5,493	+5,767
Cranbourne East (SA2)	from La Trobe	+2,849	+4,039
Cranbourne South (SA2)	from La Trobe	+196	+200
Narre Warren South (SA2)	from La Trobe	+8,496	+8,726
Division of Holt (2017)		102,491	113,382

²⁰ Consists of SA1s 2129401, 2129402, 2129404 to 2129406, 2129410 to 2129413, 2129426 to 2129429, and 2129431 to 2129433.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of La Trobe (2010)		111,035	116,587
Belgrave – Selby (SA2)	to Aston	-7,510	-7,542
Boronia – The Basin (SA2)	to Aston	-6,095	-6,156
Emerald – Cockatoo (SA2)	to Aston	-12,294	-12,555
Ferntree Gully (SA2)	to Aston	-7,189	-7,258
Lysterfield (SA2)	to Aston	-39	-40
Monbulk – Silvan (SA2)	to Aston	-685	-693
Montrose (SA2)	to Aston	-21	-21
Mount Dandenong – Olinda (SA2)	to Aston	-3,932	-3,989
Upwey – Tecoma (SA2)	to Aston	-7,400	-7,439
Dandenong (SA2)	from Bruce	+10,265	+10,626
Dandenong North (SA2)	from Bruce	+14,640	+14,771
Noble Park (SA2)	from Bruce	+6,687	+6,884
Noble Park North (SA2)	from Bruce	+5,194	+5,264
Berwick South (portion of SA2 west of Clyde Road) ²¹	to Holt	-5,493	-5,767
Cranbourne East (SA2)	to Holt	-2,849	-4,039
Cranbourne South (SA2)	to Holt	-196	-200
Narre Warren South (SA2)	to Holt	-8,496	-8,726
Doveton (SA2)	from Holt	+6,350	+6,524
Endeavour Hills (SA2)	from Holt	+17,637	+17,573
Hallam (SA2)	from Holt	+6,807	+6,948
Narre Warren (SA2)	from Holt	+8,840	+9,010
Narre Warren North (SA2)	from Holt	+2,873	+3,026
Emerald – Cockatoo (SA2)	from McMillan	+679	+710
Pakenham – North (SA2)	from McMillan	+11,723	+12,871
Division of La Trobe (2017)		103,745	108,824

²¹ Consists of SA1s 2129401, 2129402, 2129404 to 2129406, 2129410 to 2129413, 2129426 to 2129429, and 2129431 to 2129433.

South East Regional

The South East Regional area contains about 24 per cent of an additional quota on current figures, though this is projected to decline somewhat by 2019. As shown in **Table 6**, this excess enrolment is split roughly evenly between the divisions of Flinders and McMillan. The large rural division of Gippsland faces declining numbers of electors, though is projected to remain within the allowable tolerances by 2019.

I therefore suggest that the division of Gippsland should remain unchanged, while the divisions of McMillan should gain territory in the Shire of Bass Coast (from Flinders) in exchange for outer-suburban areas of the Shire of Cardinia (to Flinders and La Trobe). These changes help bring all divisions within tolerance, and affirm McMillan as a more strictly regional division, while Flinders becomes mostly peri-urban in character.

Table 6

Electoral division	Current enrolment	Deviation from quota (%)	Projected enrolment	Projected deviation from quota (%)
FLINDERS	119,413	+11.65	122,834	+11.29
GIPPSLAND	105,907	-0.98	106,760	-3.27
MCMILLAN	120,880	+13.02	125,461	+13.67
TOTAL	346,200	+23.69	355,055	+21.69

Divisions of Flinders, McMillan and Gippsland

The division of **Flinders** is significantly over quota, and projected to remain so through to 2019. However, my suggested transfers of Mount Martha to the division of Dunkley, and Cranbourne South to the division of Holt, reverse this situation and leave Flinders needing to gain electors. My suggestion to unite the SA2 of Somerville in Flinders to avoid splitting the township of Baxter will not make much impact on the problem.

Given that the division has a significant coastal border, Flinders has two main options for growth: south-east into Gippsland toward Wonthaggi and Inverloch, or north east into the Pakenham area. I could not find a neat way to draw the requisite number of electors from either area while maintaining community of interest.

The division of **McMillan** is similarly well over quota, and faces similar constraints in addressing the challenge. It's southern border is the coast, and it cannot expand to the north without crossing the Great Dividing Range, nor to the east where the division of Gippsland cannot afford to lose further electors.

I therefore suggest an exchange of territory between the divisions of Flinders and McMillan. Flinders should surrender its portions of the SA2s of Korumburra and Wonthaggi – Inverloch, along with the SA2 of Phillip Island, to McMillan.

In exchange, Flinders should receive from McMillan the remainder of the SA2 of Koo Wee Rup and the entire SA2 of Pakenham – South. To bring McMillan back down to within the allowable tolerances, I suggest that the SA2s of Emerald – Cockatoo and Pakenham – North be transferred to the division of La Trobe.

Rather than two mixed urban/rural electorates, this would deliver a largely urban/peri-urban Flinders, and a largely regional/rural McMillan, which I consider an improvement on community of interest grounds. It also unites the Shire of Bass Coast in a single electorate, and reduces the geographical scale of Flinders.

I note that given the small number of electors on French Island, it could be transferred to McMillan if desirable on community of interest grounds (or otherwise). In the absence of any strong evidence, I have opted to leave the island in Flinders.

The division of **Gippsland** is within allowable tolerances, and logical adjustments to the border with McMillan which deliver the required numbers of electors are difficult to identify. Given these factors, I suggest that Gippsland retain its current boundaries.

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Flinders (2010)		119,413	122,834
Mount Martha (SA2)	to Dunkley	-13,669	-13,950
Somerville (SA2)	from Dunkley	+617	+625
Cranbourne South (SA2)	to Holt	-6,253	-6,648
Korumburra (SA2)	to McMillan	-146	-145
Phillip Island (SA2)	to McMillan	-8,454	-8,760
Wonthaggi – Inverloch (SA2)	to McMillan	-5,776	-5,961
Koo Wee Rup (SA2)	from McMillan	+183	+188
Pakenham – South (SA2)	from McMillan	+17,991	+19,346
Division of Flinders (2017)		103,906	107,529

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of McMillan (2010)		120,880	125,461
Korumburra (SA2)	from Flinders	+146	+145
Phillip Island (SA2)	from Flinders	+8,454	+8,760
Wonthaggi – Inverloch (SA2)	from Flinders	+5,776	+5,961
Koo Wee Rup (SA2)	to Flinders	-183	-188
Pakenham – South (SA2)	to Flinders	-17,991	-19,346
Emerald – Cockatoo (SA2)	to La Trobe	-679	-710
Pakenham – North (SA2)	to La Trobe	-11,723	-12,871
Division of McMillan (2017)		104,680	107,212

Geographic unit	From/To	Current enrolment	Projected enrolment
Division of Gippsland (2010)		105,907	106,760
<i>No change</i>		-	-
Division of Gippsland (2017)		105,907	106,760