



# Suggestion 32

Dr Mark Mulcair

43 pages

# **SUGGESTIONS FOR 2023 VICTORIAN FEDERAL REDISTRIBUTION**

Dear Committee Members,

Please find my Suggestions for the 2023 Victorian federal redistribution

I hope these Suggestions will help you in your deliberations.

If you have any questions or comments, please do not hesitate to contact me.

Dr Mark Mulcair

## **INTRODUCTION**

I am grateful for the opportunity to offer my Suggestions to the 2023 Victorian redistribution.

I am a completely independent person, with no affiliation to any political party or organization, but I have always had a strong interest in redistributions and electoral boundaries. In recent years, a small group of us have emerged to offer our opinions and suggestions, to complement and provide alternatives to the usual political party submissions.

I have lived in Victoria for most of my life, and have family connections through different parts of both Melbourne and regional Victoria, so I feel that I have a knowledge and familiarity with the electoral geography through most parts of the state.

I hope that my Suggestions will be of benefit to the Committee in their deliberations

## **GENERAL THOUGHTS**

### **POPULATION TRENDS**

The population trends show a surprising amount of homogeneity in growth rates in almost all of the Divisions. Unlike in (say) New South Wales, there are not clear pockets of strong growth and stagnation, so it is not as obvious where a Division should be abolished. The similarity in growth rates means that there will be a large series of incremental changes, that will gradually accumulate seat-by-seat until one Division is absorbed by all of its neighbours.

I must admit that I am not convinced at all that this projected uniform growth will hold up, even in the short term. The projections show that traditionally stagnant Divisions in rural Victoria and middle-distance Melbourne will grow at a similar rate to the usual high-growth seats in the outer suburbs and inner city. In fact, it seems almost all Divisions will grow at between about 7 and 10%. I don't think this will realistically play out like this over time.

However we can only work with the numbers we are given, and I have drawn my boundaries using these projections at face value, rather than try to second-guess any of the figures.

### **MY OVERALL STRATEGY**

The need for Victoria to lose a Division, combined with the apparent homogeneity in growth, means that most seats will be at the low end of tolerance and needing to make gains.

Based on the enrolment predictions, there will be around 0.5 of a Division deficit both north and south of the Yarra River. So the options are:

- 1) Abolish a Division north of the Yarra, and move one or more 'southern' Divisions northwards to take in territory on the northern bank.

- 2) Abolish a Division south of the Yarra, and move one or more ‘northern’ Divisions southwards.

In the end, I suggest going with option (2), for the following reasons:

- The north-western suburbs of Melbourne, plus the provincial cities of Geelong, Ballarat, and Bendigo, have generally been faster-growing than the south-east. If there is any error in the enrolment projections, it is likely to be under-estimating the growth in the north-west, so I suggest retaining all seats in this area.
- It seems more natural to me for northern seats like Melbourne and McEwen to move south of the river, than vice versa. Southbank (to Melbourne) and the Yarra Valley (to McEwen) are very logical expansions that I can see, to easily compensate the northern Divisions by half a quota.
- It also seems more natural for the western part of McEwen to be added to Division such as Hawke than, for example, the eastern part of McEwen to be added to Casey or Menzies.

Assuming this starting point, the redistribution falls into place fairly naturally. Commencing at the Corio/Lalor boundary, Divisions north-west of the Yarra all gradually expand, eventually encroaching on the Divisions of Melbourne and McEwen. Southbank is placed into Melbourne, and the Yarra Valley into McEwen. The south-eastern Divisions then all push inwards, eventually resulting in a Division being abolished somewhere in the middle or outer eastern suburbs.

I experimented with a few different arrangements, and eventually settled on abolishing the Division of Casey. With the transfer of the Yarra Valley, this Division would need to undergo significant change even if it wasn't abolished, and the need for inner seats to expand means that Casey can quite naturally be absorbed by its neighbours.

## **NAMING**

Most Divisions in the eastern suburbs feature either Prime Ministers' names (Deakin, Menzies, Bruce) or the names of prominent women (Chisholm, Aston, Macnamara, Goldstein). This leaves options such as Casey, Hotham, Isaacs, Kooyong, or Higgins as the most likely options for abolition.

I felt that my change to seats such as Kooyong, Higgins, and Isaacs were minor enough that they could still be easily associated with their existing names. Hotham – named after a 19<sup>th</sup> Century colonial governor – would seem like an obvious candidate; however, I feel my proposed seat based mostly on Oakleigh, Clayton, and Springvale is still identifiable with the name ‘Hotham’.

In contrast, Casey is forced to undergo significant rearrangement, with various bits and pieces being taken out of it by surrounding seats, and I feel it makes the most sense to retire this name.

The decision to abolish Casey should not reflect poorly on Richard Casey, who served Australia for decades as a politician and Governor – General. If the Committee truly wanted to preserve the name ‘Casey’ over (say) Hotham, they could easily rename my proposed Deakin as ‘Casey’, my proposed Chisholm as ‘Deakin’, and my proposed Hotham as ‘Chisholm’. This is probably not as accurate a reflection of what is actually going on, but would be a workable solution if the Committee desired.

At the last few redistributions, there have been several name changes to Divisions in Victoria, with the new names ‘Hawke’, ‘Fraser’, ‘Cooper’, ‘Macnamara’ and ‘Monash’ being added to the electoral map. For this reason, I haven’t proposed any additional changes to names of seats. I feel that it is important that locals identify with their electoral Division, so I tend to lean against supporting change for change’s sake.

In particular, I note that proposals to change the name of ‘Corangamite’ have been overturned in both 2018 and 2021. So I recommend this remain unchanged.

## **BOUNDARIES**

In rural areas, I have tried to use LGA boundaries wherever possible. Failing that, I have tried to use natural features such as rivers, or at least township/community or SA2 boundaries.

In metropolitan areas, I have tried to use major roads and freeways, as well as natural features such as rivers, mountains, or open space. Suburb or LGA boundaries can sometimes also make good boundaries where they coincide with major roads or rivers, but I have tried to avoid using suburb boundaries that run along back streets or cut through self-contained urban areas.

## **QUOTA AND ENROLMENT**

Over the years, I have noticed that different individuals and submissions place different weighting on the quota requirements. Some submissions seem to place an extremely high emphasis on having each Division as close to quota as possible, whereas others make full use of the tolerance.

I personally tend to be in the latter camp. I believe that the tolerance exists for a reason, and that Divisions should be allowed maximum flexibility within that tolerance if it means creating a stronger and clearer boundary. I am always happy to go further than strictly necessary for quota if it results in a better boundary.

As I noted above, I have chosen to take the enrolment projections at face value, rather than attempt to second-guess these numbers.

## SUGGESTIONS

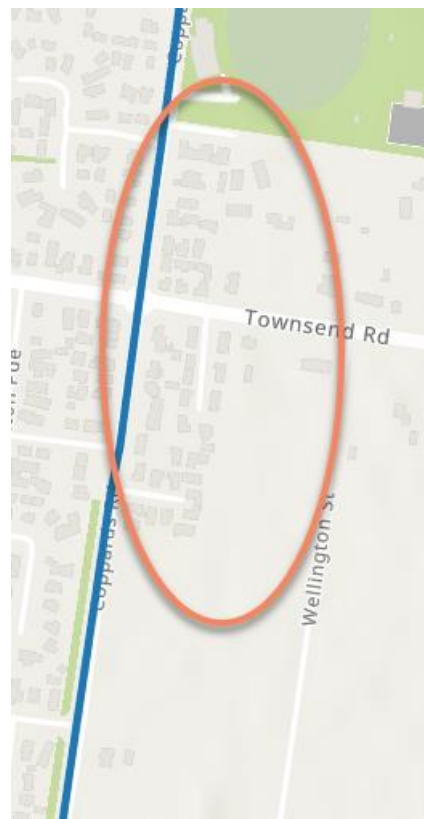
### REGIONAL NORTH-WEST VICTORIA

Most of these Divisions were set towards the higher end of tolerance at the last redistribution, so there is no need for major changes in this part of Victoria, apart from the Division of McEwen.

### CORIO

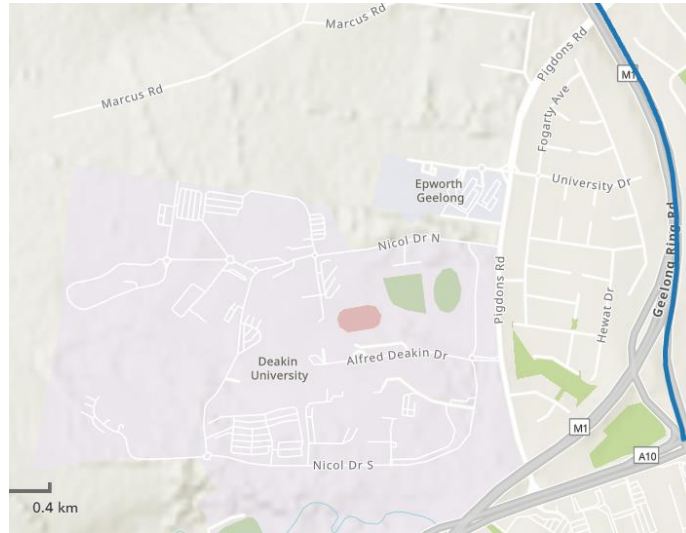
Corio is projected to be at the very bottom of tolerance, and I suggest making two small boosts to its numbers.

The existing eastern boundary along Coppards Road leaves a small part of Newcomb detached from the rest of the suburb. In particular, the area immediately around Townshend Road consists of residential housing that is no different from that on the western side of Coppards Road.



People who live on the eastern side of Coppards Road would feel far more connected to the remainder of their suburb than to Leopold or the Bellarine towns. It seems sensible to me to unite all of Moolap and Newcomb in Corio, allowing use of the open space between Moolap and Leopold as the boundary.

I also suggest that the balance of Highton be transferred to this Division. As with Newcomb, the existing boundary leaves a small part of the suburb – plus Deakin University – cut off from the rest of Highton.



The Princes Highway and LGA boundary would be very strong boundaries in this part of Geelong.

<b>CORIO</b>		<b>Current</b>	<b>Projected</b>
Existing		113,985	123,102
+ Newcomb – Moolap SA2 (balance)	From Corangamite	1420	1524
+ Highton SA2 (balance)	From Corangamite	1183	1298
		<b>116,588</b>	<b>125,924</b>

### **CORANGAMITE**

To compensate for the losses to Corio, I suggest that Corangamite regain Winchelsea and surrounds, making greater use of the Surf Coast LGA boundary in this area. Winchelsea has been in Corangamite for most of the seat’s recent history, and fits extremely well with the rural areas west of Geelong that are currently in the seat.

At the last two redistributions, the Committee has proposed renaming this seat, only to have the decision overturned due to local objections. For this reason, I suggest the name ‘Corangamite’ remain.

<b>CORANGAMITE</b>		<b>Current</b>	<b>Projected</b>
Existing		116,531	127,763
+ Winchelsea SA2 (all)	From Wannon	2475	2705
- Newcomb – Moolap SA2 (balance)	To Corio	1420	1524
- Highton SA2 (balance)	To Corio	1183	1298
		<b>116,403</b>	<b>127,646</b>

## **WANNON**

Wannon in turn can regain Stawell to compensate for the loss of Winchelsea. This reunites Stawell with Ararat and the surrounding Western Highway communities. There is a strong community of interest between Stawell, Ararat, and the greater Grampians region, so it makes sense to reunite all of these areas in a single seat.

Wannon remains a clear ‘south western Victoria’ seat, based clearly on the Princes and Western Highways.

<b>WANNON</b>		<b>Current</b>	<b>Projected</b>
Existing		116,485	125,633
+ Stawell SA2 (all)	From Mallee	6295	6877
- Winchelsea SA2 (all)	To Corangamite	2475	2705
		<b>120,305</b>	<b>129,805</b>

## **MALLEE**

Losing Stawell still leaves Mallee within tolerance, and I propose no further changes. The Division is already geographically large, and its current boundaries mostly align with LGAs. The only realistic options for gains would be to push right down towards Bendigo or Ballarat, taking in areas that fit much better in other seats.

<b>MALLEE</b>		<b>Current</b>	<b>Projected</b>
Existing		121,563	131,342
- Stawell SA2 (all)	To Wannon	6295	6877
		<b>115,268</b>	<b>124,465</b>



## NICHOLLS

I am proposing that Nicholls remain unchanged.

There is certainly an argument that changes could be made to this Division to boost its numbers, but this is not so easy. The three most obvious potential gains are Euroa, Kilmore, or the rural areas north/east of Bendigo, but I don't feel that any of them work particularly well:

- Kilmore contains too many electors, so would force Nicholls to make losses elsewhere
- Gaining Euroa would unite Strathbogie LGA, but I feel Euroa fits better with the Division of Indi. The other Hume Highway communities north of Seymour that are already in Indi, and the highway and railway provide very strong north-south links.
- Towns such as Elmore, Goornong and Heathcote do fit the general character of Nicholls, but they are all part of Greater Bendigo LGA, and I think it makes more sense to leave all of 'Bendigo' in the seat of that name.

Nicholls would remain within tolerance if unchanged, so I think this is the best solution.

<b>NICHOLLS</b>		<b>Current</b>	<b>Projected</b>
Existing		<b>114,691</b>	<b>124,233</b>

## INDI

I am also proposing no changes to Indi. The Division has a clear focus, and has traditionally held up better in terms of growth than some other rural seats.

<b>INDI</b>		<b>Current</b>	<b>Projected</b>
Existing		<b>118,876</b>	<b>128,444</b>

## BALLARAT

Ballarat is projected to fall outside tolerance, so needs to make gains. Assuming the boundary with Wannon and Mallee remains in place, I suggest the most logical transfer is Ballan and the other rural parts of Moorabool LGA from the Division of Hawke.

Ballan and surrounds have very strong links to Ballarat itself, and fits well with other Western Highway communities such as Gordon and Bungaree that are already in Ballarat.

<b>BALLARAT</b>		<b>Current</b>	<b>Projected</b>
Existing		112,875	121,873
+ Bacchus Marsh Surrounds SA2 (all)	From Hawke	4862	5233
		<b>117,737</b>	<b>127,106</b>

## **BENDIGO**

Assuming no changes with Mallee, Nicholls, or Ballarat, the only real place for Bendigo to gain electors is from the Division of McEwen.

I suggest an obvious gain is the town of Woodend, allowing the use of the Macedon Ranges as the southern boundary. Bendigo already contains Kyneton and surrounding communities along the Calder Highway, so Woodend is a logical fit in the seat.

This does leave the Macedon Ranges LGA split, but the shire is currently too big to fit in any one seat without major changes elsewhere. I think this arrangement makes sense.

<b>BENDIGO</b>		<b>Current</b>	<b>Projected</b>
Existing		113,381	122,771
+ Woodend SA 2 (all)	From McEwen	5962	6373
		<b>119,343</b>	<b>129,144</b>

## **McEWEN**

McEwen is one of the Divisions that I propose undergo significant change to balance the numbers between ‘northern’ and ‘southern’ Victoria. In doing so, I believe this will also improve the boundaries and community of interest throughout this seat.

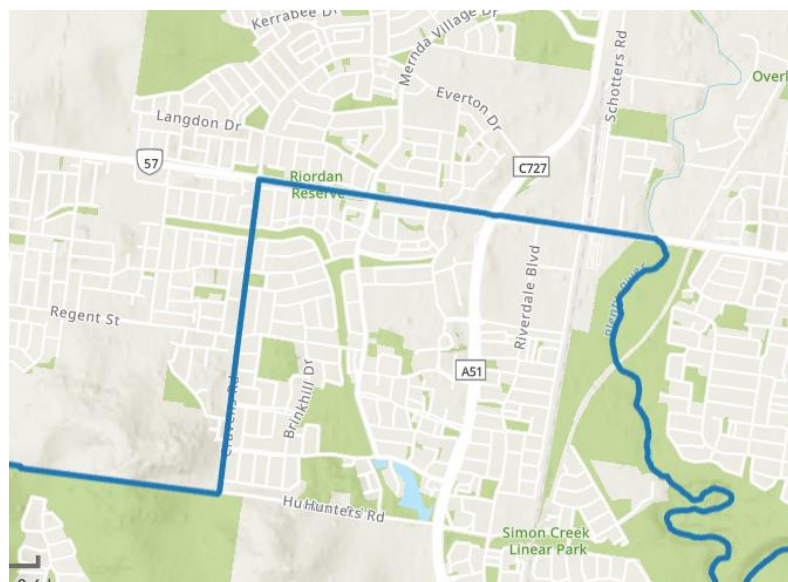
McEwen in its current form is very much a ‘bits and pieces’ Division. Currently, it stretches right across the northern urban/rural fringe from the Macedon Ranges to the Yarra Valley, taking in parts of outer suburban Melbourne around Mernda and Diamond Creek.

I have experimented with a few different arrangements to try to confine McEwen to only one or two corridors – such as being based solely on the Yarra Valley – but these tended to cause major problems elsewhere. So my proposed seat will still have an element of connecting different areas. However, at least I have tidied up some of the boundaries, have reduced the east-west stretch of the seat, and removed some of the urban areas in the north of Melbourne.

I suggest that all of Macedon Ranges LGA be removed. There is very limited connection between this part of McEwen and the rest of the seat, and all major communication lines lead north-south to either Sunbury or Bendigo. I propose that Woodend be placed in the Division of Bendigo, and the remaining part of Macedon Ranges LGA be transferred to the Division of Hawke.

Hawke already contains Sunbury, so adding Gisborne, Macedon, Lancefield, Romsey and Riddells Creek makes sense. All of these communities have strong links with Sunbury itself, with the Calder Highway and Bendigo railway line forming strong connections throughout the area. Gisborne also has links to Bacchus Marsh and Melton, at the southern end of Hawke.

I also suggest that the balance of Mernda and Wollert be transferred to the Division of Scullin. This unites Mernda and places Wollert in the same Division as Epping, with which it has strong links. The existing boundary splits Mernda completely in half using a rather confusing boundary:



I think it makes far more sense to unite this whole area in Scullin.

I feel this will also help balance out the growth in this part of Melbourne longer-term, with Mernda/Wollert (Scullin), Craigieburn/Donnybrook (Calwell), and Beveridge/Wallan (McEwen) all in different seats.

McEwen can then push decisively south-eastwards to take in Lilydale and the Upper Yarra Valley from the Division of Casey. This includes around 47,000 electors in Lilydale, Mount Evelyn, Yarra Glen, Healesville, Woori Yallock, and Warburton. Essentially, all of Yarra Ranges LGA north and east of Lilydale is transferred.

The Upper Yarra Valley has previously been in McEwen, and transferring Lilydale as well means that I can make maximum use of the major road links through this area (the Maroondah, Melba, and Warburton Highways).

McEwen is still a Division in several parts, but it has a stronger focus on north-eastern Melbourne and the Yarra Valley.

<b>McEWEN</b>			
Existing		114,082	122,185
+ Lilydale – Coldstream SA2 (all)	From Casey	14,781	16,102
+ Mount Evelyn SA2 (all)	From Casey	7261	7541
+ Wandin – Seville SA2 (all)	From Casey	5945	6441
+ Healesville – Yarra Glen SA2 (all)	From Casey	10,436	11,403
+ Yarra Valley SA2 (all)	From Casey	12,338	13,331
+ Upper Yarra Valley SA2 (all)	From Casey	151	166
- Woodend SA2 (all)	To Bendigo	5962	6373
- Gisborne SA2 (all)	To Hawke	10,379	11,138
- Macedon SA2 (all)	To Hawke	2626	2854
- Riddells Creek SA2 (all)	To Hawke	3424	3650
- Romsey SA2 (all)	To Hawke	8016	8730
- Wollert SA2 (balance)	To Scullin	3345	3661
- Mernda North SA2 (all)	To Scullin	7046	7419
- Mernda South SA2 (balance)	To Scullin	3144	3450
		<b>121,052</b>	<b>129,894</b>

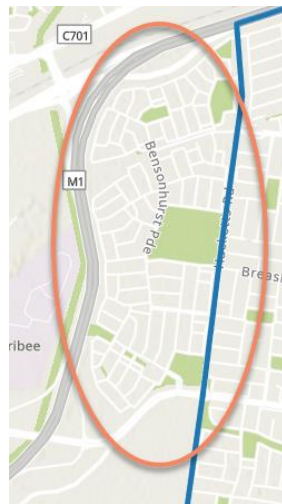
## **NORTH-WESTERN MELBOURNE**

Most of these Divisions require fairly minimal change. I am proposing a two-fold adjustment in this part of Melbourne.

- Seats west of the Maribyrnong River generally rotate anti-clockwise, eventually taking enough electors from Hawke to allow it to make significant gains from McEwen.
- Seats east of the Maribyrnong River generally move in a south-westerly direction, allowing Melbourne to push south across the Yarra to take in numbers from Macnamara.

## **LALOR**

One anomaly with the current Lalor/Gellibrand boundary is the placement of a small part of Point Cook inside Lalor, when it is basically cut off from the rest of the Division by the Princes Freeway.



It seems the boundary follows the SA2 along Hacketts Lane, whereas the freeway would make a much more obvious boundary in this area.

I suggest moving this area into Gellibrand. This removes just over 2000 electors and leaves Lalor well within tolerance.

<b>LALOR</b>		<b>Current</b>	<b>Projected</b>
Existing		116,506	127,852
- Werribee South SA2 (east of Princes Fwy and north of Sneydes Road)	To Gellibrand	2148	2355
		<b>114,358</b>	<b>125,497</b>

## GELLIBRAND

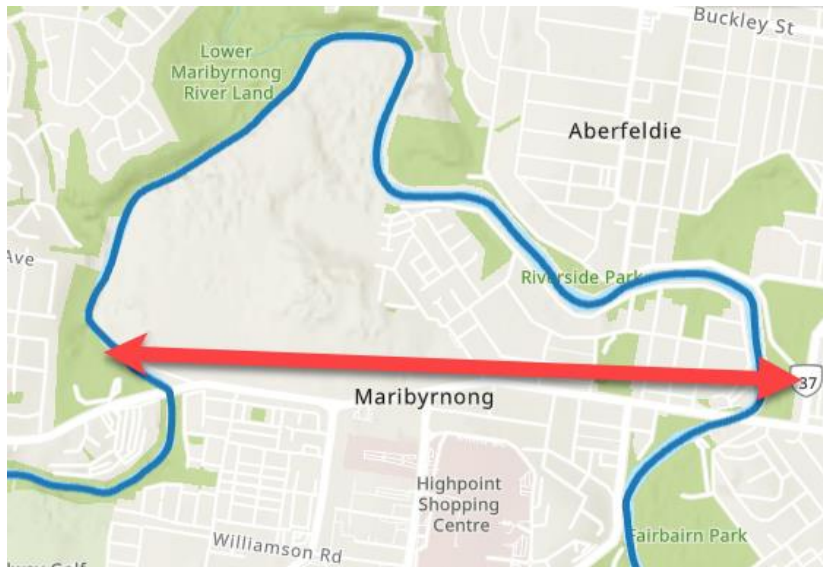
The gain from Lalor leaves Gellibrand well within tolerance, and I suggest no further changes.

<b>GELLIBRAND</b>		<b>Current</b>	<b>Projected</b>
Existing		112,851	123,999
+ Werribee South SA2 (east of Princes Fwy and north of Sneydes Road)	From Lalor	2148	2355
		<b>114,999</b>	<b>126,354</b>

## FRASER

Fraser currently uses the Maribyrnong River as its eastern boundary, which is a very strong boundary for the most part.

However, around Maribyrnong, the river loops back on itself, and the existing boundary removes one of the main communication lines between two communities on the eastern bank.



I suggest it makes sense to transfer this area to the Division of Maribyrnong, to open up the Raleigh Road traffic corridor as a strong communication link between these two areas.

Quota does not allow the Division of Maribyrnong to accept all of the suburb of that name, but I suggest at least the area around Highpoint Shopping Centre can be transferred.

To balance this loss, I suggest that Fraser regain Keilor Downs from the Division of Gorton. I think this area has good links to St Albans and Kealba which are currently in Fraser, with both Sunshine Avenue and the railway line providing good connection with suburbs to the south.

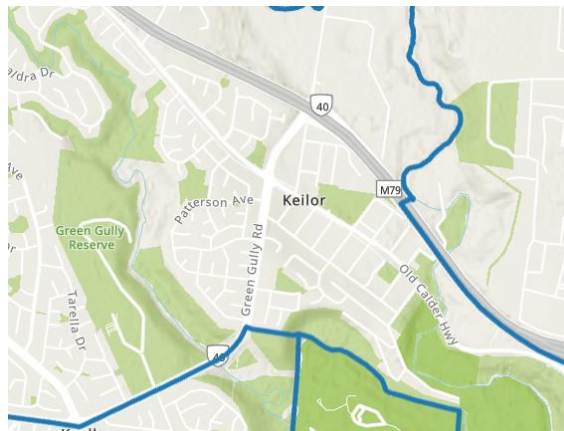
Fraser would remain a mostly ‘inner’ western suburbs Division stretching along the Sunbury railway line.

<b>FRASER</b>		<b>Current</b>	<b>Projected</b>
Existing		113,089	123,858
+ Keilor Downs SA2 (all)	From Gorton	7296	7973
- Maribyrnong SA2 (north of Williamson Road)	To Maribyrnong	4911	5634
		<b>115,474</b>	<b>126,197</b>

## **MARIBYRNONG**

Maribyrnong is one of the Divisions that is surprisingly projected to be well under quota. The gains from Fraser bring it back within tolerance, but it still has scope to gain more electors.

I suggest that Keilor should be transferred from the Division of Gorton. While Keilor lies on the western side of the Maribyrnong River, it is somewhat cut off from its neighbours in Gorton by Taylors Creek and parklands:



There are some good east-west links along the Calder Freeway and Old Calder Highway, and I also think that socio-demographically, Keilor fits better with the more middle-class suburbs in Maribyrnong than with most of Gorton.

I also note that Keilor is linked with Niddrie, Avondale Heights, Keilor East, and Aberfeldie (all in Maribyrnong) in the current state District of Niddrie. So there is plenty of precedent for this area to be joined with communities east of the river.

Maribyrnong remains a seat based mostly east of the river, taking in two small pockets on the western bank that have strong links back to the east.

<b>MARIBYRNONG</b>		<b>Current</b>	<b>Projected</b>
Existing		110,438	120,461
+ Keilor SA2 (all)	From Gorton	3980	4352
+ Maribyrnong SA2 (north of Williamson Road)	From Fraser	4911	5634
		<b>119,329</b>	<b>130,447</b>

## **CALWELL**

I suggest no changes for the Division of Calwell. It is within tolerance and has strong and clear boundaries on all sides.

In an ideal world, it would have been good to transfer Gladstone Park back into Calwell, allowing the use of the Ring Road as the boundary in this area. However, Calwell cannot gain Gladstone Park without going over quota, and I think it makes sense to retain all of the seat's existing boundaries.

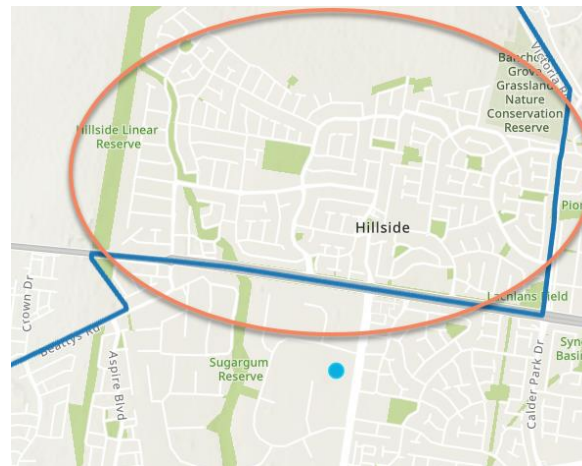
<b>CALWELL</b>		<b>Current</b>	<b>Projected</b>
Existing		115,327	125,369



## GORTON

Losing Keilor and Keilor Downs causes Gorton to fall outside tolerance, and realistically the only place to make gains is from the Division of Hawke.

One obvious starting point is to gain the balance of Hillside. The existing boundary leaves the northern part of Hillside somewhat isolated in Hawke, and in my opinion it fits much better with surrounding communities in Gorton:



I also suggest the balance of the Plumpton area be added. This only contains a small number of electors, but I feel it fits better with suburbs to the east than west.

These gains still leave Gorton below tolerance, so it must take in further electors from Hawke. Unfortunately, the current boundary now pushes quite close to Melton, so it is not easy to find a suitable area to gain.

One option could be Diggers Rest; however transferring this area would cut off some of the main lines of communication throughout Hawke.

I think a better solution is to transfer Eynesbury, Exford, and surrounds. This is a somewhat isolated area, cut off from surrounding suburbs by rivers and open space, and does not really fit clearly in any seat. The area is geographically close to Melton, but it is cut off by Melton Reservoir where there is no communication across it, and has some links eastwards along Greigs Road towards Rockbank and Mount Cottrell, currently in Gorton.

This arrangement is perhaps not ideal, but it does mean that Melton itself does not need to be split.

<b>GORTON</b>		<b>Current</b>	<b>Projected</b>
Existing		118,708	129,116
+ Hillside SA2 (balance)	From Hawke	7011	7618
+ Eynesbury – Exford SA2 (all)	From Hawke	2063	2198
- Keilor SA2 (all)	To Maribyrnong	3980	4352
- Keilor Downs SA2 (all)	To Fraser	7296	7973
		<b>116,031</b>	<b>126,086</b>

## **HAWKE**

The previously described changes then balance the numbers in Hawke. In summary, Hawke gains all of McEwen’s share of Macedon Ranges LGA except Woodend, loses Ballan and surrounds to Ballarat, and loses areas south and east of Melton to Gorton.

I feel the Division remains coherent and logical, based clearly on the outer western suburban communities and the semi-rural areas beyond.

<b>HAWKE</b>		<b>Current</b>	<b>Projected</b>
Existing		111,225	119,315
+ Gisborne SA2 (all)	From McEwen	10,379	11,138
+ Macedon SA2 (all)	From McEwen	2626	2854
+ Riddells Creek SA2 (all)	From McEwen	3424	3650
+ Romsey SA2 (all)	From McEwen	8016	8730
- Hillside SA2 (balance)	From Hawke	7011	7618
- Eynesbury – Exford SA2 (all)	From Hawke	2063	2198
- Bacchus Marsh Surrounds SA2 (all)	From Hawke	4862	5233
		<b>121,734</b>	<b>130,638</b>

## MELBOURNE

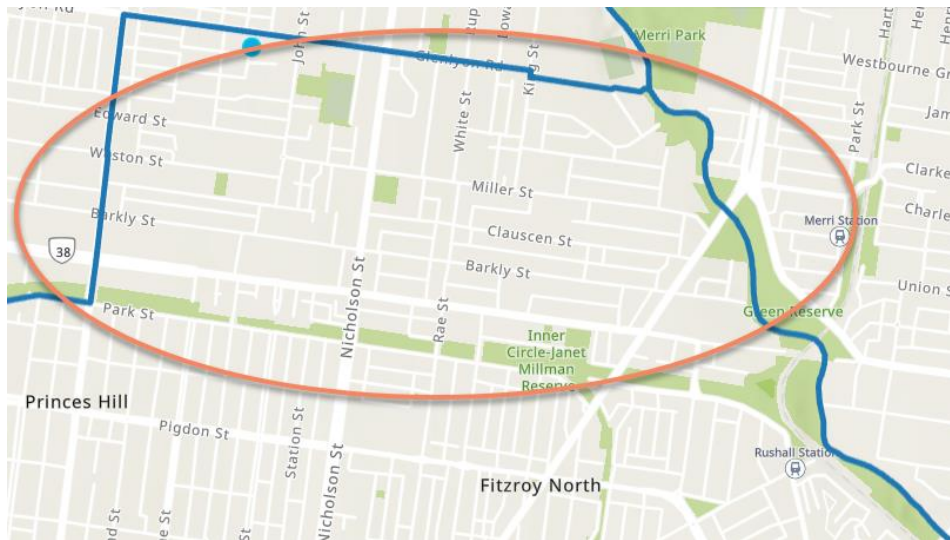
Melbourne is another of the Divisions that I propose move south of the Yarra River to balance the numbers. I feel this makes enormous sense, as the areas lying on the southern bank are effectively part of the CBD, and fit better with the central city parts of this Division than with other seats.

I suggest adopting the West Gate Freeway, City Road, Boundary Street, and Williamstown Road as the new boundary. This transfers most of Southbank, all of South Wharf, the balance of Docklands, and the Fishermans Bend area. All of these areas consist of either high-rise inner-city developments, or a planned to be in the near future, and all fit well with the CBD area on the northern bank.

This takes Melbourne over quota, so I suggest it shed electors in the north to both Wills and Cooper.

I suggest Clifton Hill should be transferred to the Division of Cooper. This allows the use of Alexandra Parade and Queens Parade, both major roads, as a boundary. Clifton Hill has previously been in Cooper, and there are good road and rail links to suburbs such as Northcote, Fairfield, and Alphington that are currently in the seat.

I also suggest that Melbourne shed everything north of Park Street and east of Lygon Street. This includes the balance of Brunswick East and a part of Fitzroy North. Park Street follows the old inner circle railway corridor, and has parklands along much of its length:



This arrangement focused Melbourne more clearly on the CBD and the suburbs – on all sides – that immediately surround it.

<b>MELBOURNE</b>		<b>Current</b>	<b>Projected</b>
Existing		115,139	126,170
+ Southbank West SA2 (all)	From Macnamara	3234	3547
+ Southbank East SA2 (north of WG Freeway)	From Macnamara	5196	5699
+ Docklands SA2 (all)	From Macnamara	1683	1846
+ Port Melbourne Industrial SA2 (all)	From Macnamara	1258	2068
- Brunswick East SA2 (all)	To Wills	3369	3696
- Fitzroy North SA2 (north of Park Street/Inner Circle Res)	To Wills	2973	3261
- Clifton Hill SA2 (all)	To Cooper	4938	5416
		<b>115,230</b>	<b>126,957</b>

## **WILLS**

The gains from Melbourne leave Wills within tolerance, and I propose no further changes.

My changes would see Brunswick united in a single seat, and reduce the number of Districts into which Merribek (Moreland) LGA is split.

<b>WILLS</b>		<b>Current</b>	<b>Projected</b>
Existing		110,228	120,751
+ Brunswick East SA2 (all)	To Wills	3369	3696
+ Fitzroy North SA2 (north of Park Street/Inner Circle Res)	To Wills	2973	3261
		<b>116,570</b>	<b>127,708</b>

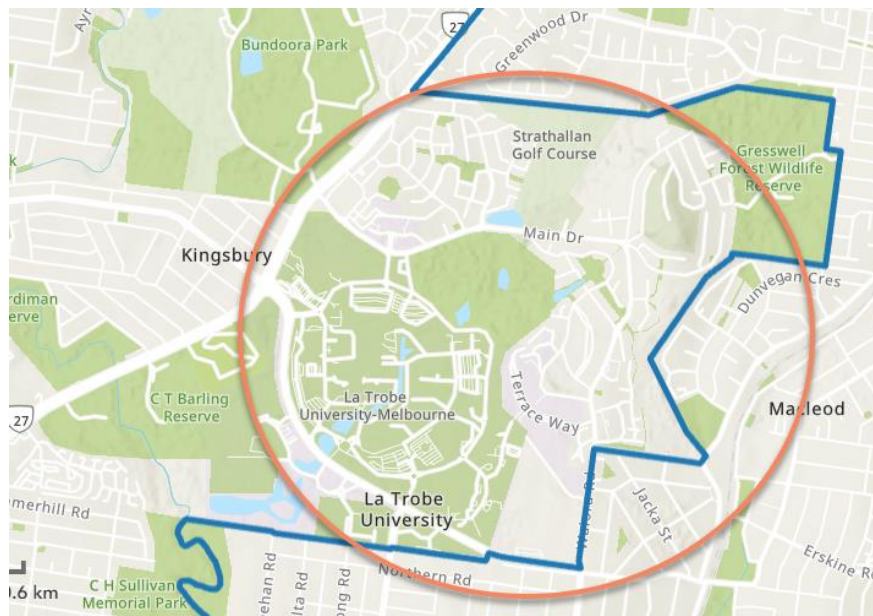
## COOPER

I propose three small changes to the Division of Cooper

- 1) Gaining Clifton Hill from Melbourne, as described above.
- 2) Gaining those parts of Bundoora south of the Ring Road and west of Plenty Road, from the Division of Scullin. This returns the boundary to what was the previous boundary between the two seats.



- 3) Transferring the area around Latrobe University to the Division of Jagajaga. At previous redistributions, there has been commentary that this area is a better fit with Heidelberg, Macleod, and Rosanna (currently in Jagajaga) than with Cooper.



<b>COOPER</b>		<b>Current</b>	<b>Projected</b>
Existing		110,943	121,431
+ Clifton Hill SA2 (all)	From Melbourne	4938	5416
+ Bundoora West SA2 (all)	From Scullin	4191	4599
+ Thomastown SA2 (south of Ring Road)	From Scullin	13	11
- Kingsbury SA2 (east of Plenty Road)	To Jagajaga	3016	3309
		<b>117,069</b>	<b>128,148</b>

## **SCULLIN**

The changes with McEwen and Cooper leave the Division of Scullin within tolerance. It remains a Division based clearly on the southern urbanized parts of Whittlesea LGA.

I feel these boundaries are stronger than the existing Scullin. All of Mernda and Wollert would be united in this Division, an outer suburban seat, where they fit much better than with the semi-rural McEwen.

<b>SCULLIN</b>			
Existing		111,244	121,016
+ Mernda South SA2 (balance)	From McEwen	3144	3450
+ Mernda North SA2 (all)	From McEwen	7046	7419
+ Wollert SA2 (balance)	From McEwen	3345	3661
- Bundoora West SA2 (all)	To Cooper	4191	4599
- Thomastown SA2 (south of Ring Road)	To Cooper	13	11
		<b>120,575</b>	<b>130,936</b>

## **JAGAJAGA**

The gain of the Latrobe University area brings the Division of Jagajaga closer to tolerance, and I suggest no further changes. It remains a seat based clearly on Banyule and some of the more urban parts of Nillimbuk LGAs.

<b>JAGAJAGA</b>		<b>Current</b>	<b>Projected</b>
Existing		114,336	124,073
+ Kingsbury SA2 (east of Plenty Road)	From Cooper	3016	3309
		<b>117,352</b>	<b>127,382</b>

## GIPPSLAND, PENINSULA AND OUTER SOUTH-EAST

Again, most Divisions here require fairly small adjustments. Monash, Latrobe, and Bruce move inwards to make up their numbers, which allows for an abolition of a seat further north.

One issue in this part of Melbourne has been to ensure that both Holt and Latrobe contain a mixture of growth suburbs and more stable areas, so I have continued to try to maintain a balance of the Casey and Cardinia growth areas between these two seats.

### **GIPPSLAND**

I suggest that Gippsland remain unchanged. The Division is close to tolerance, and the boundary between Moe and Morwell as fairly clear.

Ideally it would make sense to unite Moe with Morwell and Traralgon, but Gippsland cannot accept these electors without going way over tolerance.

<b>GIPPSLAND</b>		<b>Current</b>	<b>Projected</b>
Existing		<b>116,666</b>	<b>126,776</b>

### **MONASH**

Monash is at the bottom of tolerance, and I suggest it gain a few thousand electors from Latrobe.

There are basically two options:

- 1) Gain more of the South Gippsland Highway corridor, including Koo Wee Rup and Lang Lang.
- 2) Gain more of the Princes Highway corridor, around Bunyip, Garfield, Tynong, and Nar Nar Goon.

Both of these areas would fit well with the existing western parts of Monash, and both have similar numbers of electors.

In the end, I suggest going with Option (1). I feel that the South Gippsland Highway towns have less direct connection to the remainder of Latrobe, so are the more logical to be transferred out. Koo Wee Rup and Lang Lang have strong north-south links along the Bass Highway, and also good east-west connections to the inland communities currently in Monash.



<b>MONASH</b>		<b>Current</b>	<b>Projected</b>
Existing		113,398	123,796
+ Koo Wee Rup SA2 (south of Ballarto Rd and Bunyip River Rd)	From Latrobe	6059	6633
		<b>119,457</b>	<b>130429</b>

## **FLINDERS**

The Division of Flinders is at the low end of tolerance, but I suggest that it remain unchanged. Its current boundaries are very clear, using the Mornington Peninsula LGA for most of its length, and forming a fairly clear divide between urban Melbourne and the semi-rural Peninsula towns.

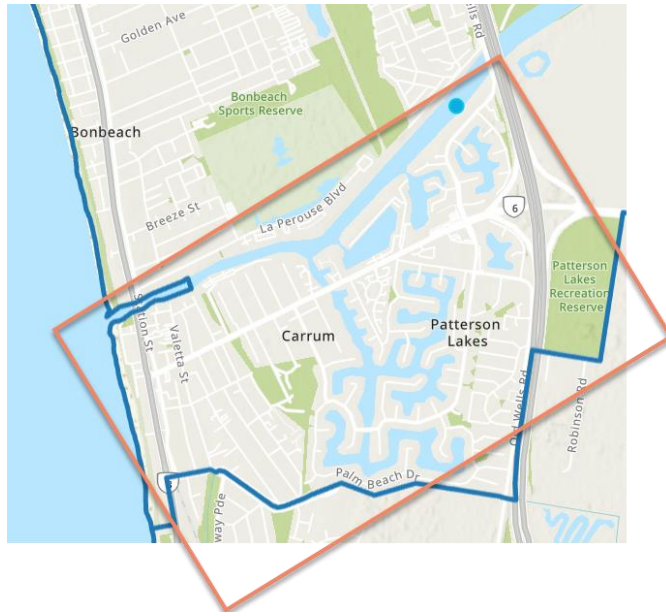
<b>FLINDERS</b>		<b>Current</b>	<b>Projected</b>
Existing		<b>114,469</b>	<b>124,658</b>

## **DUNKLEY**

Dunkley is outside tolerance and needs to gain around 7-8000 electors. Assuming no changes to the boundary with Flinders, the only options are to expand to the east or north.

The existing boundary is largely aligned to the Frankston LGA boundary, but I feel the eastern boundary is stronger than the northern. The eastern boundary runs along Westernport Highway, and forms a fairly clear divide between 'Frankston' and 'Cranbourne'. In contrast, the northern boundary is not as clear; while it does follow the LGA, it runs mostly along a series of local roads and waterways.

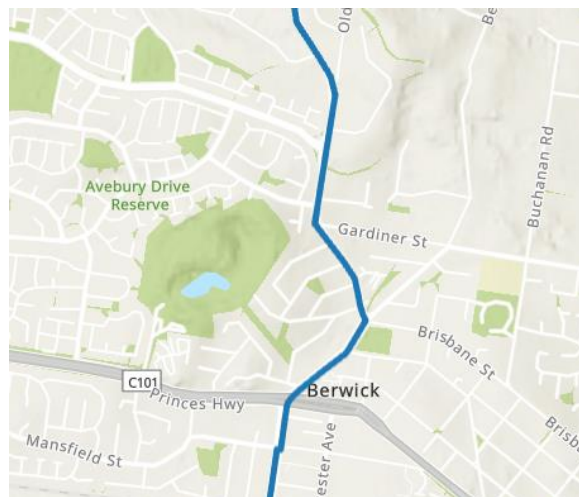
I suggest a logical adjustment is to move the northern boundary to the Patterson River, gaining Carrum and most of Patterson Lakes. The river is a major feature in the area, and I feel that it would be a very clear and obvious boundary. Carrum and Patterson Lakes have very good links to the remainder of Dunkley, with several major roads and railway lines providing direct access to Frankston and surrounding suburbs.



<b>DUNKLEY</b>		<b>Current</b>	<b>Projected</b>
Existing		112,715	122,613
+ Carrum – Patterson Lakes SA2 (south of Patterson River)	From Isaacs	7558	8252
		<b>120,273</b>	<b>130,865</b>

## **LATROBE**

Latrobe contracts on its eastern boundary and is now forced to make gains. I think that the starting point should be to re-gain those parts of Berwick that were lost last time. There was some significant local objection to splitting central Berwick between Latrobe and Bruce, and now that the numbers allow, it seems very sensible to me to re-unite Berwick in this seat:



In trying to find a suitable new western boundary for Latrobe, I ultimately settled on essentially returning to the former boundary along Narre Warren Road and the Berwick Lakes waterways. I feel these are the clearest boundaries in the area; they allow all of Berwick to be united in Latrobe, and for Narre Warren to be split as neatly as possible.

Gaining this area takes Latrobe over quota, so I suggest that it shed all of Clyde to the Division of Holt. The Clyde area has previously been in Holt, and I think it fits very well with Cranbourne which is the current focus of Holt.

Latrobe becomes slightly more urbanized, but is still clearly focused on Casey and Cardinia LGA.

<b>LATROBE</b>		<b>Current</b>	<b>Projected</b>
Existing		113,306	122,917
+ Berwick North SA2 (all)	From Bruce	9938	10,859
+ Berwick South SA2 (all)	From Bruce	6803	7456
+ Narre Warren – North East SA2 (east of Narre Warren Road)	From Bruce	4756	5181
+ Narre Warren – South West SA2 (east of Narre Warren Road)	From Bruce	5394	5917
- Clyde North SA2 (all)	To Holt	6158	6753
- Clyde South SA2 (all)	To Holt	9748	10,570
- Koo Wee Rup SA2 (south of Ballarto Rd and Bunyip River Rd)	To Monash	6059	6633
		<b>118,232</b>	<b>128,374</b>

## **HOLT**

The gain of Clyde pushes the Division of Holt well over quota, and it needs to make losses. I suggest the most logical thing to do is make a rearrangement with Bruce.

I think the best approach for both Holt and Bruce is to:

- Transfer all of Narre Warren south of Hallam Main Drain and Berwick Lakes to Holt. This provides for a clear northern boundary in the Narre Warren area, and prevents the need for Bruce to expand so far to the south-east.

- Transfer all of Hampton Park and Lynbrook into Bruce. This makes use of the open space under major power lines as the boundary between these two seats. Hampton Park especially is an older area that has good links to Hallam and Dandenong.

Making these exchanges focuses Holt more clearly on Cranbourne and surrounding areas. It remains firmly entrenched in the southern half of Casey LGA

<b>HOLT</b>		<b>Current</b>	<b>Projected</b>
Existing		113,159	122,766
+ Clyde North SA2 (all)	From Latrobe	6158	6753
+ Clyde South SA2 (all)	From Latrobe	9748	10,570
+ Narre Warren South – East SA2 (all)	From Bruce	8671	9422
+ Narre Warren South – West SA2 (all)	From Bruce	1527	1671
- Hampton Park West SA2 (all)	To Bruce	7734	8483
- Hampton Park East SA2 (all)	To Bruce	7476	8196
- Lynbrook SA2 (all)	To Bruce	10,217	11,193
		<b>113,836</b>	<b>123,310</b>

## **BRUCE**

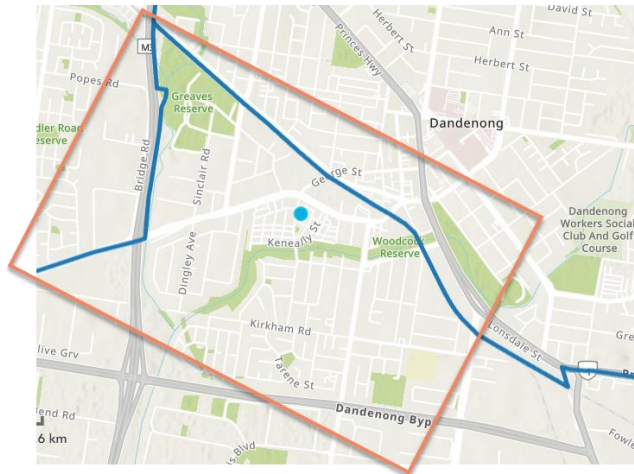
Bruce contracts on its eastern end, transferring all of Berwick and large parts of Narre Warren to other seats.

I also suggest that the small part of Monash LGA currently in Bruce be removed to the Division of Hotham. At the last redistribution, there was some local objection to placing the area north of Police Road into a Dandenong-based seat.

In total, this is around 45,000 electors transferred to other seats, leaving Bruce needing to make significant gains. The transfer of Hampton Park and Lynbrook goes some of the way to address this, but the seat is still around 25,000 electors under quota.

I suggest that two further changes be made:

- Gaining all of Dandenong South plus the remainder of Dandenong itself, from the Division of Isaacs. Almost all of the remainder of the Dandenong area is currently in Bruce, so it makes enormous sense to unite the area south of the railway line as well.



- Aligning the western boundary to run along Corrigan Road, Princes Highway, and Eastlink. This transfers around 21,000 electors in Noble Park and Keysborough from Hotham, and sends around 6,500 electors in Noble Park North back the other way. This unites the majority of Noble Park in Bruce, as well as adding further parts of Keysborough. All of these areas fit extremely well with Dandenong, with the railway, Princes Highway, and Cheltenham Road providing strong links to the east.

I feel this is a good arrangement for Bruce, focusing it more clearly on Dandenong and Noble Park, plus those parts of Casey LGA that relate most closely to Dandenong.

<b>BRUCE</b>		<b>Current</b>	<b>Projected</b>
Existing		114,307	124,753
+ Hampton Park West SA2 (all)	From Holt	7734	8483
+ Hampton Park East SA2 (all)	From Holt	7476	8196
+ Lynbrook SA2 (all)	From Holt	10,217	11,193
+ Noble Park East SA2 (east Corrigan Road)	From Hotham	6536	7167
+ Noble Park West SA2 (east Corrigan Road)	From Hotham	7494	8214
+ Keysborough SA2 (east Corrigan Road)	From Hotham	5420	5945
+ Dandenong South SA2 (all)	From Isaacs	4420	4847

- Mulgrave SA2 (balance)	To Hotham	3245	3559
- Dandenong North SA2 (west of Eastlink)	To Hotham	2028	2223
- Noble Park SA2 (balance)	To Hotham	3854	4228
- Narre Warren South – East SA2 (all)	To Holt	8671	9422
- Narre Warren South – West SA2 (all)	To Holt	1527	1671
- Berwick North SA2 (all)	To Latrobe	9938	10,859
- Berwick South SA2 (all)	To Latrobe	6803	7456
- Narre Warren – North East SA2 (east of Narre Warren Road)	To Latrobe	4756	5181
- Narre Warren – South West SA2 (east of Narre Warren Road)	To Latrobe	5394	5917
		<b>117,388</b>	<b>128,282</b>

## **SOUTH-EASTERN MELBOURNE**

The encroachment of Melbourne, McEwen, and the south-eastern Divisions result in there being one too many seats in this area, so I propose that Casey be abolished.

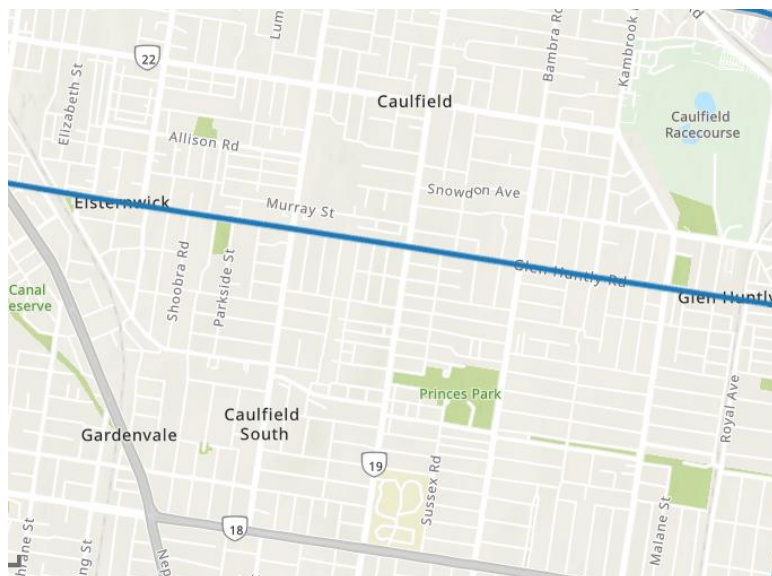
Divisions in this part of Melbourne generally move north and east to help soak up Casey's remaining electors.

## **MACNAMARA**

At the last few redistributions, there has been considerable debate about the boundaries of Macnamara, in particular the eastern boundary with Higgins.

In both 2018 and 2021, the redistribution Committee proposed that the two Divisions swap South Yarra/Prahran and Caulfield. However, this attracted some considerable local objection, which noted that Caulfield had strong links with St Kilda East, Balaclava, Ripponlea, and St Kilda itself (currently in Macnamara), with the Jewish community throughout the entire Caulfield – St Kilda area forming a community of interest in the area.

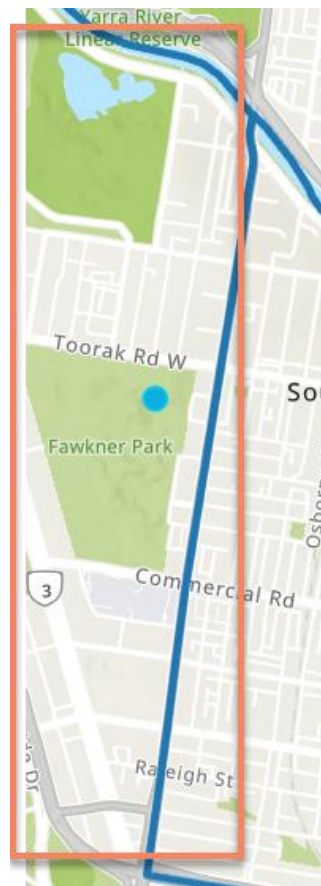
Some objections noted that the main issue with Macnamara was actually the southern boundary with the Division of Goldstein. The existing boundary along Glenhuntly Road splits Caulfield and Elsternwick, leaving Caulfield South separated from Caulfield itself. The objections argued that, if Macnamara needs to be changed to improve community of interest, it is actually the southern rather than the eastern boundary that should be adjusted:



I supported the proposed changes in 2018 and 2021. However, since these were overturned on objection both times, I have come to accept that this will probably not happen. Therefore, if Macnamara needs to gain electors, I have looked at adjusting the southern boundary with Goldstein instead.

I suggest that Macnamara move its southern boundary to follow North Road and Nepean Highway. This transfers the balance of Elsternwick, Glen Huntly, and all of the Caulfield area, joining them with St Kilda East, Balaclava, and Ripponlea.

This takes Macnamara over quota, so I suggest shedding the balance of South Yarra and Prahran to the Division of Higgins. The existing boundary along Punt Road leaves this area cut off from the rest of Higgins, and with my proposed arrangement, it seems to make sense to unite it in a single seat



With these changes, Macnamara becomes more 'suburban' in character, exchanging Southbank and areas closer to the city for suburbs to the south-east.



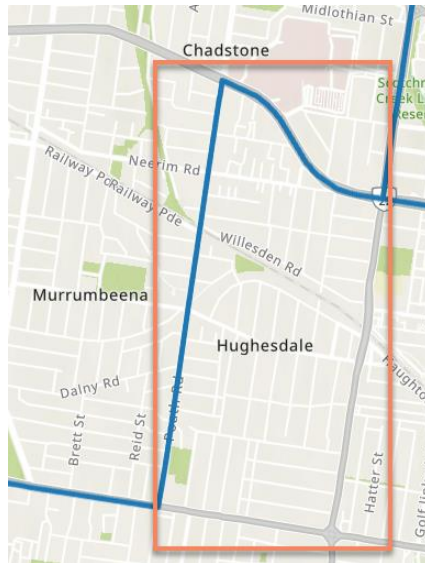
<b>MACNAMARA</b>		<b>Current</b>	<b>Projected</b>
Existing		112,881	124,756
+ Caulfield South SA2 (balance)	From Goldstein	8897	9711
+ Elsternwick SA2 (balance)	From Goldstein	4,417	4845
+ Ormond – Glen Huntly SA2 (north of North Road)	From Goldstein	3768	4133
- Southbank West SA2 (all)	To Melbourne	3234	3547
- Southbank East SA2 (north of WG Freeway)	To Melbourne	5196	5699
- Docklands SA2 (all)	To Melbourne	1683	1846
- Port Melbourne Industrial SA2 (all)	To Melbourne	1258	2068
- South Yarra West SA2 (all)	To Higgins	4369	4791
- Royal Botanic Gardens SA2 (all)	To Higgins	4	3
		<b>114,219</b>	<b>125,491</b>

## **HIGGINS**

Assuming no major changes to the boundary with Macnamara, I suggest that Higgins make two fairly small gains:

- The balance of South Yarra, as described above.
- The Hughesdale area, from the Division of Hotham.

Hughesdale has previously been within Higgins, and has good links to Murrumbeena, Carnegie, and Chadstone. If this area is transferred, it also allows the use of North Road and Warrigal Road – two major local roads – as the new south-eastern boundary.

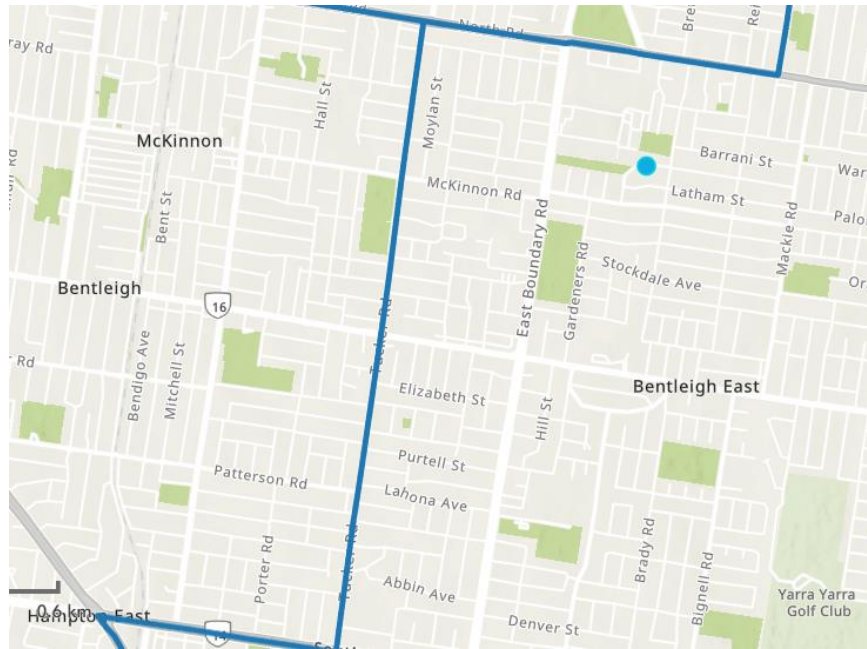


My decision to leave Higgins largely intact may be different from other suggestions that propose the seat be either radically redrawn or abolished. I would not have a problem with redrawing Higgins along the lines of the 2018 and 2021 proposals, but I just don't see how it will be accepted when it has already been overturned twice. If we assume that there is not going to be any significant changes with Macnamara, I believe this is the best arrangement for Higgins.

<b>HIGGINS</b>		<b>Current</b>	<b>Projected</b>
Existing		109,335	119,660
+ South Yarra West SA2 (all)	From Macnamara	4369	4791
+ Royal Botanic Gardens SA2 (all)	From Macnamara	4	3
+ Hughesdale SA2 (all)	From Hotham	4985	5469
		<b>118,693</b>	<b>129,923</b>

## **GOLDSTEIN**

One issue with the current eastern boundary of this Division is how it splits Bentleigh East from Bentleigh and McKinnon. Various suggestions at previous redistributions have attempted to come up with ways to unite this entire area within Goldstein.



Since Goldstein has now lost the Caulfield/Elsternwick area, it now has the capacity to gain all of Bentleigh East, so I suggest that this change be made. Moving the eastern boundary to Warrigal Road would transfer over 23,000 electors, balancing out the losses to Macnamara in the north.

With this change, all of the Ormond/McKinnon/Bentleigh area is united in Goldstein, forming a strong community of interest. Warrigal Road is a major road, and also forms the LGA boundary for Glen Eira council.

Goldstein remains a Division based clearly on Bayside and Glen Eira LGAs.

<b>GOLDSTEIN</b>		<b>Current</b>	<b>Projected</b>
Existing		111,083	121,366
+ Bentleigh East – North SA2 (all)	From Hotham	11,222	12,252
+ Bentleigh East – South SA2 (all)	From Hotham	9958	10,909
- Caulfield South SA2 (balance)	To Macnamara	8897	9711
- Elsternwick SA2 (balance)	To Macnamara	4,417	4845
- Ormond – Glen Huntly SA2 (north of North Road)	To Macnamara	3768	4133
		<b>115,181</b>	<b>125,838</b>

## ISAACS

With the losses to Dunkley and Bruce, the Division of Isaacs needs to gain around 20,000 electors. Since the boundaries of Dunkley, Bruce, and Goldstein have been established, the only option is to push northwards into Hotham.

I suggest straightening the northern boundary to run along Heatherton Road and Corrigan Road. This transfers Springvale South, plus small parts of Noble Park and Keysborough. Part of Keysborough is already in Isaacs, and Springvale South fits reasonably well with these areas as well.

Unfortunately, I have been forced to maintain Isaacs' rather awkward straddle of coastal suburbs and the Keysborough/Noble Park area. I did experiment with a few arrangements that confined Isaacs to the coast, but they all ended up causing problems elsewhere.

Assuming the existing arrangement of Isaacs must remain, I feel these are the most suitable boundaries in this area; the use of Heatherton Road allows for all of Springvale itself to remain in Hotham, while Noble Park is split between Bruce and Isaacs. The remaining parts of Dandenong can also be united in Bruce.

<b>ISAACS</b>		<b>Current</b>	<b>Projected</b>
Existing		113,084	123,385
+ Springvale South SA2 (all)	From Hotham	7968	8742
+ Noble Park – West SA2 (west Corrigan Rd, south Heatherton Rd)	From Hotham	2998	3289
+ Keysborough SA2 (west Corrigan Road)	From Hotham	2621	2870
- Dandenong South SA2 (all)	To Bruce	4420	4847
- Carrum – Patterson Lakes SA2 (south of Patterson River)	To Dunkley	7558	8252
		<b>114,693</b>	<b>125,187</b>

## **HOTHAM**

Almost half of Hotham has already been transferred to other Divisions, so there needs to be a significant change to the boundaries of this seat. Practically, the only gains that can be made are from Chisholm in the north.

The starting point should be the remainder of Oakleigh, Clayton, and Mulgrave. It makes enormous sense to unite these suburbs in the same Division; Oakleigh and Clayton in particular are major suburban centres that are the focal point for surrounding areas currently in Hotham.

I have experimented with a few different arrangements for the new northern boundary. Rather than make a messy split of Mount Waverley or Glen Waverley, I think the best solution is to transfer all of Mount Waverley and Ashwood into Hotham, while leaving all of Glen Waverley and most of Wheelers Hill in Chisholm.

Mount Waverley and Ashwood are part of Monash LGA and have good links to Oakleigh and Clayton, with Warrigal Road and Stephensons/Clayton Road providing strong north-south connections to the remaining parts of Hotham.

I also suggest the southern part of Wheelers Hill, south of Ferntree Gully Road, be transferred. This area has good links to Mulgrave, and Ferntree Gully Road is a strong local boundary.

Hotham is currently something of a bits-and-pieces Division, but with these changes, I feel it becomes more focused on the western parts of Monash LGA plus the Springvale area.

<b>HOTHAM</b>		<b>Current</b>	<b>Projected</b>
Existing		117,704	128,957
+ Mulgrave SA2 (all in Bruce)	From Bruce	3245	3559
+ Dandenong North SA2 (west of Eastlink)	From Bruce	2028	2223
+ Noble Park SA2 (balance)	From Bruce	3854	4228
+ Mulgrave SA2 (all in Chisholm)	From Chisholm	880	965
+ Oakleigh – Huntingdale SA2 (balance)	From Chisholm	876	960
+ Clayton North – Notting Hill SA2 (balance)	From Chisholm	2280	2500

+Ashwood – Chadstone SA2 (all)	From Chisholm	12,158	13,333
+ Mount Waverley North SA2 (all)	From Chisholm	10,044	11,009
+ Mount Waverley South SA2 (all)	From Chisholm	12,213	13,398
+ Wheelers Hill SA2 (south of FTG Road)	From Chisholm	9585	10,514
- Noble Park East SA2 (east Corrigan Road)	To Bruce	6536	7167
- Noble Park West SA2 (east Corrigan Road)	To Bruce	7494	8214
- Keysborough SA2 (east Corrigan Road)	To Bruce	5420	5945
- Springvale South SA2 (all)	To Isaacs	7968	8742
- Noble Park – West SA2 (west Corrigan Rd, south Heatherton Rd)	To Isaacs	2998	3289
- Keysborough SA2 (west Corrigan Road)	To Isaacs	2621	2870
- Bentleigh East – North SA2 (all)	To Goldstein	11,222	12,252
- Bentleigh East – South SA2 (all)	To Goldstein	9958	10,909
- Hughesdale SA2 (all)	To Higgins	4985	5469
		<b>115,665</b>	<b>126,789</b>

## KOORYONG

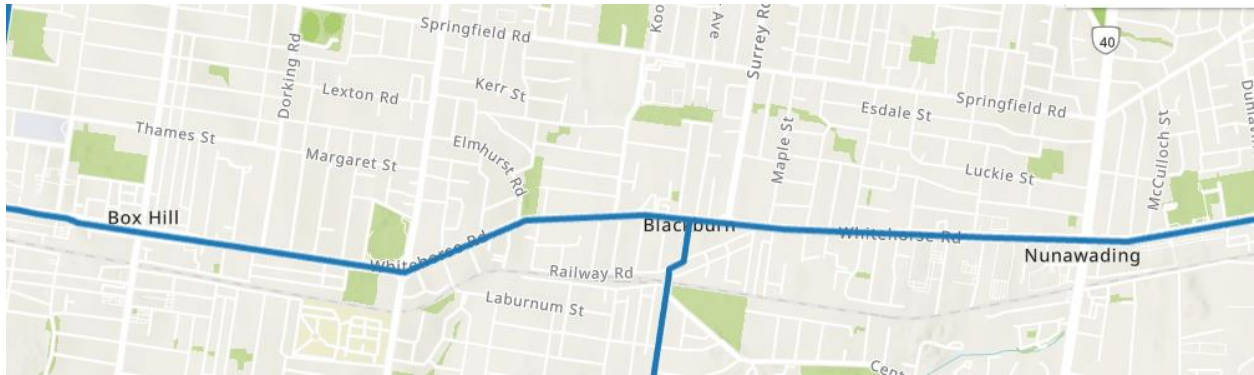
I am not proposing major changes to Kooyong; in fact, the Division is within tolerance and could be left completely unchanged.

However, since it has tended to be a seat of lower growth, I suggest a small extension of the south-eastern boundary, to run along Elgar Road and Gardiners Creek to Highbury Road. This transfers the Wattle Park area into Kooyong, and straightens the eastern boundary along Elgar Road.

<b>KOOYONG</b>		<b>Current</b>	<b>Projected</b>
Existing		113,586	124,455
+ Burwood SA2 (west of Elgar Rd and Gardiners Creek)	From Chisholm	2929	3212
		<b>116,515</b>	<b>127,667</b>

## **CHISHOLM**

At the previous redistribution, there was significant objection to the northern boundary of Chisholm, that runs right through the middle of Box Hill and Blackburn:



Since the Division now needs to make significant gains, I suggest the most obvious approach is to revert the changes from last time.

To that end, I propose moving the northern boundary from Whitehorse Road back to Koonung Creek, between Elgar Road and Mitcham Road. This reunites all of Box Hill and Blackburn, as well as transferring Forest Hill, Nunawading, and a part of Mitcham and Vermont. Koonung Creek serves as the boundary between Whitehorse and Manningham LGAs, and serves as a fairly clear divide in the area. It is certainly a much stronger boundary than Whitehorse Road, which completely splits the central Box Hill area.

I also suggest the triangle bounded by Mitcham Road, Eastlink, and Whitehorse Road be transferred. This gains all of the remaining Whitehorse component of Menzies, and uses Eastlink and parklands as a strong boundary between the two seats.

Almost all of these areas have previously been part of Chisholm, all are part of Whitehorse LGA, and all have very strong links to the existing northern parts of Chisholm.

Chisholm would be clearly focused on Whitehorse LGA, plus the northern parts of Monash LGA around Glen Waverley.

<b>CHISHOLM</b>		<b>Current</b>	<b>Projected</b>
Existing		110,672	121,345
+ Vermont South SA2 (all)	From Deakin	7862	8624
+ Forest Hill SA2 (all)	From Deakin	6955	7632
+ Blackburn SA2 (part in Deakin)	From Deakin	2221	2436
+ Nunawading SA2 (part in Deakin)	From Deakin	3029	3321
+Vermont SA2 (west Mitcham Rd)	From Deakin	3551	3896
+ Mitcham SA2 (west of Mitcham Road)	From Deakin	1606	1761
+ Blackburn South SA2 (balance)	From Deakin	962	1055
+ Box Hill SA2 (balance)	From Menzies	1792	1966
+ Box Hill North SA2 (all)	From Menzies	7129	7819
+ Blackburn SA2 (part in Menzies)	From Menzies	8529	9357
+ Nunawading SA2 (part in Menzies)	From Menzies	4666	5119
+ Mitcham SA2 (all in Menzies)	From Menzies	4775	5239
+ Donvale SA2 (south of Freeway)	From Menzies	1016	1115
- Mulgrave SA2 (all in Chisholm)	To Hotham	880	965
- Oakleigh – Huntingdale SA2 (balance)	To Hotham	876	960
- Clayton North – Notting Hill SA2 (balance)	To Hotham	2280	2500
-Ashwood – Chadstone SA2 (all)	To Hotham	12,158	13,333



- Mount Waverley North SA2 (all)	To Hotham	10,044	11,009
- Mount Waverley South SA2 (all)	To Hotham	12,213	13,398
- Wheelers Hill SA2 (south of FTG Road)	To Hotham	9585	10,514
- Burwood SA2 (west of Elgar Rd and Gardiners Creek)	To Kooyong	2929	3212
		<b>113,800</b>	<b>124,794</b>

## **ASTON**

Aston is well under quota and needs to gain around 7000 – 8000 electors.

It will be unfortunate to make changes to Aston's boundaries, as they currently align exactly to Knox LGA, and use strong boundaries on almost all sides. Dandenong Creek to the north and west is surrounded by extensive parklands for most of its length, and Lysterfield Lake Park also forms a clear barrier to the south. I would not recommend altering any of these boundaries, which leaves the only practical expansion as being to the east.

I suggest that all of Upwey and Tecoma, plus the small remaining part of Lysterfield, be added from the Division of Casey. These areas have good links to Ferntree Gully, with the Burwood Highway and Belgrave railway providing a direct connection from both Upwey and Tecoma to other suburbs within Aston.

The drawback of this arrangement is that it splits Upwey/Tecoma from Belgrave and the other Dandenong Ranges communities, with which they also have strong links. However, given that Aston must change its boundaries, I feel that this is the best approach.

<b>ASTON</b>		<b>Current</b>	<b>Projected</b>
Existing		110,768	120,615
+ Upwey – Tecoma SA2 (all)	From Casey	7255	7421
+ Lysterfield SA2 (balance)	From Casey	32	35
		<b>118,055</b>	<b>128,071</b>

## **MENZIES**

Menzies contracts back to Koonung Creek and Eastlink, shedding all of its Whitehorse LGA component and allowing for a much clearer boundary with Chisholm.

I suggest that Menzies retain the Yarra River as its northern boundary. There are limited crossings upstream of Bulleen, and the river is surrounded by large tracts of parklands and undeveloped areas for most of its length. I feel that areas like Eltham are a better fit with Jagajaga – on the northern bank – than with suburbs to the south.

Therefore, the only possible expansion for Menzies is to the east, to take in the northern parts of the existing Deakin. I suggest all of Ringwood North, Warranwood, Croydon North, and Croydon Hills be transferred, using Wonga Road, Plymouth Road, and Whitehorse Road as the new boundary. Most of these areas have previously been placed in Menzies, and have good links to the eastern part of the existing seat.

I also suggest that Chirnside Park and the small remaining part of Wonga Park be transferred, extending the boundary along Whitehorse Road to Victoria Road. I feel this area also fits quite well with the eastern parts of Menzies, and this arrangement allows the seat to remain completely north of Ringwood and Croydon itself.

<b>MENZIES</b>		<b>Current</b>	<b>Projected</b>
Existing		112,994	123,466
+ Ringwood North SA2 (all)	From Deakin	6838	7402
+ Croydon Hills – Warranwood SA2 (all)	From Deakin	13,297	14,104
+ Chirnside Park SA2 (nth Whitehorse Road)	From Casey	8512	9159
+ Warrandyte - Wonga Park SA2 (balance)	From Casey	323	343
- Box Hill SA2 (balance)	To Chisholm	1792	1966
- Box Hill North SA2 (all)	To Chisholm	7129	7819
- Blackburn SA2 (part in Menzies)	To Chisholm	8529	9357
- Nunawading SA2 (part in Menzies)	To Chisholm	4666	5119
- Mitcham SA2 (all in Menzies)	To Chisholm	4775	5239

- Donvale SA2 (south of Freeway)	To Chisholm	1016	1115
		<b>114,057</b>	<b>123,859</b>

## DEAKIN

The eastern part of Deakin is then merged with the remaining parts of Casey into a single Division. This would take in the bulk of the Ringwood and Croydon areas from Deakin, along with Mooroolbark, Montrose, Kilsyth, and the remaining Dandenong Ranges towns.

I feel this would be a coherent Division, linking the outer eastern foothills suburbs with the mountain towns beyond. Mount Dandenong Road, Canterbury Road, and the Lilydale railway line would provide good links through the northern parts of the seat, and most of the mountain towns look back towards Montrose and Ringwood as a key centre.

Since Alfred Deakin former Prime Minister, I think it is most suitable to retain the name 'Deakin' for this seat, so that 'Casey' is the name that is abolished.

<b>DEAKIN</b>		<b>Current</b>	<b>Projected</b>
Existing		113,714	123,966
+ Mooroolbark SA2 (all)	From Casey	16,282	17,764
+ Kilsyth SA2 (all)	From Casey	7199	7768
+ Montrose SA2 (all)	From Casey	5009	5429
+ Mount Dandenong – Olinda SA2 (all)	From Casey	6987	7310
+ Monbulk – Silvan SA2 (all)	From Casey	4289	4516
+ Belgrave – Selby SA2 (all)	From Casey	7316	7699
+ Emerald – Cockatoo SA2 (part in Casey)	From Casey	1169	1228
- Vermont South SA2 (all)	To Chisholm	7862	8624
- Forest Hill SA2 (all)	To Chisholm	6955	7632
- Blackburn SA2 (part in Deakin)	To Chisholm	2221	2436

- Nunawading SA2 (part in Deakin)	To Chisholm	3029	3321
-Vermont SA2 (west Mitcham Rd)	To Chisholm	3551	3896
- Mitcham SA2 (west of Mitcham Road)	To Chisholm	1606	1761
- Blackburn South SA2 (balance)	To Chisholm	962	1055
- Ringwood North SA2 (all)	To Menzies	6838	7402
- Croydon Hills – Warranwood SA2 (all)	To Menzies	13,297	14,104
		<b>115,644</b>	<b>125,449</b>