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Comment on suggestion 14

Leon Shinkai

7 pages

From: [REDACTED]
To: [FedRedistribution - NSW](#)
Subject: Comment/Addition on my own (Leon Shinkai) Submission (S18)
Date: Monday, 6 November 2023 8:53:57 PM
Attachments: [Amendments.docx](#)

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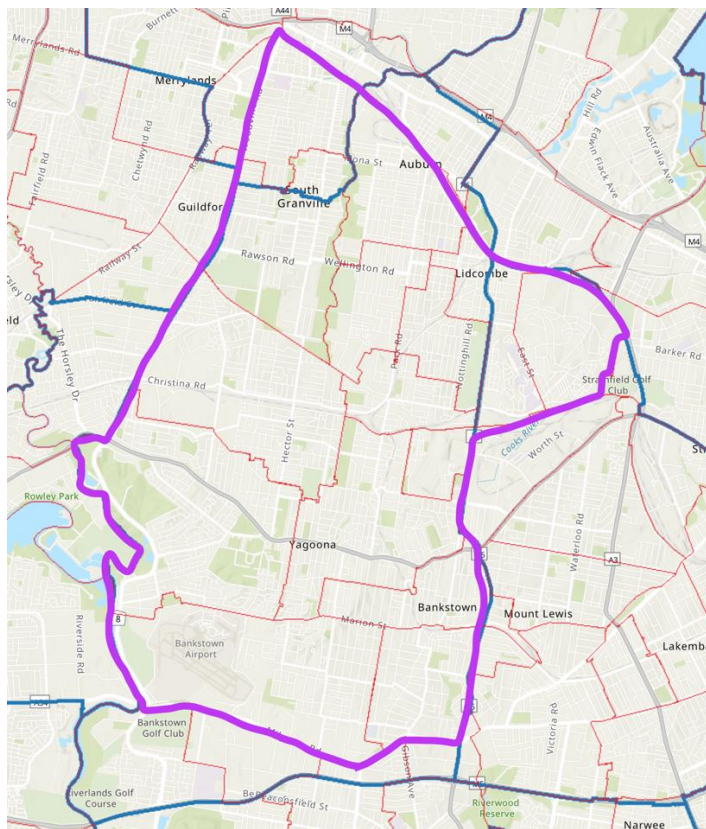
Thank you in advance,
I know I should have made these before the initial submissions closed, but that was difficult for me after I realised I messed up near the end of my initial submission plan.
Regards,
Leon Shinkai

Amendments – addition of some Western Sydney Electorates

Notes

- This document is about my own submission (Leon Shinkai, S18)
- This is just one possible configuration, and I welcome proposals that exchange some territories between neighbouring seats (especially between the New Seat and Parramatta/McMahon)
- This addition is mostly done to help solve McMahon's community of interest issues, to move Chifley's eastern boundary to a large physical divide (Eastern Creek) and to prove my proposed Inner Sydney divisions (up to Reid, Watson, Banks, especially Reid and Banks losing former Auburn and Bankstown LGAs respectively) can be utilised without community of interest issues further west

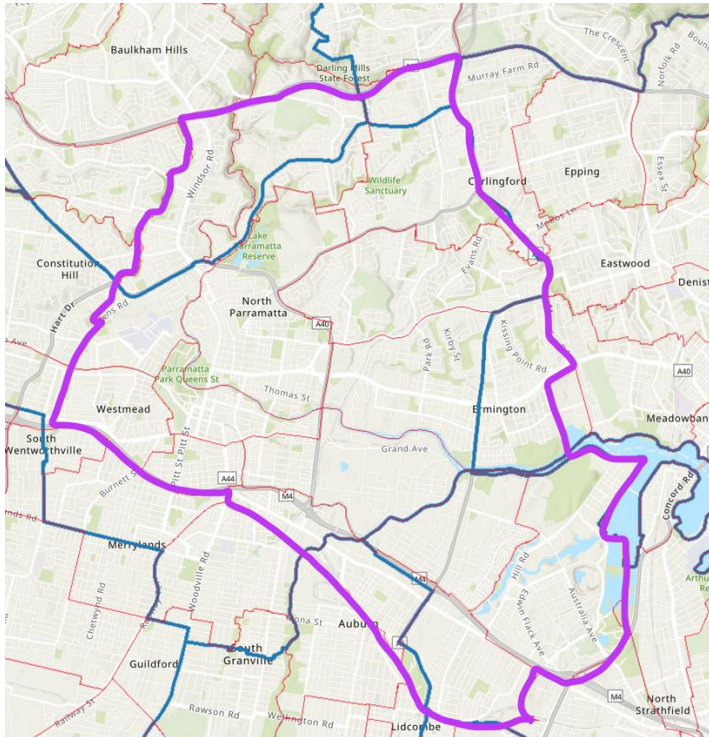
Blaxland



- Takes parts of Lidcombe currently in Watson, and uses the T1 Line as the northern boundary
- Lidcombe, Auburn and Granville are now in same LGA (Cumberland LGA) and has a Facebook community group of the residents of the 3 suburbs (though division at the train line was necessary to suit numerical requirements)

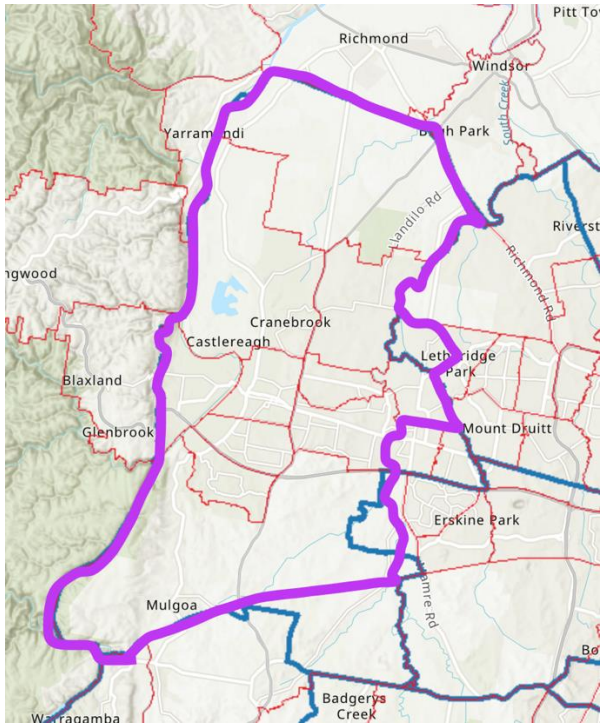
- Moves southern border to Milperra Rd where there is a demographic divide – Milperra is the one booth in the current Blaxland to vote for the Liberals in 2022 and that suggests it is more similar to the parts of the Bankstown area currently in Banks such as Revesby, Padstow and Panania
- Retains Woodville Rd as western boundary
- Parts of former Bankstown LGA not in Blaxland or Watson would move to Hughes to solve a connectivity issue in that seat

Parramatta



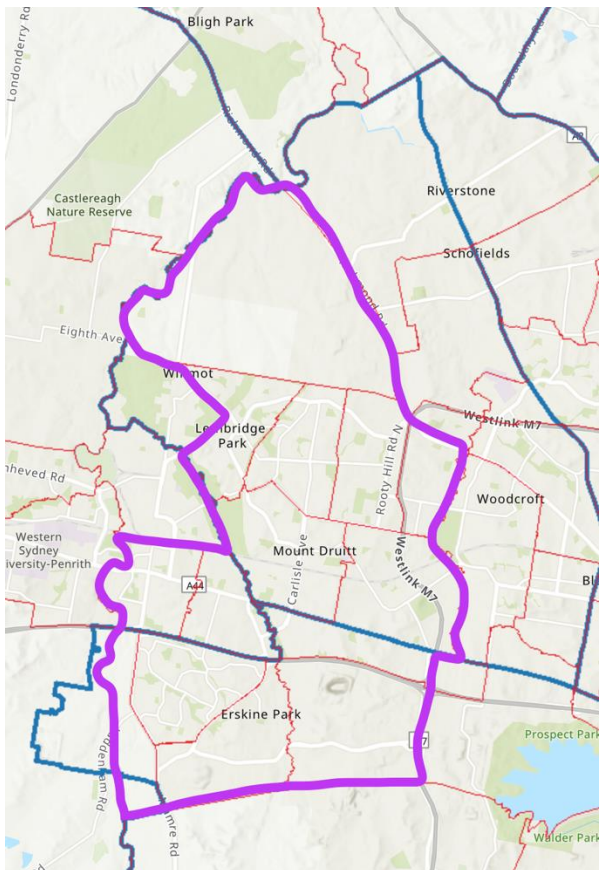
- Uses the changes in Parramatta LGA boundaries that takes the area around Olympic Park from former Auburn LGA
- Southern boundary is the T1 Line to suit numerical requirements of Blaxland and to deal with the connectivity issue caused by Duck River
- Simply expands west according to numerical requirements in a way that doesn't cause the seat to move south of the Western Motorway anywhere to the west of Woodville Rd to prevent a weird shape

Lindsay



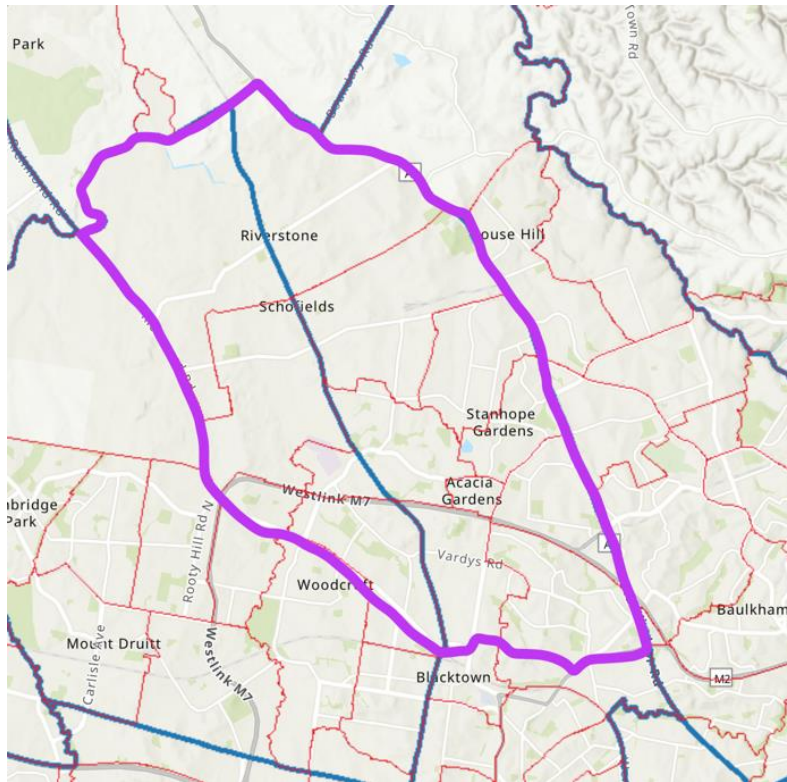
- Drawn in a way that enables Chifley to move its eastern border to Eastern Creek
- Uses the water channel as the southern boundary

Chifley



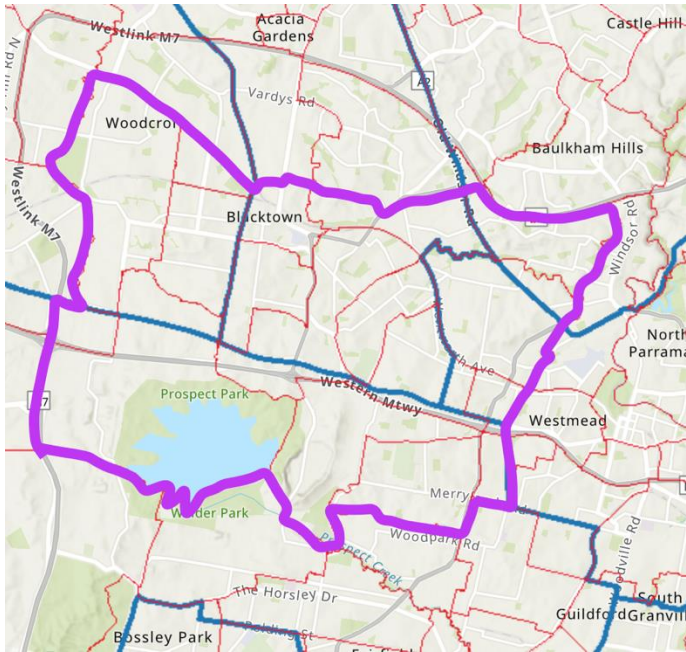
- Based clearly around Mt Druiit, and takes Minchinbury, St Clair and Erskine Park from McMahon – all areas closer and better connected to St Marys/Mt Druiit than Fairfield
- Parts of eastern boundaries are Eastern Creek, a large and thick physical divide within Blacktown LGA (especially at those parts)
- Parts of northeastern boundaries are Richmond Rd, used until 2006

Greenway



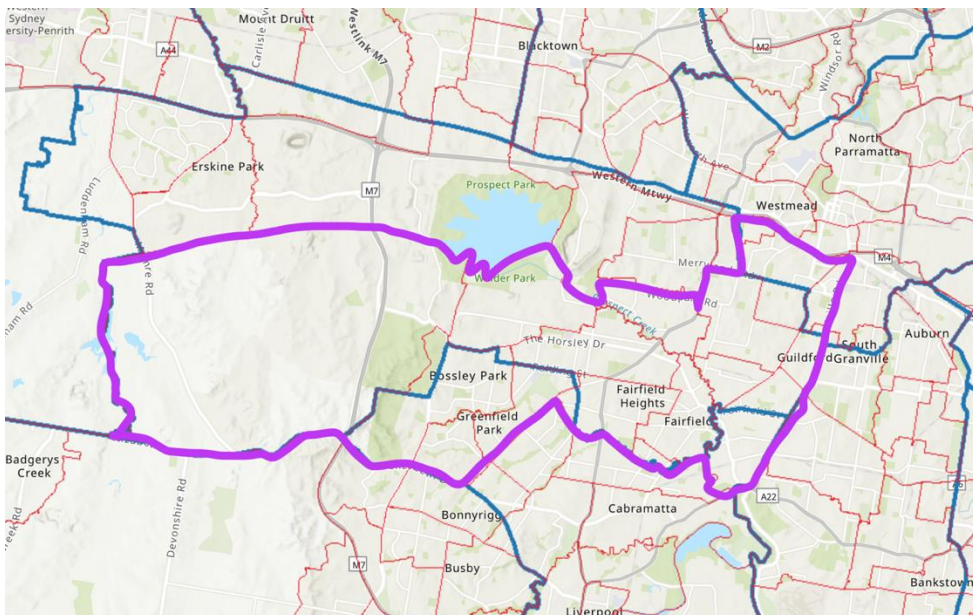
- Basically just the northernmost parts of Greenway 2000-2006
- Southern boundary is (meant to be) Abbott Rd, Prospect Hwy, Lucas Rd, Sackville St, Sunnyholt Rd, Third Ave and Richmond Rd

New Seat



- Based on Blacktown
- Possible names (I personally do not have a strong opinion on this but these may help) include:
 - White (Patrick White)
 - Perkins (Charles Perkins)
 - Ruse (James Ruse)
 - Harradence (Rita Harradence)
 - Hollows (Fred Hollows, Fred Hollows Sensory Garden is at the far west of the seat)

McMahon



- Moves most of Penrith and all of Blacktown LGA into other seats to solve the connectivity issue (Exception is Mt Vernon – that is connected well enough to Cecil Park/Horsley Park)
- Territory exchanges with the New Seat and Parramatta could be considered to make McMahon look less jagged around Smithfield/Greystanes (Most of those parts just follow either current boundaries or along SA2)
- The southern boundary with Fowler can be changed if deemed necessary
- Any further changes to the northeastern or eastern boundary should not make McMahon cross the line in the diagram below to prevent areas decisively closer to Blacktown/Parramatta/Bankstown than to Fairfield from moving into McMahon

