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**Objection Number 98**

**Louis Davis**

**4 pages**

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**From:** Louis Davis [louisda2003@yahoo.com]  
**Sent:** Friday, 27 August 2010 4:32 PM  
**To:** VIC Redistribution  
**Subject:** Objection to Proposed Boundaries using suburban rail lines  
**Attachments:** vic redistrib.doc

Louis Davis  
14a Hamilton Street  
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27<sup>th</sup> August 2010  
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Australian Electoral Commission  
Level 8, Casselden Place,  
2 Lonsdale Street,  
Melbourne, VIC 3000;

***Re Proposal to use suburban rail boundaries as Electoral Boundaries***

Please find attached my objection to the current boundary proposals for the south east of Melbourne due to changes in urban planning strategies since the last redistribution was undertaken.

As it currently stands, the Kingston Council's Moorabbin Structure plan would envisage the Axis building built over the Moorabbin rail station which simultaneously the proposed electoral boundary for Hotham and Goldstein. Thus a clear delineation between electorates won't be possible,

Yours Sincerely

Louis Davis

## **Executive Summary**

Electorates should no longer use suburban rail lines as their electoral boundary lines. If the AEC persist with this approach the AEC risks splitting buildings in half as a result of changes in Victorian planning that the AEC has not considered in its determinations. Accordingly, electorates in the South and East of Melbourne should be drawn consistent with electorates in the North and West of Melbourne, namely adjacent the suburban rail lines but using roads as their boundaries.

As a result, there is now an increasing risk that buildings will be built on the electoral boundary line. As a result, this will conflict with the AEC's proposed Hotham/Goldstein boundary along the Frankston Line, and on the Dandenong Line the Hotham/Issacs/Chisholm/Bruce boundaries. Recommended boundary changes are included.

## **Rationale**

Since AEC undertook its last redistribution in Victoria, The Victoria government as part of its Melbourne @ 5million and Melbourne 2030 and in doing so has identified numerous major activity centres<sup>1</sup> into which it aims to channel Melbourne's growing population. A link is attached with the Dept of Planning and Community which further explains the role of activity centres. Furthermore in 2005 Victoria embraced the concept of a Transit Orientated Development to encourage development shaped around a transit-hub which specifically aims to "*Promote higher-density, mixed use development around public transport*"<sup>2</sup>. This has led to increasing focus on the use of 'air rights' over rail stations being included in redevelopment proposals. There is detailed and specific focus on both the Dandenong and Frankston rail lines for promoting Transit Oriented Development also available from the Department of Planning and Community Development.

My objection is specifically the use of Melbourne's suburban rail lines as boundary lines between electorates. The rationale is changing planning focus' have resulted in suburban rail lines no longer providing a clear delineation between electorates. As Victorian urban planning promoting development in activity centres, this now includes consideration construction of higher density living including the consideration of building over suburban rail stations (and thus on electoral boundary lines).

This conflict already exists at Moorabbin which will conflict with the proposed Hotham/Goldstein boundary as the process of promoting building being over rail stations has already commenced. The Kingston Council's Moorabbin Structure Plan<sup>3</sup> shows clearly in Fig 15 the proposed Axispace development proposal being built over the Moorabbin rail station and on the electoral boundary line<sup>4</sup>.

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<sup>1</sup> Activity centres are to be the major focus, For further elaboration:

<http://www.dse.vic.gov.au/DSE/nrenpl.nsf/LinkView/7B27875CAF9457F9CA2572E30017823764CD082DAFA40899CA2572E4000D568B>

<sup>2</sup> Source:

<http://www.land.vic.gov.au/DSE/nrenpl.nsf/LinkView/63231B66AB4E6456CA257177001AEDEC536A260D18ACE55CCA2572CE0015FE07>

<sup>3</sup> <http://www.kingston.vic.gov.au/page/Download.asp?name=Moorabbin-Structure-Plan-DraftReport-Rev5.pdf&size=7443352&link=../Files/Moorabbin-Structure-Plan-DraftReport-Rev5.pdf>

<sup>4</sup> Four buildings will be built in total and it was reported in the Moorabbin – Gel Eira leader that ultimately it is hoped that 2000 people will live within the boundary of the Moorabbin activity centre, but no figures were given for the number of residents that would be living above Moorabbin railways station.

As a result, there is now an increasing risk that buildings will be built on the electoral boundary line Melbourne wide as changes arising from urban land use become crystallised into residential developments. Increasingly the 'air rights' over suburban rail stations are being viewed as providing a viable solution to Melbourne's population growth and as a result proposals such as the mooted Axispace building in Moorabbin is pointing the way to the future and thus are not isolated examples. Moorabbin is simply an 'early mover' principally because it's an express stop on the busy Frankston Line, and although there remains some time before the plan becomes fully crystallised into a completed community, it is simply a trend which replicates urban planning in Sydney. In Sydney this trend is well established with North Sydney and Bondi Junction clear examples of high density living being built on suburban rail lines. A good state of play was provided by The Age its article "Covering Our Tracks" on the 30<sup>th</sup> March 2010<sup>5</sup>.

Accordingly, I would recommend that the AEC reverts to using Melbourne's major road and highway network as a boundary line, namely, the Princes Highway in the south east, and the Nepean Highway in the South.

### **Recommended Boundary Changes.**

The options to available to the AEC are both long term and short term options.

Longer term options would involve the abolishing a seat in the Eastern half of Melbourne so that electoral boundaries are consistent with rail lines. This would effectively reverse the abolition of Murray with Chisholm being the most likely candidate. However this would effectively result in recommence the redistribution process at a very late stage.

A short term solution would be to confine changes to the affected electorates although there would be unavoidable follow on affects to Higgins and Kooyong. This proposal aims to minimise disruption.

There are good arguments for neat division of the southern and SE suburban boundaries along the major arterial roads in the south east on Melbourne (The Monash Freeway, Princes Highway) which there are no proposals to build over. This would commence with Hotham moving north to have its northern boundary running along Princes Highway the full length of the Dandenong Line to encompass the activity centres of Dandenong, Springvale, and Clayton. Its western boundary would become Warrigal Road.

This would trigger the following changes, Bruce would move in a north westerly direction toward Middleborough Road. In turn in Chisholm/Kooyong boundary would be unchanged north of Canterbury Road. To the south Higgins would lose all voters north of the Darling Creek with these voters split between Chisholm and Kooyong. Higgins' current proposed boundary along grange road would move westward towards Kooyong Road.

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<sup>5</sup> <http://www.theage.com.au/national/covering-our-tracks-20100329-r8b8.html>

In turn, Goldstein should be relatively unchanged from current but its boundary south of Moorabbin would be the Nepean Highway, though it may be necessary to move its boundary from Tucker to East Boundary road in East Bentleigh. Finally Issacs would move in a northwest direction to claim the areas of the state seat of Mordialloc it currently doesn't have, and thereby restoring its traditional alignment along the Nepean highway. This would lead to the minium number of voter changes at this late stage of the redistribution process.