



# Comment on suggestion 42

Zaccheus Evangelides

42 pages

# Suggestions for the Redistribution of Victoria's Federal Electorates, 2020

Zaccheus Evangelides

## Introduction

To the committee,

Apologies for the late and somewhat rushed submission, I hope you take my comments and thoughts into account all the same. The following is my submission to the Victorian Federal Redistribution, 2020. Thank you for your time and I hope you find it informative.

Zaccheus Evangelides

## Mornington Peninsula

### **Flinders & Dunkley**

In this redistribution, the eastern half of the state presented less of a challenge than the western half, and it is here where I started my proposal. The Mornington Peninsula, currently covered by the electorates of Flinders and Dunkley, were both neatly within quota, and were projected to remain so. As such, I only proposed a minor change: the movement of the locality of Baxter from Flinders into Dunkley, as Baxter's character as a suburban fringe town better matches Dunkley's metropolitan character than Flinders' semi-rural character.

### **Isaacs**

Isaacs is another minimal-change Division. Its current boundaries quite confusingly cross multiple communities of interest, combining a bayside, City of Kingston-based character with inland suburbia in Keysborough and Dandenong, and include a set of confusing boundaries also. As Isaacs is more than able to remove some of this suburbia while remaining within the projected quota, I propose that all of the residential area of Dandenong be removed from Isaacs, strengthening the community of interest of Dandenong and the Division of Isaacs simultaneously, which is now more coastally based, and improving the boundaries of Isaacs, which now use Eastlink, the Dandenong Bypass, and the South Gippsland Highway as their boundaries.

## Inner South

The inner south consists of the electorates of Higgins, Macnamara, Kooyong and Goldstein.

### **Macnamara**

As one of the few seats east of the Yarra that were over quota, Macnamara had to shrink to remain within the 3.5% projected enrolment quota. As Macnamara currently straddles two communities of interest, namely the bohemian beachside LGA of Port Phillip and the leafy sections of Caulfield

located in the LGA of Glen Eira, I saw it fit to attempt to condense Macnamara to strengthen its character as a beachside electorate based around the City of Port Phillip. Removing the localities of Caulfield East and Caulfield result in Macnamara falling neatly into quota, while still retaining strong borders. I acknowledge the popular suggestion among other submissions that reorient Macnamara and Higgins using a north-south boundary around Williams Road, and while this is not my personal preference I believe it reflects community of interest boundaries also.

### **Goldstein**

As Goldstein borders Macnamara and many communities in Goldstein hold strong communities of interest with Macnamara, such as Caulfield and Caulfield South, Goldstein is in a perfect position to gain electors where Macnamara loses them. As such, I have incorporated Caulfield into the Division of Goldstein, which heightens its community of interest as being a suburban Division based on the Glen Eira and Bayside LGAs.

### **Higgins**

Higgins is similarly poised to gain from Macnamara. In this proposal, it gains the locality of Caulfield East and a section of Glen Huntly, both a part of the Glen Eira LGA, and will be able to create a strong community of interest in Higgins when combined with Carnegie and Murrumbeena. In order to better reflect communities of interest further east, Higgins loses the locality of Hughesdale, which was formerly the only locality in the City of Monash that was placed outside of the Divisions of Hotham and Chisholm. In order to consolidate the City of Monash into two electorates, this locality has been moved out of Higgins. I acknowledge the popular suggestion among other submissions that reorient Macnamara and Higgins using a north-south boundary around Williams Road, and while this is not my personal preference I believe it reflects community of interest boundaries also.

### **Kooyong**

Kooyong is an electorate that is only tangentially involved with the above electorates, as it only engages in a minor exchange of electors: it absorbs the balance of Surrey Hills electors from Chisholm so that all of Surrey Hills will be in one electorate, strengthening Kooyong's and Surrey Hills' community of interest both.

## **Eastern Suburbs**

The eastern suburbs of Melbourne suffer from large enrolment discrepancies, with the middle suburban electorates of Menzies, Deakin, Chisholm, Hotham and Bruce all being under quota, and the outer suburban growth areas of La Trobe, Holt and Monash being significantly over quota. This resulted in electorates as a whole moving southward to soak up the aforementioned extra quotas. This section will discuss the electorates of Aston, Bruce, Casey, Chisholm, Deakin, Holt, La Trobe, and Monash.

### **Aston**

As an electorate that is on quota, has a strong community of interest in representing the City of Knox, and with strong geographic boundaries with the Dandenong Creek to its north and west, greenspace to its south, and parkland to its east, there is no reason whatsoever to change the boundaries of Aston. As such, I recommend that its borders not be changed.

### **Monash**

As a part of the south-eastern urban growth corridor, Monash is predicted to trend well above the tolerance band. As such, it needs to lose territory to its west. As Monash's character is one centred around the rural shires of Bass Coast, South Gippsland, and Baw Baw, it is Cardinia Shire, with its new urban growth, that needs to be shed. This proposal suggests that the transport corridor of Tynong, Garfield and Bunyip be removed as opposed to Koo Wee Rup, as Koo Wee Rup, with its close proximity to Western Port Bay, strengthen Monash's coastal character more than the previous transport corridor, and allow for a stronger boundary (that of the Cardinia LGA boundary and Bunyip River) than would otherwise be possible.

### **La Trobe**

Not only is La Trobe predicted to trend significantly over quota, but it also needs to absorb the balance of the Tynong-Bunyip transport corridor from Monash. As such, it is necessary for La Trobe to shrink significantly in order to return to quota. The current electorate of La Trobe covers a variety of communities, not all of which are connected with one another. The transport corridor of Clematis to Gembrook is predominantly old-growth and semi-rural, compared to the fast-growing communities of Pakenham and Berwick. Furthermore, La Trobe stretches over multiple LGAs, specifically the Cardinia Shire and the City of Casey. As such, this proposal aims to strengthen La Trobe's character of currently being a Pakenham-based urban growth seat. To do this, La Trobe sheds Clematis and Emerald in order to centralise the electorate on Pakenham, as well as the remainder of Narre Warren and Narre Warren North, and the new locality of Harkaway. It also loses the northern half of the locality of Berwick, so as to remove some of the older growth areas from the seat. In exchange, it gains a part of Narre Warren South north of Glasscocks Road and east of Narre Warren-Cranbourne Road. This is added as the locality of Narre Warren South, and the southern half of the locality of Berwick, both share demographic similarities of being relatively newly urbanised areas, with both being a lower socio-economic area, relative to its counterparts north of the railway line. Combining these two areas with La Trobe, in which similar demographics exist, will enable both communities to be better represented in parliament.

The boundaries of La Trobe remain strong – in the north, the Menzies Creek and Clematis locality boundaries are used until intersection with the Puffing Billy Railway, which is in turn used until intersection with the Emerald locality boundary. In the south-east, the new boundary utilises the Casey-Cardinia LGA boundary until intersection with the Pakenham rail line, a historic divider between the two communities of Berwick, which in turn continues until intersection with the Narre Warren locality boundary, which follows parkland around the Hallam Drain, providing a neat divider between the two communities in the area.

### **Holt**

Similarly to La Trobe, Holt is a high-growth over-quota outer suburban division, however its challenges are not as difficult to solve. Holt is a division which is predominantly based around the City of Casey, particularly Cranbourne, and does not have much room to change most of its southern boundaries. As such, it must lose territory to its north to remain in quota. In order to retain strong boundaries, this proposal suggests the removal of part of Narre Warren South and Hampton Park, so that the new boundaries of the Division will be Hallam Road, Pound Road, Narre Warren-Cranbourne Road, and Glasscocks Road. By removing some of the (relatively) older-growth areas in the Division, and particularly the older-growth areas to the north, the Division's character is strengthened.

### **Bruce**

Due to the contraction of the Divisions of Holt, Isaacs and La Trobe, the Division of Bruce must shift significantly eastward and slightly southward. While these changes enhance its character as representing an east-west transport corridor centred on Dandenong, these changes result in Bruce being significantly over quota, and as a result it must now shed electors to its west. As major geographical boundaries are few and far between in this area of Melbourne, there were not many choices to make: Bruce sheds all territory north of Heatherton Road and west of Eastlink. As this did not quite bring Bruce to quota, the boundary also makes use of Corrigan Road, which is one of the largest arterial roads in the area populated by suburbia. While Corrigan Road is not one of the clearest boundaries on first glance, it neatly bisects the Springvale-centred section of the City of Greater Dandenong and the Noble-Park centred section, enhancing communities of interest in the area.

### **Hotham**

Similarly to Bruce, Hotham is an electorate which must now shed voters due to the contraction of its neighbour. Having gained electors to its south and to its west (due to the inclusion of Hughesdale), it must now contract from the north. In order not to bisect communities of interest, major arterial roads were used, namely Dandenong Road until its intersection with Ferntree Gully Road. Ferntree Gully Road acts as a neat bisector of communities of interest until the Monash Freeway, where it carves through the locality of Wheelers Hill. In order to retain Wheelers Hill in one electorate and preserve its communities of interest, the boundary follows the Monash Freeway and Wellington Road until its intersection with Dandenong Creek. These changes preserve Hotham's community of interest as a middle-suburban electorate.

### **Chisholm**

The electorate of Chisholm also is forced to move further south due to picking up electors from Hotham. While Chisholm has previously been a Box Hill-based Division, this proposal seeks to change its character to being based on the dual transport corridors of the 75 tram and the Glen Waverley train line. These changes simultaneously promote strong borders and prevent the often-confusing boundaries that have recently been drawn between the electorates of Chisholm and Deakin in order to see them reach quota. The northern boundary of Chisholm now follows the length of Canterbury Road and Boronia Road, a major arterial road in the area which separates the Ringwood line and 75 tram-based transport corridors. These boundary changes greatly increase respect for communities of interest in the area by changing the characters of the electorates, and transform Chisholm into a neat, compact division.

### **Deakin**

Similarly to the above electorates, Deakin is also forced to gain electors, this time to its east. This proposal seeks that Deakin become an electorate based on the Lilydale line transport corridor, running from Box Hill to Croydon. In this area, east-west connections are paramount to north-south ones, and communities of interest follow suit. In this way, Deakin produces a strongly respected community of interest with strong borders in its west. In its east, changes must also be made to bring its neighbouring electorates to quota: the locality of Kilsyth South is removed, resulting in a more easily comprehensible boundary following Colchester Road, whereas in the north, the leafier localities of Croydon Hills, Croydon North and Ringwood North are removed, creating a simpler boundary following their locality boundaries. While this does split up the previously-united City of Maroondah, the strong boundaries that this proposal creates, as well as the uniting of

demographically similar areas to the east and north, still improve the division's community of interest.

### **Menzies**

After a brief foray above the Yarra, this proposal recommends that Menzies be brought back below the Yarra, due to the lack of communities of interest between the two areas. This, naturally, results in the need for Menzies to gain electors to its east. After gaining the aforementioned localities of Croydon Hills, Croydon North, and Ringwood North, Menzies is still in need of gaining more electors to reach quota. As such, adhering to the leafy semi-rural character of eastern Menzies, Chirnside Park is the most obvious inclusion. This brings Menzies neatly to quota and enables the use of strong boundaries: Maroondah Highway, the Chirnside Park locality boundary, and the Yarra River.

### **Casey**

This Division's changes have already been predominantly mentioned thus far: gaining the localities of Emerald, Clematis, and Kilsyth South, and losing the electorates of Chirnside Park. While this unfortunately results in the boundaries of Casey no longer matching the boundaries of the Yarra Ranges LGA, these changes are only cosmetic overall and do not strongly impact the communities of interest of Casey. Indeed, to its south it even enhances it by including similar semi-rural towns in Emerald and Clematis.

## **Inner North**

While the electorates in the inner north are themselves all only slightly over quota, they still must play an important role, namely that of "cycling" voters through to the outer suburban areas where an electorate is most likely to be created. To best perform this role, this proposal uses the electorate of Wills, as it is best positioned to pass on the gains absorbed to outer suburban areas while respecting communities of interest.

### **Melbourne**

The electorate of Melbourne has strong boundaries and represents communities of interest strongly, and as such only one small change is recommended, which is the removal of Fitzroy North north of Park Street. This simplifies Melbourne's boundaries by enabling the northern boundary of Melbourne solely to follow Park Street.

### **Cooper**

Cooper is similar to Melbourne – it is well within quota and reflects communities of interest strongly. As such, the only proposal this submission makes is to shuffle excess quota into Wills by removing the part of the City of Moreland currently in Cooper. These boundaries remain strong, using the City of Darebin LGA boundary instead of the Merri Creek.

### **Wills**

After being bloated by the excess quota from Melbourne and Cooper, Wills is well-positioned to shrink southward and pass on excess quota to its north. This is done by removing some of Wills' northern extremities, specifically the locality of Fawkner and part of the locality of Glenroy. The locality of Fawkner is self-contained, and shares many demographic similarities with Calwell, and particularly Broadmeadows, having large non-English speaking communities and being of a lower socio-economic background. These traits are shared with Glenroy. Unfortunately, Glenroy as a whole cannot be moved out of Wills, as then Wills falls severely under-quota. As such, I propose an

interim measure, instead using Hilton Street, which neatly bisects the two separate communities in Glenroy as well as separating northern Glenroy from Hadfield. While this means that Wills is no longer an electorate solely based around the City of Moreland, it still represents the transport corridors reflected by Sydney Road and the Craigieburn rail line, and the shrinking to the south enables more electors freed up to create a new electorate to Melbourne's north-west.

## Outer North

While of different character, the Outer North is tasked with the same challenge as the inner north: specifically, "cycling" electors further north to enable the creation of a new electorate. Each of the electorates of Jagajaga, Scullin, and Calwell have done this while still retaining communities of interest.

### **Jagajaga**

With Menzies retreating back below the river, the division of Jagajaga is free to unite the previously-divided community of interest of Eltham, resuming boundaries similar to its boundaries before the 2010 redistribution. It gains the localities of Eltham, Research, North Warrandyte, and Kangaroo Ground, while losing urban areas in the Nillumbik LGA along the Hurstbridge line. Where it differs from its antepenultimate iteration, however, is that it does not bisect the locality of Greensborough: in fact, this locality's now makes up the border of the electorate, strengthening community of interest in the area. Similar to its 2013-16 iteration, it loses the remainder of Bundoora and Watsonia North to Scullin in order to unite those Plenty Road-based communities in one contiguous electorate.

### **Scullin**

After adding electors to its south, Scullin is now well-positioned to lose electors to its north. While the majority of Scullin shares a community of interest, the community of Mernda is awkwardly bisected by the current Scullin-McEwen boundary. As such, I propose Mernda be wholly removed from Scullin, in order to unite it with its sister city across the Plenty River in Doreen. Similarly, Hawkstowe, despite being a part of the locality of South Morang, in fact functions as a satellite locality of Mernda. Indeed, there is significant greenspace between it and the main township of South Morang. As such, it too should be united with Mernda in one contiguous electorate. In order to accomplish this and maintain strong borders for the electorate of Scullin, this proposal suggests the boundaries of the locality of South Morang, Plenty Road, and Wilton Vale Road, neatly bisecting the two communities of interest.

### **Calwell**

Calwell is a significantly over-quota electorate with much need to shrink, both eastward and southward. After including the electors it gains from Wills to its south, Calwell currently covers two different communities of interest – that of the urban growth corridor surrounding the Upfield and Craigieburn lines, and that of the communities surrounding the Melbourne Airport. So as to create an electorate which cedes enough territory to McEwen to the North, and also remains comfortably in quota, this proposal recommends the following boundaries. To the north, Calwell naturally must shrink. The recently constructed estates in Kalkallo and Merrifield are taken out of Calwell as they belong in a more generalised urban fringe electorate, and to the west, the localities of Keilor Park, Tullamarine, and part of Westmeadows are removed. While this proposal originally sought to follow the Moonee Ponds Creek for the entirety of its southwestern border, this was not possible when taking numbers into account. As such, the proposed boundaries deviate from Moonee Ponds Creek

around the locality of Gladstone Park, using the Western Ring Road, the Tullamarine Freeway, and Mickleham Road to return back to Moonee Ponds Creek. While these communities would ideally belong in a division with the Melbourne Airport, the current and projected quotas made this impossible to achieve.

Similarly to the north, the Division needed to shed more electors to the new division of McEwen, specifically from the Craigieburn urban area. While Craigieburn seems to be one united community, there are in fact two smaller communities included, split by the Malcolm Creek Linear Park. The north-eastern community, known as “Highlands”, has its own schools and shopping centre, and has been proposed to be excluded from the current electorate of Calwell so as to not bisect a community more severely, while creating strong boundaries through the use of greenspace. As such, the northern boundaries of the new electorate of Calwell adhere to strong communities of interest: namely, they follow the Yuroke locality boundary, then Mickleham Road, the aforementioned linear park, the Hume Highway, and Craigieburn Road East, where it rejoins the old boundary.

## Western Suburbs

Melbourne’s Western seats all had to shrink in some way or other, as they were all over quota. As such, significant changes have been made. The divisions that are included in this section are: Fraser, Gellibrand, Gorton, Lalor and Maribyrnong.

### **Fraser**

Fraser is perhaps one of the Divisions with the strongest characters in the west of Melbourne: it is a City of Brimbank-based seat with a strong eastern border preventing it from changing much. In order to strengthen this community of interest, this proposal recommends that it shift slightly westward, by losing its section of the City of Maribyrnong, and instead gaining Albanvale and parts of Deer Park, both localities situated in Brimbank. This results in Fraser becoming a wholly Brimbank-based seat, with a stronger boundary due to the use of Western Highway and the Brimbank LGA boundary as a Division boundary.

### **Maribyrnong**

While Maribyrnong currently overlaps multiple communities of interest, (such as overlapping both sides of the Maribyrnong river, both of which have different LGAs and different demographics), the Maribyrnong proposed in this submission has a strengthened character centred around the CBD to Melbourne Airport transport corridor. As Maribyrnong is quite over-quota after its incorporation of the northern communities surrounding Melbourne Airport, it must then lose territory to the south to the division of Gellibrand. In order to create a strong, clear boundary, and after incorporating a slight amount of the former Division of Fraser into Maribyrnong so as to no longer split the City of Maribyrnong over three electorates, the new southern Maribyrnong boundaries follow Ballarat Road and Mitchell Street, and then follow the boundary of the Maribyrnong locality so as to wholly incorporate Footscray into Gellibrand and retain the locality of Maribyrnong in Maribyrnong, resulting in clear boundaries and strong community of interest.

### **Gellibrand/Kirner**

As the changes in boundaries of the Divisions of Fraser and Maribyrnong have seen Gellibrand absorb more of the City of Maribyrnong, it now must shuffle closer to the CBD and strengthen its character around the inner western LGAs of Maribyrnong and Hobsons Bay, and necessarily must do so due to its being over quota. As a result, the Division of Gellibrand sheds its former electors in the City of Wyndham, including Point Cook and Williams Landing. In order to create a strong boundary

here, the boundary of the City of Wyndham is followed. Additionally, I propose that the seat of Gellibrand be renamed Kirner, in honour of the first female Premier of Victoria, Joan Kirner. As she represented the Victorian electorate of Williamstown, within the boundaries of the Division of Gellibrand, and this proposal considers it apt to rename this Division.

### **Lalor**

As it covers the fast-growing City of Wyndham, and as it must now absorb the remainder of the locality of Point Cook, Lalor is severely over quota, with a difficult choice to be made about how to bisect the City of Wyndham so as to respect communities of interest. This proposal ends up recommending a two-fold bisection of north-south and old-new urban growth areas. In this way, Lalor loses the two new northern localities of Tarneit and Truganina, while focusing on the older localities of Werribee and Hopper's Crossing. This creates an electorate whose character focuses on the more established suburban areas in the City of Wyndham, and is helped to quota using the new growth fringe localities of Mambourin, Manor Lakes and Wyndham Vale. This Division is bounded by the strong boundaries of the Werribee River, the Werribee locality boundary, and the Hoppers Crossing locality boundary.

### **Gorton**

Gorton is an electorate which changes significantly in this proposal, changing its former commuter town-based character to one strictly focused on an urban fringe. While originally considering an electorate based on Melton and Tarneit, this proposal considered those communities too different to unite, and instead focused on uniting communities based around the Regional Rail Link transport corridor, while uniting new-growth urban fringe areas in the Cities of Melton and Wyndham. This results in a division which is focused on Tarneit, Truganina, Caroline Springs and Taylors Hill, all of which are recent new-growth suburban areas which share similar interests and struggles. Uniting these communities will mean better parliamentary representation for the frequently-forgotten urban fringes and result in an electorate which strongly represents this community of interest. As this division does not reach quota on these suburbs alone, the communities of Eynesbury, Mount Cottrell, and Rockbank are also included so the new Division is within quota. These communities are all based in the City of Melton and as such including them results in the City of Melton being represented neatly by two Divisions.

## Geelong

Similarly to Melbourne, Geelong has a fast-growing outer ring with a relatively slow-growing inner city. Our proposal will deal with this discrepancy in the following electorates: Corangamite, Corio, and Wannon.

### **Corio**

Corio is a Division that neatly combines the city centre of Geelong with its northern fringe, including the community of Lara. It is neatly in quota, and as such no changes will be recommended.

### **Corangamite**

The Division of Corangamite is one that is over quota and growing, and as a result it must shrink significantly to return to quota. Corangamite's character has changed over time: where it previously was a division based on the rural coastal communities on Victoria's western coasts, it has now in essence become a second electorate based on the City of Greater Geelong, and this proposal reflects this. This proposal recommends that Corangamite shed all of the Colac Otway Shire and the Golden

Plains Shire, instead becoming a Division solely based on the LGAs of Surf Coast and the City of Greater Geelong, strengthening community of interest by in essence making the Division of one of Geelong and its satellite towns. Boundaries have similarly been strengthened: the new boundaries utilise the Surf Coast LGA boundary for the entirety of its new border.

### **Wannon**

Thanks to the changes in Corangamite, the Division of Wannon has resumed its march toward Geelong, now touching Corio. After absorbing the balance of the Colac Otway Shire and the Golden Plains Shire, it now became necessary for Wannon to give up some electors to its north, particularly to Ballarat and Mallee. To do so and remain within community of interest, the remainder of the Northern Grampians Shire was moved into Mallee, and small Ballarat-based satellite towns in the Golden Plains Shire were moved into the Division of Ballarat. The new boundaries reflected the Northern Grampians Shire LGA boundary and the locality boundaries of Haddon, Smythesdale, Scarsdale, Newtown, Enfield and Grenville.

## Rural

The rural divisions of Gippsland, Indi, Mallee and Nicholls can all be characterised similarly, with stagnant enrolment.

### **Gippsland**

The Division of Gippsland is the last of the three Divisions to which I propose no change. It has a strong community of interest and is well within quota. As such, modification is not necessary.

### **Indi**

Unusually for a rural electorate, the Division of Indi is above quota, and predicted to remain that way, despite shrinking. In order to free up electors for the Division of McEwen, however, a small change must be made. The township of Kinglake, split from the rest of the Division by a large swathe of forest, has been recommended to be split from this Division. Kinglake is much more attached to Melbourne than the rest of this Division, so it serves to strengthen the community of interest in the Division. The localities moved from the Division of Indi are the localities of Castella, Kinglake, Kinglake Central, Pheasant Creek, and Hazeldene, which serve as the boundary for this Division, with minor changes so as to adhere to the Whittlesea-Yea Road, the Break O' Day Road, and the Melba Highway.

### **Mallee**

As Mallee's number of electors is predicted to shrink, it must continue to gain electors in order to make up for this balance. As stated, this proposal aims to correct this imbalance by including the remainder of the Northern Grampians Shire in the division, uniting the Shire and enhancing community of interest as a result. The southern boundary of the shire forms the new boundary of the Division.

### **Nicholls**

The Division of Nicholls suffers from the dual fate of being close to being under quota, and having to give up electors to the Division of McEwen so that it can achieve quota itself. As such, Nicholls expands westward while losing some electors to the south. It gains the township of Heathcote in the City of Greater Bendigo, as well as the remainder of Mitchell Shire from the Division of Bendigo, as well as Tenterfield in the Macedon Ranges Shire, as compensation for losing Broadfield to the

Division of McEwen. This unites the LGA of Mitchell in two Divisions instead of three, and neatly brings Nicholls back to quota. It also enables the use of a much stronger boundary in the Campaspe River, which can now be used for the majority of Nicholls' western border. The southern boundary now uses the locality boundaries of Cobaw, Lancefield, Goldie, Pastoria, Sidonia, Bayneton, Glenhope, Mia Mia, Glenaroa, Sugarloaf Creek, and Tallarook.

## Regional Centres and Urban Fringe

This covers the four last electorates, covering the Divisions of Ballarat, Bendigo, McEwen and Hawke.

### **Ballarat**

The Division of Ballarat shrinks significantly, losing Hepburn Shire to the Division of Bendigo in order to compensate Bendigo for its previous losses. This is compensated for by including the sections of the Golden Plains LGA redistributed from Wannon, which include small towns connected to Ballarat for jobs, hospitals and the like, creating a strong community of interest. The Division is now more compact and better coheres to the Bacchus Marsh-Ballarat transport corridor. The Hepburn Shire boundary now makes up its northernmost boundary.

### **Bendigo**

The Division of Bendigo's character changes significantly – where it was formerly based on the Bendigo-Melbourne transport corridor, it is now based on the Bendigo-Ballarat transport corridor. As such, it uses the Campaspe River as its eastern boundary. It loses the remainder of the Macedon Ranges Shire to the Division of Hawke so as to better cohere to its new Ballarat-Bendigo transport corridor character. This creates a compact electorate which falls neatly in quota while still retaining a strong community of interest.

### **Hawke**

The new Division of Hawke is one focused on Melbourne commuter towns: specifically Melton, Sunbury, Gisborne, Riddells Creek, Macedon and Kyneton, leaving out Tenterfield so Nicholls can achieve quota. The new electorate combines towns with similar demographics and characteristics, particularly those that are yet to be subsumed by Melbourne while being close to its fringe, and is well within quota. Its character is based on the Melbourne-Bendigo transport corridor, similar to the proposed Division of Burke in 2010. Based on the City of Hume and the Macedon Ranges Shire, it uses the City of Hume and Macedon Ranges Shire boundary as most of its eastern boundary, and also covers the north-western transport corridor neatly, creating a multilayered character.

### **McEwen**

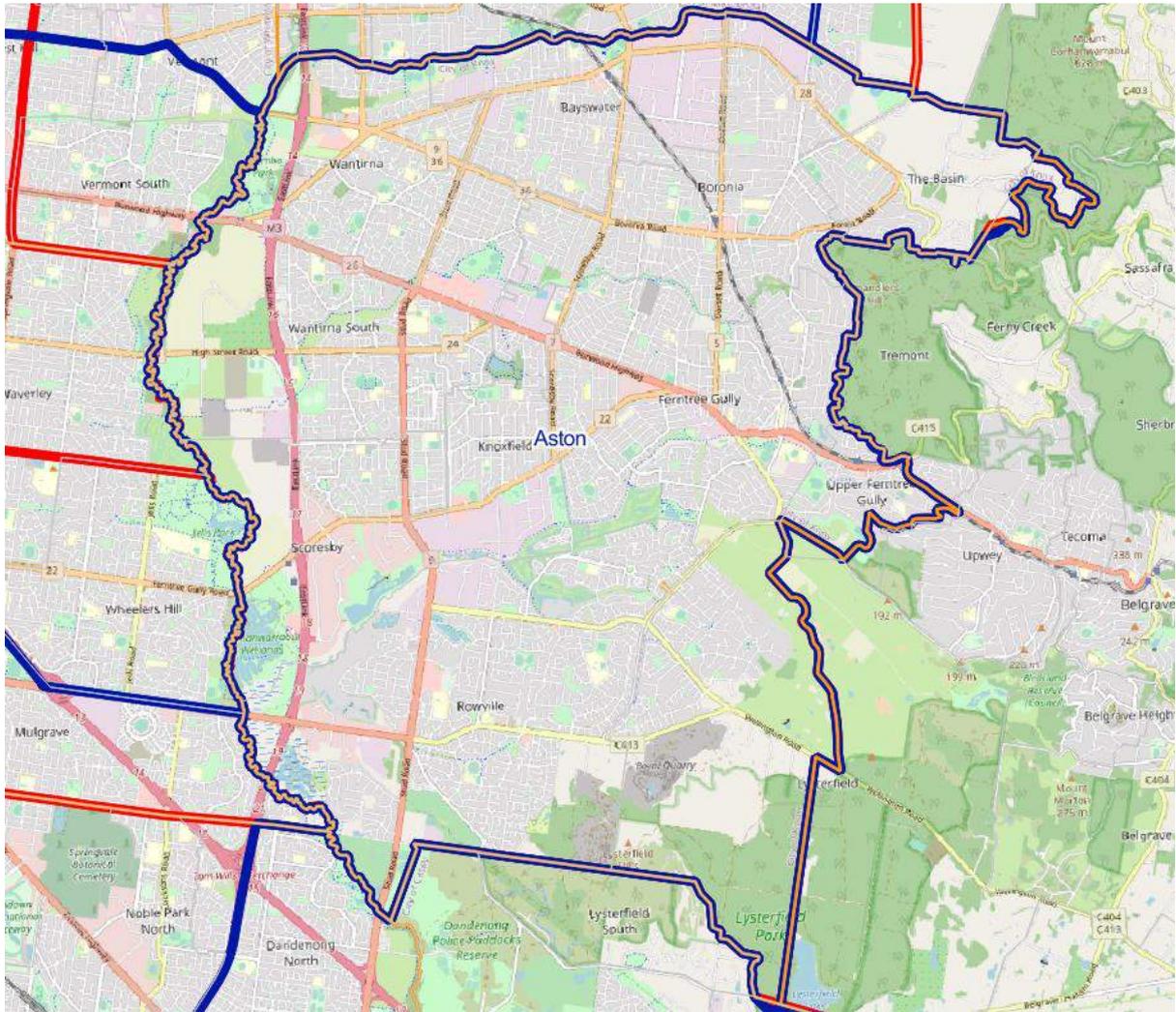
The Division of McEwen is the last Division I drew, intending it to mirror the Division of Hawke by providing a north-eastern transport corridor division. As there are not as many electors living in this half of the former Division of McEwen, it was enhanced by the inclusion of urban fringes in the Cities of Nillumbik and Whittlesea. This proposed Division continues with the previous character of McEwen as an urban fringe electorate, albeit one confined to the north-east of Melbourne. As with previous iterations of McEwen, the seat is based on the City of Whittlesea, and includes parts of Nillumbik, Murrindindi and Mitchell shires, as well as the City of Hume.

## Electorate Quotas

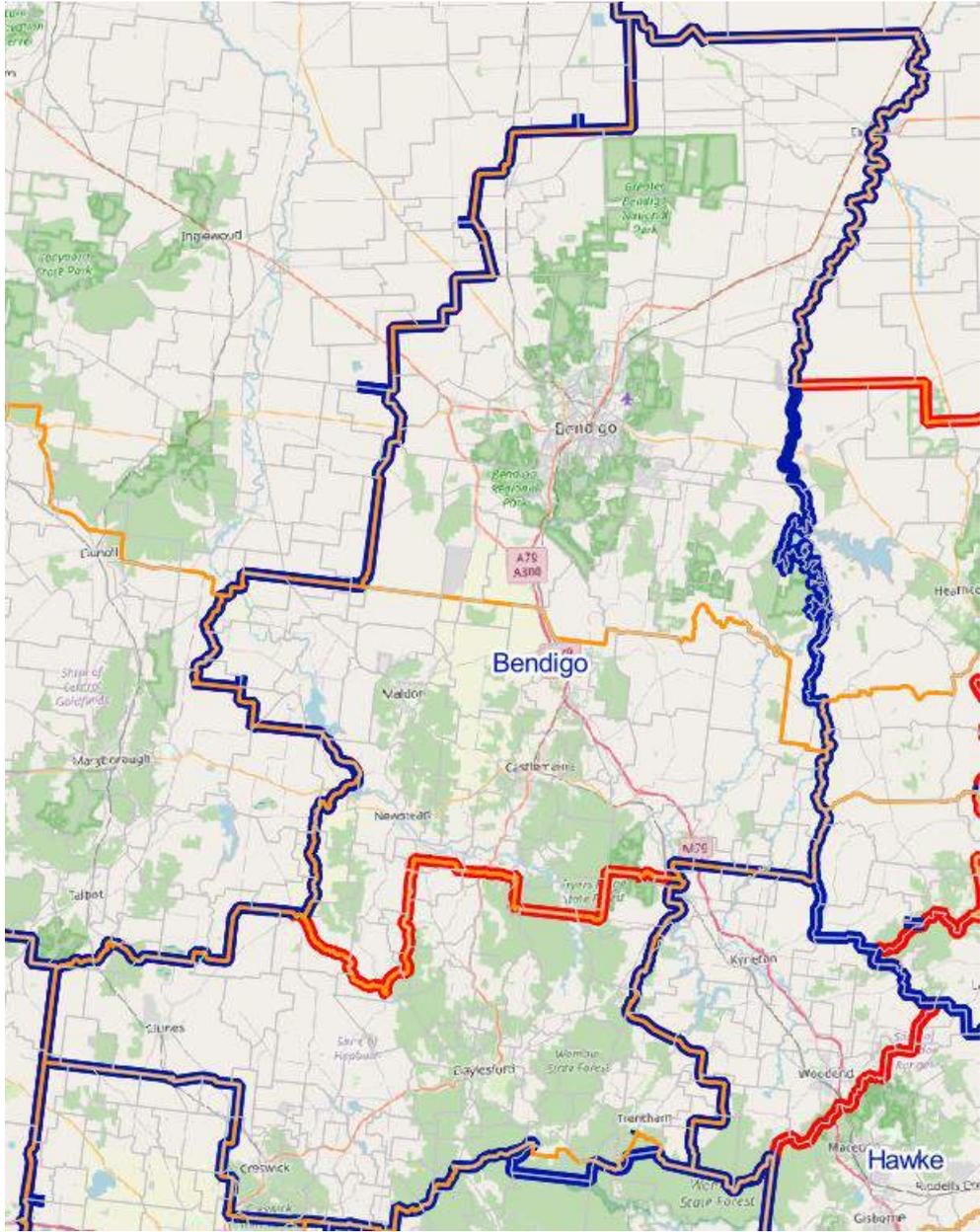
Electorate	Actual enrolment	% of Quota	Projected enrolment	% of Quota	Proposed actual enrolment	% of Quota	Proposed projected enrolment	% of Quota
ASTON	111098	1.019051375	115439	0.9857566157	<b>111098</b>	1.019051375	<b>115439</b>	0.9857566157
BALLARAT	117072	1.073848158	127041	1.084828405	<b>110200</b>	1.01081443	<b>120068</b>	1.025284569
BENDIGO	114350	1.048880491	123948	1.058416662	<b>110334</b>	1.012043551	<b>119046</b>	1.016557507
BRUCE	110086	1.00976876	112941	0.9644256962	<b>114992</b>	1.054769265	<b>118325</b>	1.010400745
CALWELL	112712	1.033855863	130063	1.110633865	<b>104046</b>	0.9543665899	<b>116639</b>	0.9960036548
CASEY	113577	1.041790114	118788	1.014354394	<b>110035</b>	1.00930096	<b>114296</b>	0.9759963111
CHISHOLM	106161	0.973766522	112012	0.9564927801	<b>115203</b>	1.056704672	<b>119374</b>	1.019358365
COOPER	112825	1.03489236	119559	1.020938116	<b>109768</b>	1.006851891	<b>116168</b>	0.991981692
CORANGAMITE	116461	1.068243733	135907	1.160536945	<b>102757</b>	0.9425431798	<b>120613</b>	1.029938432
CORIO	110886	1.017106796	117383	1.002356819	<b>110886</b>	1.017106796	<b>117383</b>	1.002356819
DEAKIN	108358	0.9939186028	112556	0.9611381045	<b>108171</b>	0.992203337	<b>113977</b>	0.9732723065
DUNKLEY	111277	1.020693261	114591	0.9785153748	<b>112956</b>	1.036093964	<b>116311</b>	0.9932027974
FLINDERS	112085	1.028104677	117374	1.002279966	<b>110406</b>	1.012703974	<b>115654</b>	0.9875925436
FRASER	109599	1.005301731	113291	0.9674144159	<b>112810</b>	1.034754772	<b>116324</b>	0.993313807
GELLIBRAND/KIRNER	112890	1.035488576	121841	1.040424569	<b>108069</b>	0.9912677374	<b>113746</b>	0.9712997515
GIPPSLAND	111875	1.026178443	116288	0.9930063959	<b>111875</b>	1.026178443	<b>116288</b>	0.9930063959
GOLDSTEIN	109554	1.004888966	115856	0.9893174618	<b>113425</b>	1.040395887	<b>119759</b>	1.022645956
GORTON	115985	1.063877602	134656	1.149854407	<b>100054</b>	0.9177497913	<b>120625</b>	1.030040903
HAWKE	-	-	-	-	<b>106618</b>	0.977958375	<b>119462</b>	1.020109814
HIGGINS	111285	1.020766641	117504	1.003390062	<b>108056</b>	0.9911484943	<b>114089</b>	0.9742286968
HOLT	111524	1.022958879	131604	1.123792771	<b>100449</b>	0.9213729465	<b>119732</b>	1.022415398
HOTHAM	108535	0.9955421433	112790	0.9631362771	<b>112252</b>	1.029636492	<b>117341</b>	1.001998173

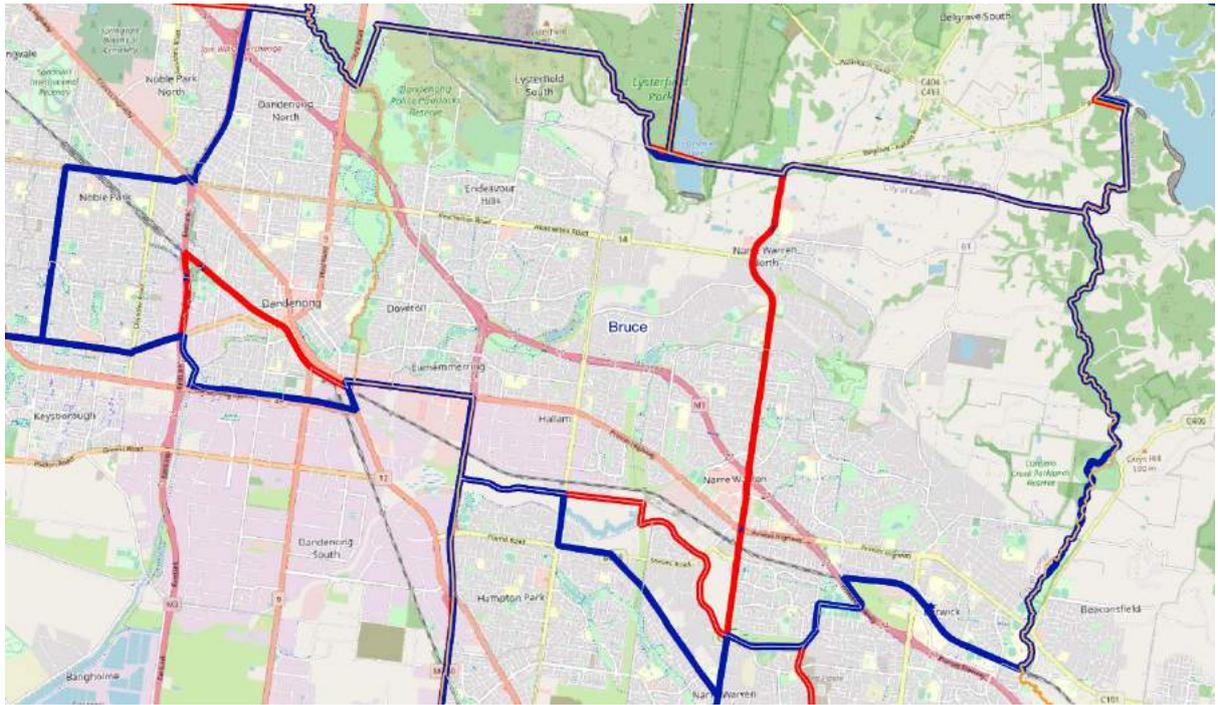
INDI	113713	1.0430375 8	118756	1.0140811 39	<b>110432</b>	1.0129424 61	<b>115255</b>	0.9841854 031
ISAACS	109823	1.0073563 81	117413	1.0026129 95	<b>105693</b>	0.9694737 711	<b>113080</b>	0.9656126 448
JAGAJAGA	108042	0.9910200 787	112132	0.9575174 84	<b>109270</b>	1.0022839 64	<b>113310</b>	0.9675766 607
KOOYONG	108078	0.9913502 903	113754	0.9713680 651	<b>111009</b>	1.0182350 19	<b>116777</b>	0.9971820 643
LA TROBE	116542	1.0689867 09	137861	1.1772225 4	<b>99778</b>	0.9152181 69	<b>120872</b>	1.0321500 85
LALOR	113148	1.0378550 92	132793	1.1339458 79	<b>100983</b>	0.9262710 854	<b>115427</b>	0.9856541 454
MACNAMARA	114564	1.0508434 15	121453	1.0371113 6	<b>108993</b>	0.9997431 687	<b>115747</b>	0.9883866 891
MALLEE	113801	1.0438447 64	113046	0.9653223 121	<b>119582</b>	1.0968712 45	<b>118663</b>	1.0132869 94
MARIBYRNONG	114182	1.0473395 03	122142	1.0429948 68	<b>108147</b>	0.9919831 959	<b>115275</b>	0.9843561 871
MCEWEN	112032	1.0276185 32	129413	1.1050833 85	<b>98213</b>	0.9008631 365	<b>119544</b>	1.0208100 28
MELBOURNE	108861	0.9985323 928	119787	1.0228850 54	<b>105880</b>	0.9711890 37	<b>116646</b>	0.9960634 292
MENZIES	108268	0.9930930 738	112720	0.9625385 331	<b>112525</b>	1.0321405 97	<b>117853</b>	1.0063702 43
MONASH	115568	1.0600526 5	125734	1.0736676 71	<b>110429</b>	1.0129149 43	<b>120258</b>	1.0269070 17
NICHOLLS	112151	1.0287100 65	114676	0.9792412 068	<b>114102</b>	1.0466057	<b>116459</b>	0.9944665 989
SCULLIN	107312	0.9843241 21	116741	0.9968746 531	<b>108851</b>	0.9984406 674	<b>116947</b>	0.9986337 281
WANNON	115433	1.0588143 57	116545	0.9952009 701	<b>117860</b>	1.0810761 23	<b>120312</b>	1.0273681 33
WILLS	112093	1.0281780 57	120753	1.0311339 2	<b>105592</b>	0.9685473 441	<b>114100</b>	0.9743226 28

# Gallery

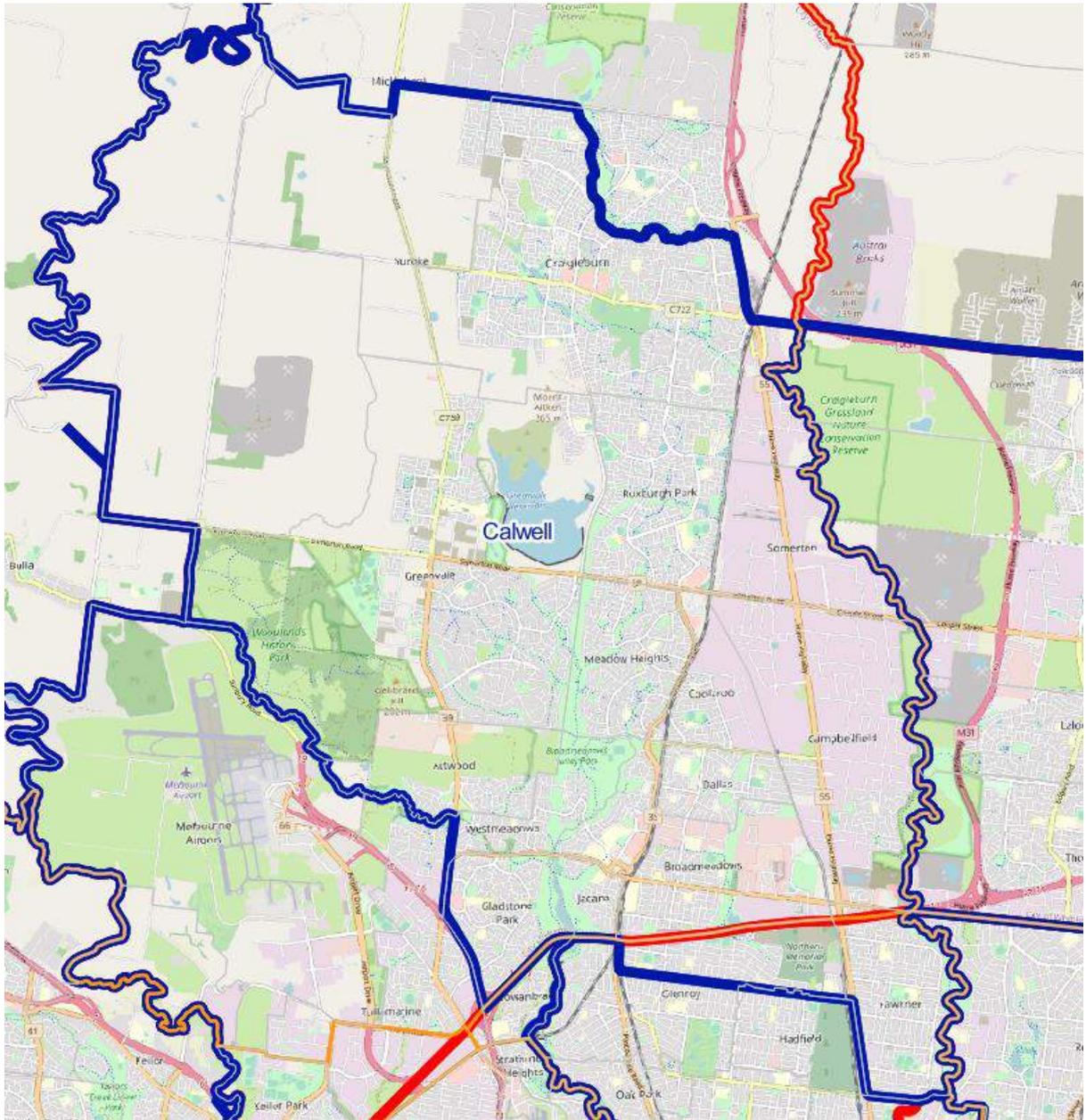


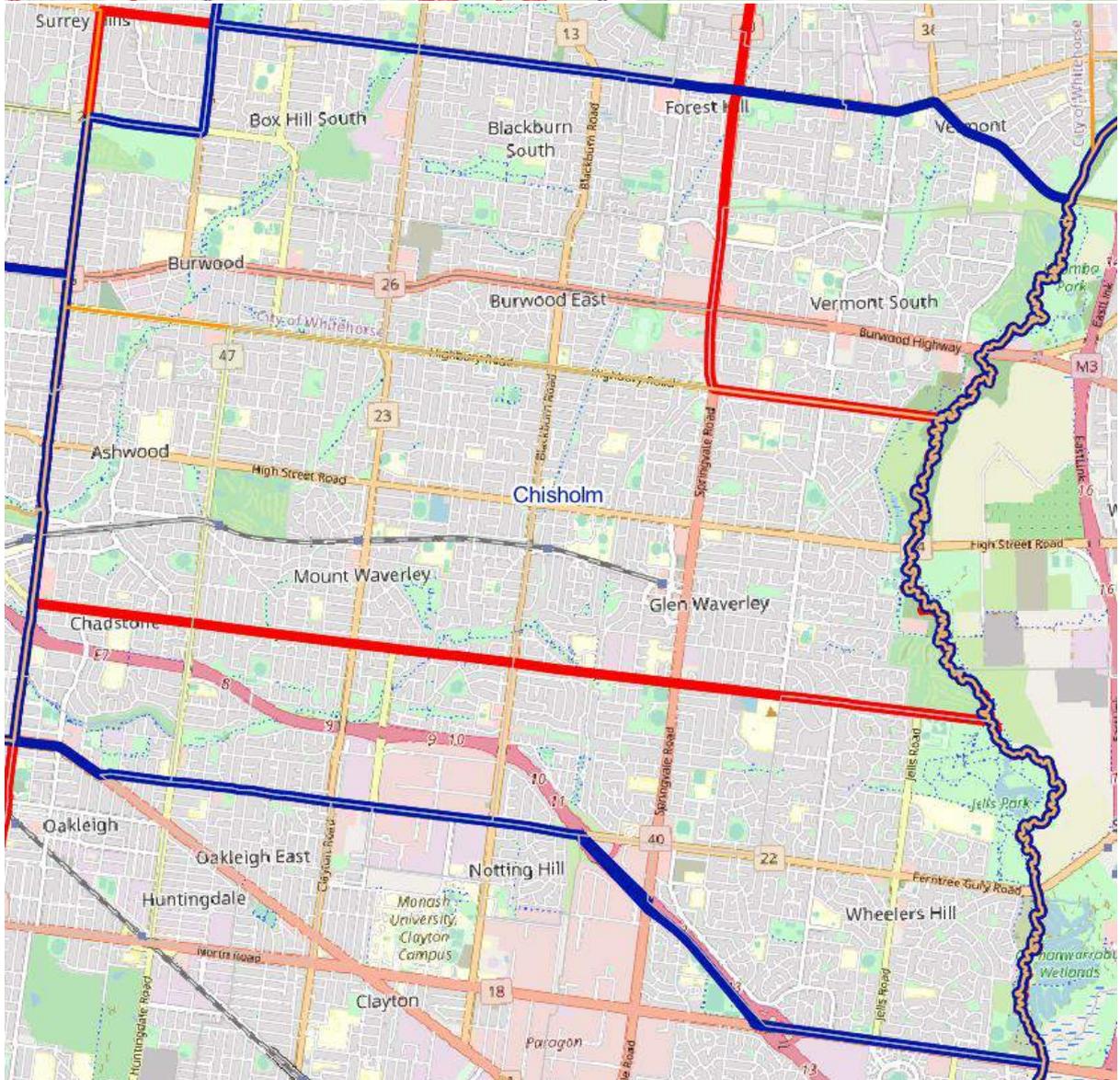
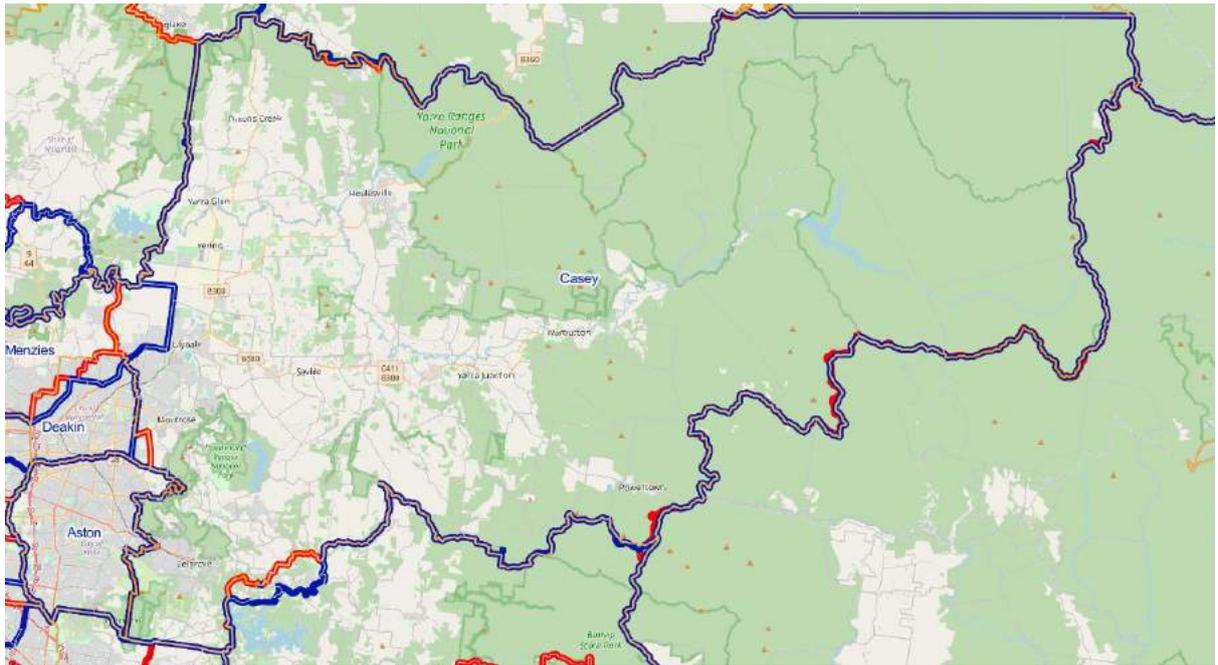


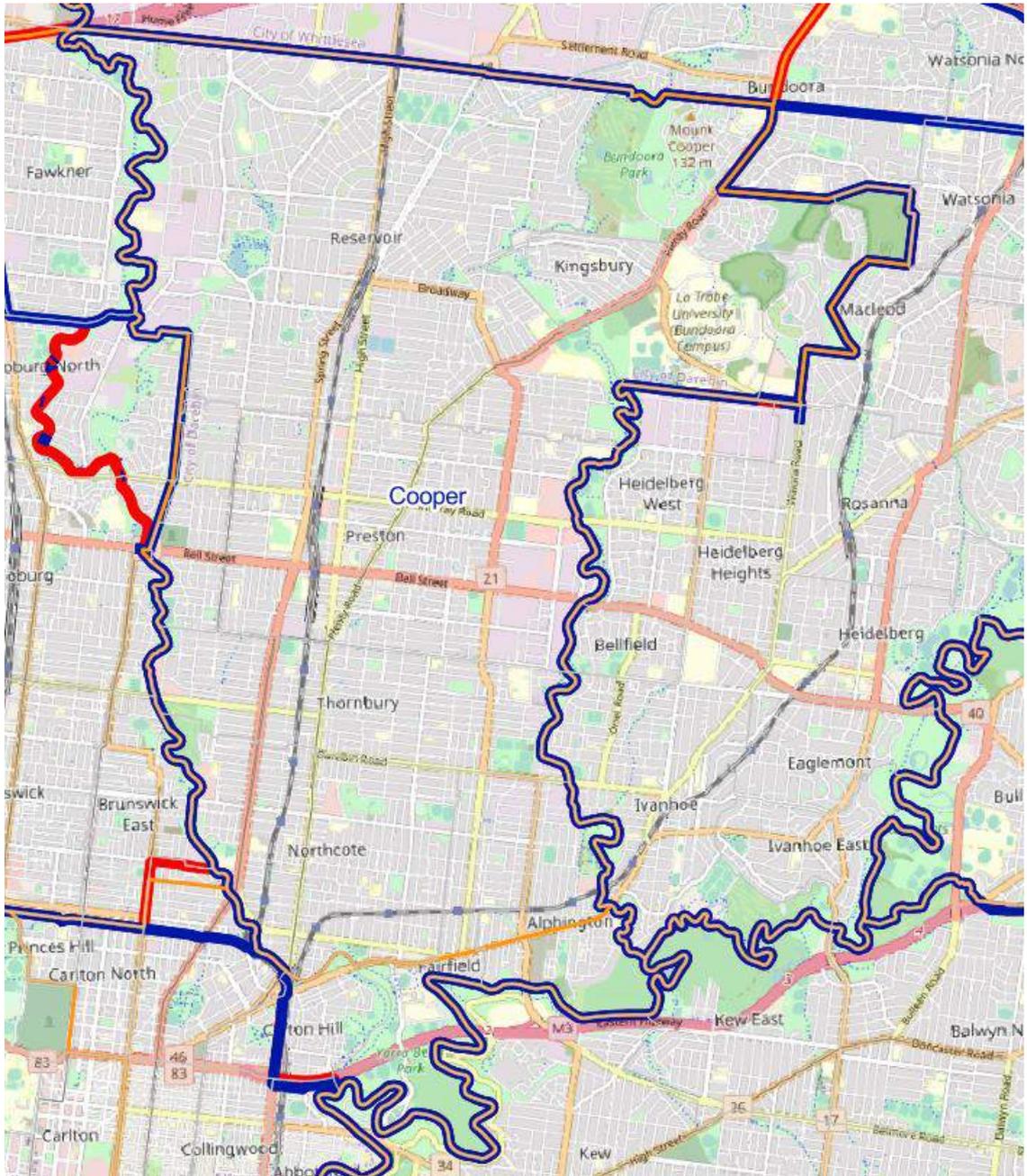




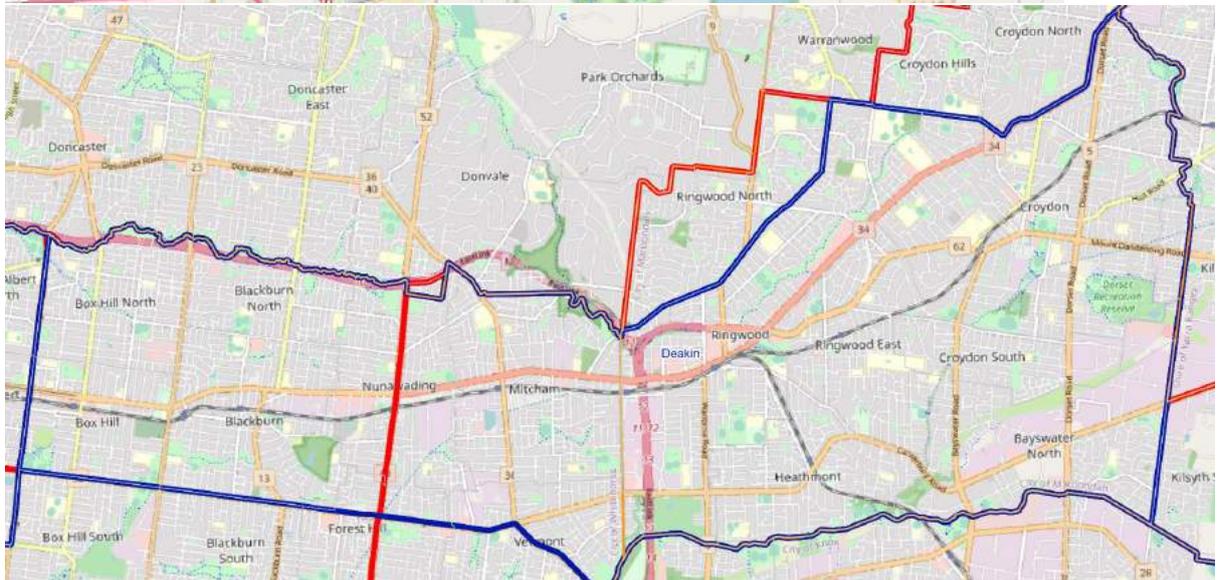
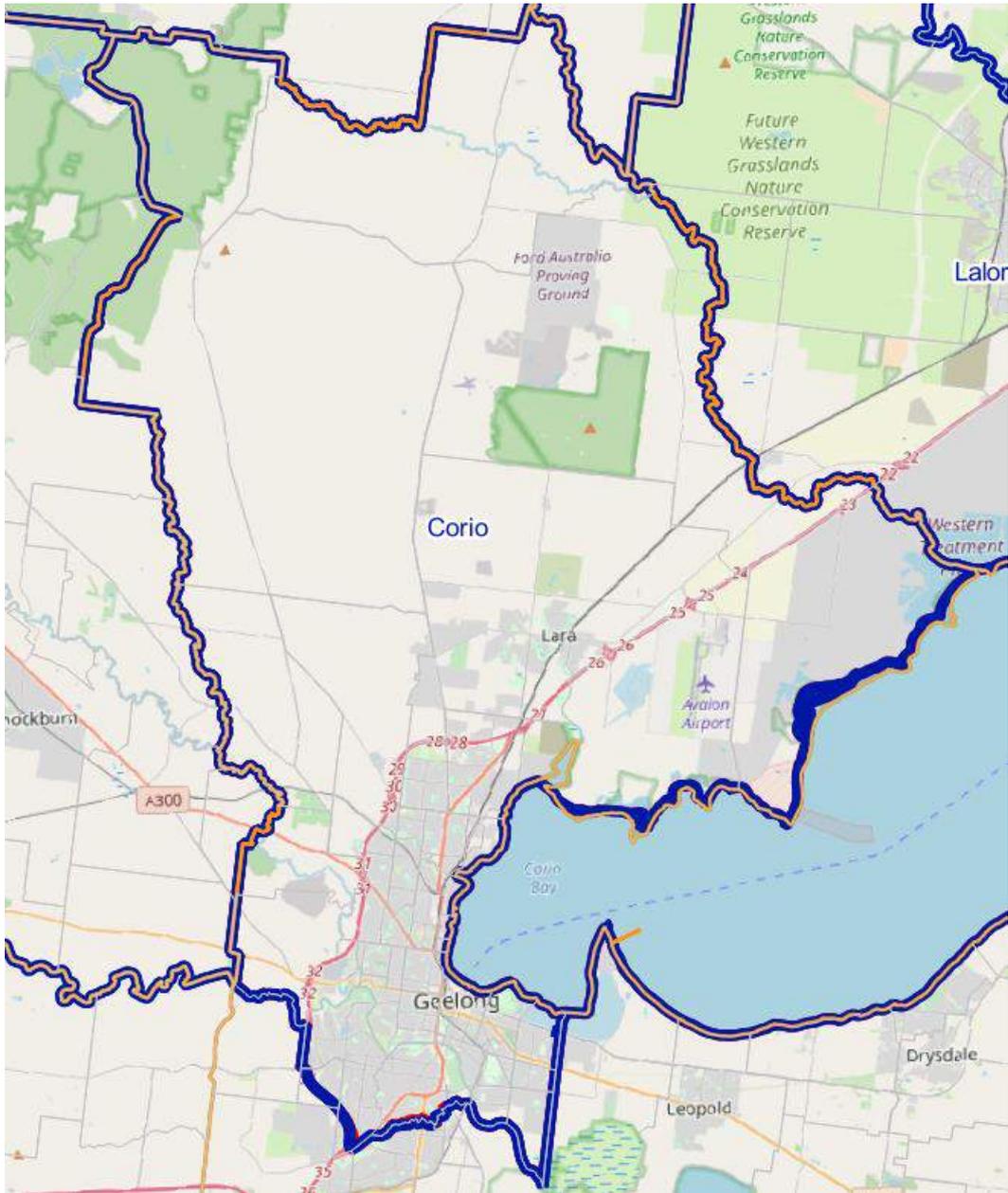
t

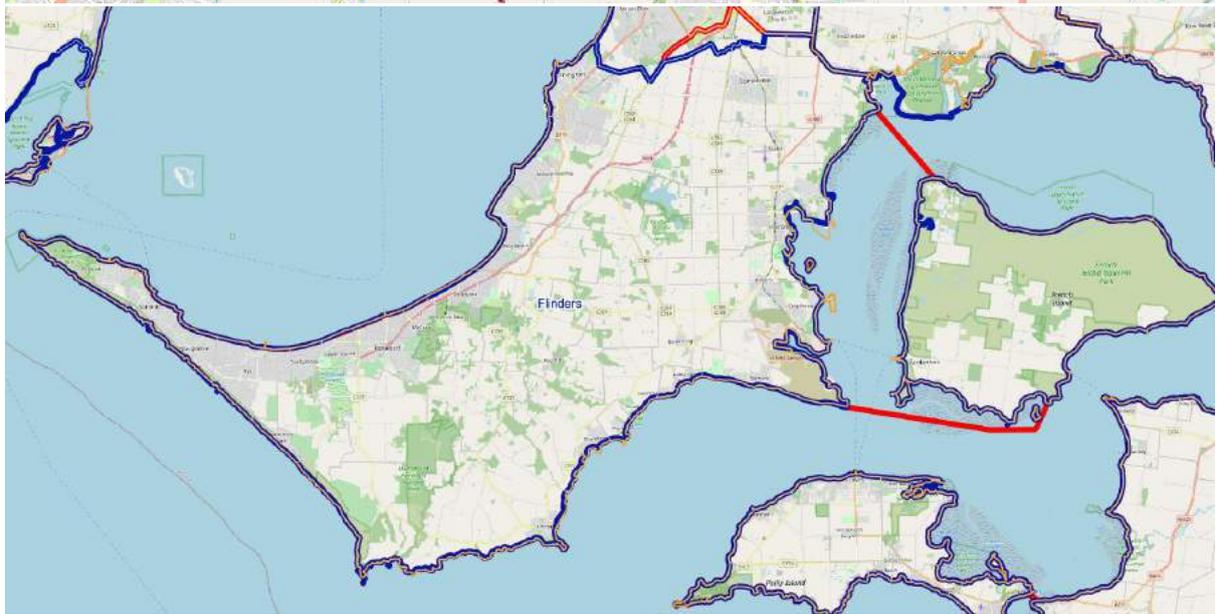
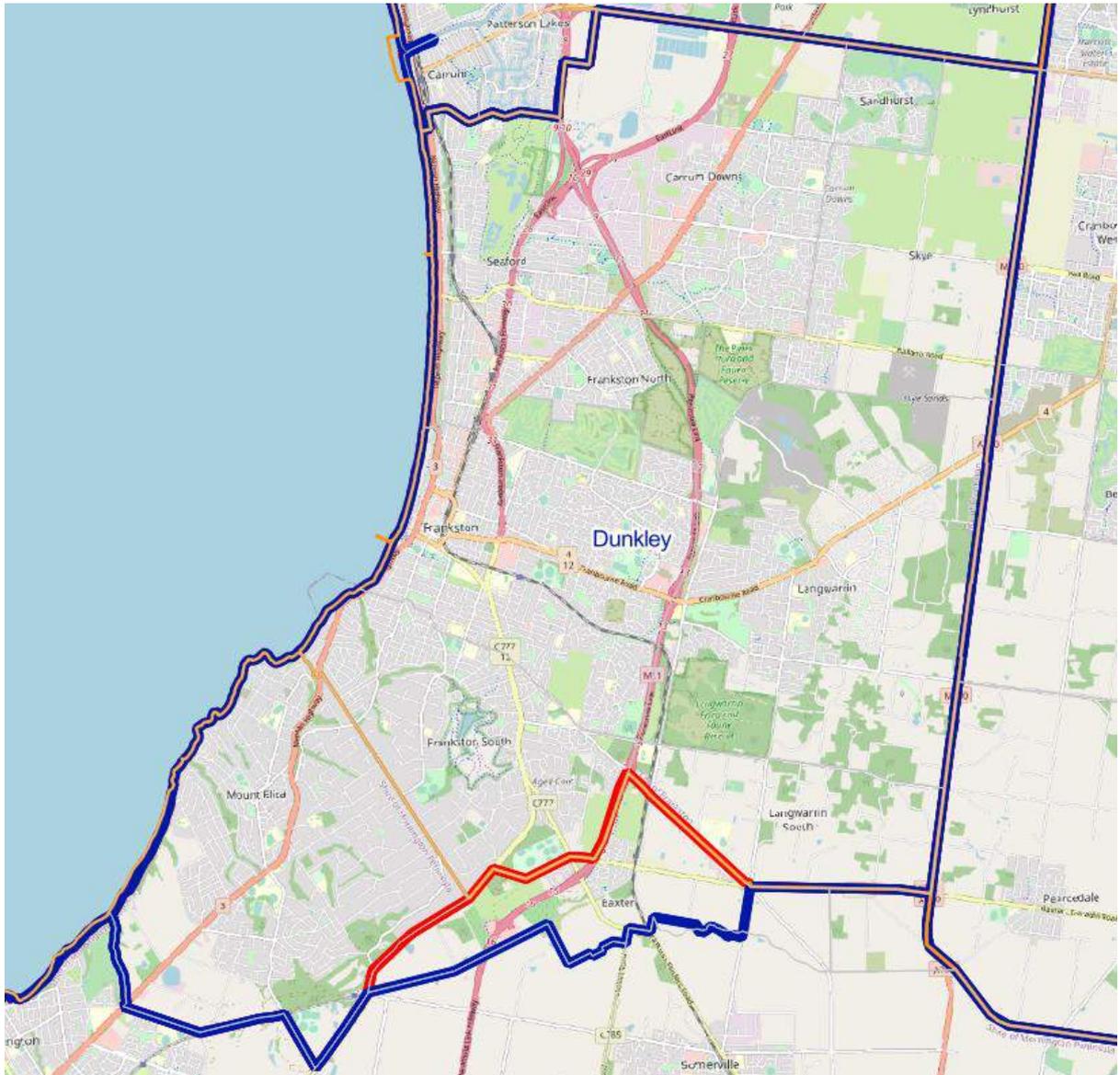


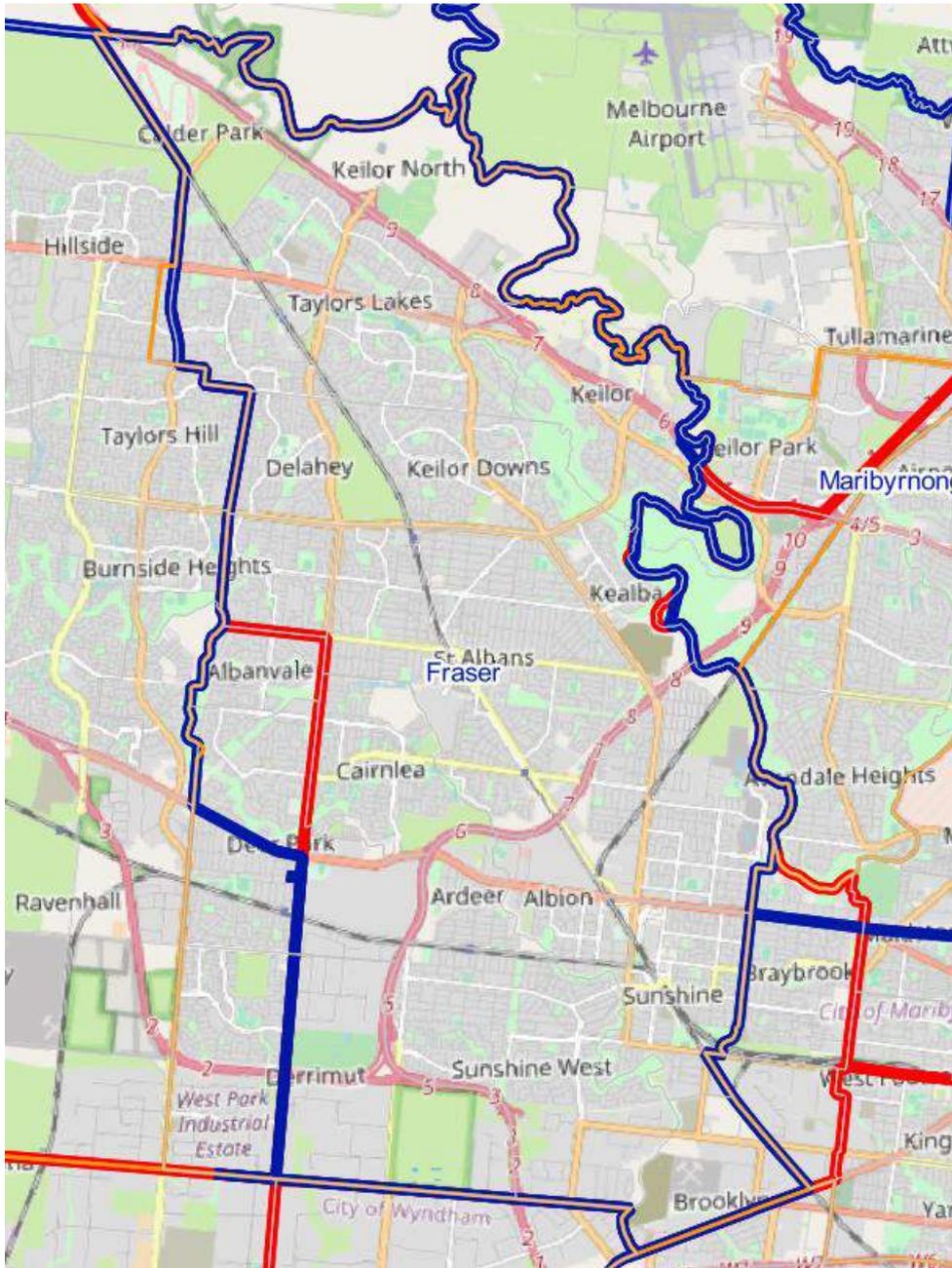


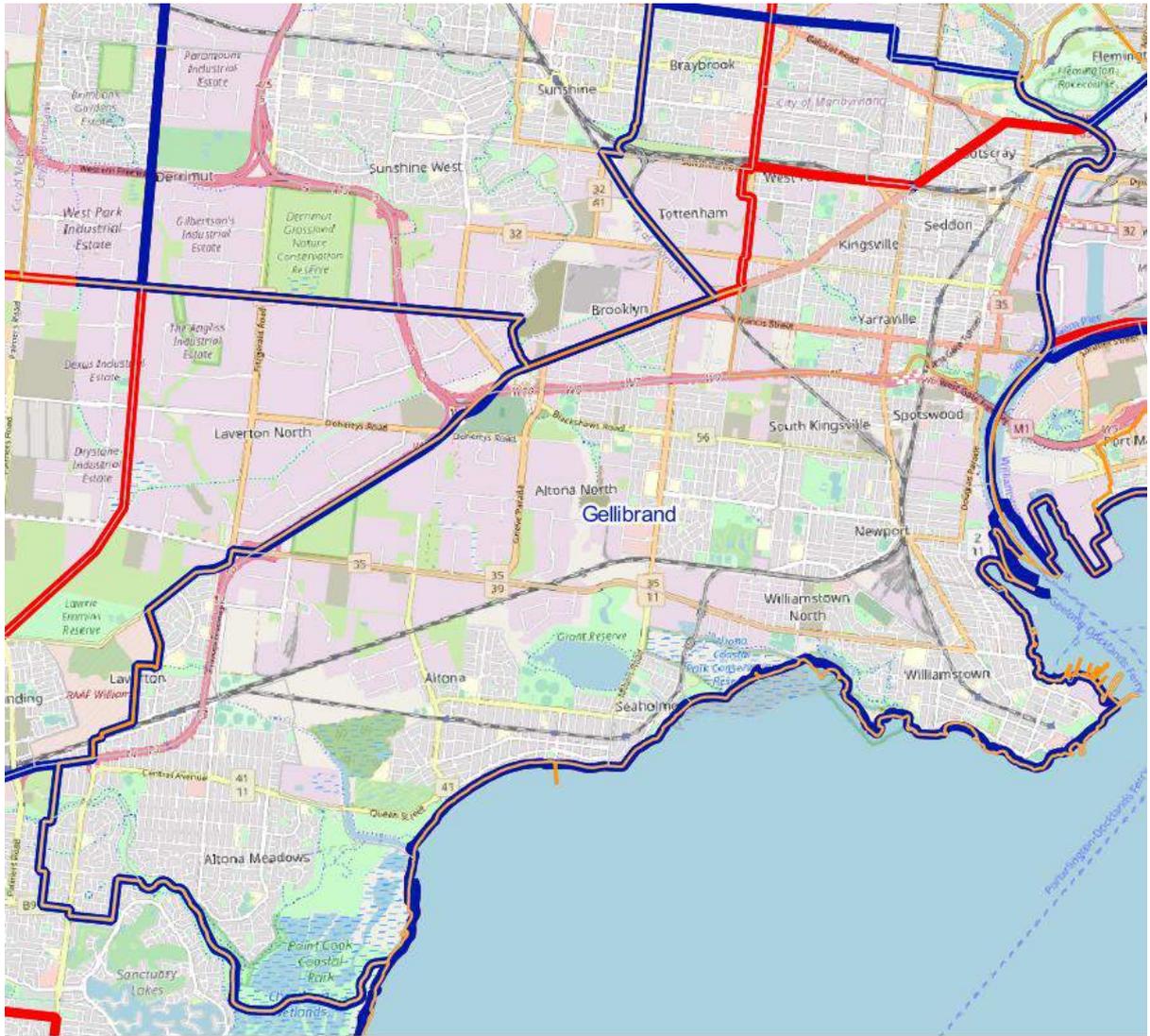












t



