



**THE FEDERAL  
REDISTRIBUTION  
NEW SOUTH WALES**

# Objection 504

Leon Shinkai

4 pages

# Objections to the Proposed Redistribution

New South Wales, 2024

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## Commentary

I believe the decision by the committee to abolish North Sydney, the seat I have lived for most of my life, was inevitable and I support this decision.

However, there are 3 seats which I see a significant problem in how they were redistributed and I attribute this to the committee's decision to not abolish a seat in Inner or Southern Sydney (on top of the seat of North Sydney), and hence creating a seat in Northwestern Sydney.

- Hughes – This seat was already drawn difficultly given there are very few public transport services between Moorebank/Holsworthy and Sutherland without going into Revesby. Its extension to northern parts of Campbelltown LGA worsens the accessibility issues and also adds a significantly demographic group (on ethnic mix and affluence) into the seat, making effective representation a difficult task.
- Kingsford Smith – The airport serves as a physical barrier and it is difficult to travel from Monterey to Maroubra, especially by public transport.
- McMahon – Moving this seat even further into northwestern Sydney despite this being a Fairfield-based seat cannot be sensible, especially considering that the Prospect Reservoir serves as a physical barrier, and very few (if any) public transport services occur between Blacktown and Fairfield, without going through Parramatta.

Furthermore, the long-standing problem in the way Banks is drawn is still unresolved. Hence, I will propose the alternative redrawing of Sydney-based divisions. This will broadly be consistent with S18 and CS14, both which I have authored.

## Rough Solution

### Inner/Southern Sydney Abolition

Considering that the proposed Blaxland has not much more than half of its electors coming from the current Blaxland, it may be appropriate to abolish a division in Inner or Southern Sydney. Doing so will also allow for Hughes to move into the Revesby area instead of the Macquarie Fields area. Excluding former Prime Minister names, Sydney, corner seats (Wentworth, Kingsford Smith, Cook), the options are Blaxland, Banks and Grayndler.

Blaxland is to the north of Revesby hence will be relatively unaffected from changes to Hughes. Meanwhile, the character of Banks as a St George centric seat would likely not change (AEC guidelines says that the retention of the "characteristics" can outweigh the numerical formula in name abolition), even if for instance, up to 55% of the existing seat were to be removed through cutting out its portion west of Salt Pan Creek.

I still propose that Grayndler be the abolished seat as after Kingsford Smith loses its St George portion, it would force Kingsford Smith into Sydney LGA and Sydney into the rest of former Leichhardt LGA (this requires Wentworth to expand slightly further east into parts of Surry Hills north of Albion St), causing several changes elsewhere. Further, it is similar to North Sydney in that could be easily split into 3, roughly along former council boundaries.

- Former Leichhardt LGA moves into Sydney based on historical practice.
- Ashfield and Haberfield can move into Reid to unite the Chinese community along Ashfield-Burwood-Strathfield and the Italian community along Haberfield-Five Dock-Concord. Note that Leichhardt does not have a large Italian community anymore.
- Former Marrickville LGA, as well as Summer Hill moves into Barton (alternatively, an idea of moving it into Watson may be explored).

While the resulting Barton would likely be slightly unfortunate as it mashes together several disparate areas (Petersham, Marrickville, Canterbury and Rockdale), its issues are nowhere near as egregious as the 3 seats I have raised issues within the proposed redistribution.

### Hughes (and surrounding seats)

In line with my long-standing position, Hughes can be resolved by expanding into the parts of former Bankstown LGA to the south of Milperra Rd (Revesby, Padstow, Panania, East hills, Milperra etc.), rather than into Campbelltown LGA (Ingleburn, Macquarie Fields, Glenfield). Doing this will not disrupt the demographic mix of the seat (this is the more Anglo and affluent section of former Bankstown LGA), and makes travel from Moorebank/Holsworthy to Sutherland LGA possible by public transport without leaving the electorate (by changing over at Revesby).

Adjustments to the boundary with Cook should be made accordingly, which should require Cook to lose its portion north of Georges River. The parts of Campbelltown LGA which the committee placed in Hughes should go into Werriwa, and then Fowler should shift slightly south. Banks, which currently includes the area around Revesby, should be fully contained within the St George region. Ideally, Hughes should also shed Bundeena and Maianbar to Cook as they are the most connected by transport to Cronulla (via ferry) and are alternative lifestyle areas with little in common with Moorebank/Holsworthy or Revesby.

### **Kingsford Smith (and surrounding seats)**

Kingsford Smith should remove its St George portion and move into Sydney. It should instead move into southeastern parts of Sydney LGA including Rosebery, Beaconsfield, Zetland and possibly parts of Waterloo and Alexandria. Then, Sydney will take the rest of former Leichhardt LGA.

### **McMahon (and surrounding seats)**

Following the shift of Fowler to the south, McMahon should also do the same. In doing so, McMahon should reverse its northern shift into Blacktown LGA to avoid worsening the transport connection issue. Further, it should also lose Minchinbury, St Clair and Erskine Park to Chifley. This will move Chifley substantially west so that its eastern boundaries use Eastern Creek in full. Small adjustments to Lindsay and Greenway may be needed due to this (side note: I have no problems with Greenway crossing Old Windsor Rd, especially at the northernmost part).

McMahon still needs to expand, hence it should move into the Guildford/Merrylands direction. Greystanes/Pemulwuy will be used for the new Northwestern Sydney Seat to avoid that seat moving so far into Parramatta.

### **New Northwestern Sydney Seat (and surrounding seats)**

By allowing Chifley's eastern boundary to be drawn substantially west of both the current arrangements and the committee's proposal and possibly moving Greenway's southern boundaries slightly north, this creates a void in Blacktown and this should be the centrepiece of the new seat. It should include whatever of Blacktown LGA is not already in Chifley or Greenway, and then expand it east until quota is met.

To avoid it moving too close to Parramatta, it should take Greystanes/Pemulwuy and Winston Hills along the way which will force boundary changes to Mitchell, Berowra and Parramatta. As part of those changes, Mitchell should lose all of its parts south of Hills Motorway and expand into the seat of Berowra. Meanwhile, Berowra would now be required to take more of Epping/Carlingford from the seat of Parramatta.

### **Mitchell-Berowra border**

I have figured out a way to use Galson Gorge as the boundary between Berowra and Mitchell, hence I urge the committee to use this.

1. Move the rest of Eastwood from Parramatta to Bennelong
2. Move the rest of Epping and parts of Carlingford (east of Marsden Rd and Pennant Hills Rd) from Parramatta to Berowra
  - a. subsequently align the Bennelong-Berowra boundaries to Mobbs Lane and Chesterfield Rd to use identifiable physical features as electorate boundaries where possible
3. Remove the rest of Parramatta LGA from Mitchell
4. Align the Berowra-Mitchell boundaries so that:
  - a. West Pennant Hills except 11501129618 SA1 will move to Berowra
  - b. Glenhaven (suburb), Dural – Kenthurst – Wisemans Ferry SA2 (except the parts south of Tunks Creek and Quarry Rd) and Galston – Laughtondale SA2 move to Mitchell
  - c. Cherrybrook and Rogans Hill (the parts of Castle Hill in Hornsby LGA) remain in Berowra

### **Rest of Sydney**

Parramatta should move substantially east, at least into Newington, Silverwater and parts of Auburn.

# Maps





