



Suggestion 34

Dr Mark Mulcair

41 pages

SUGGESTIONS FOR 2020 VICTORIAN FEDERAL REDISTRIBUTION

Dr Mark Mulcair

Please accept my Suggestions for the 2020 Victorian federal redistribution.

I am an independent person with no affiliation to any political party, and no interest in engineering a partisan outcome for any side. At recent redistributions, a small group of interested independent contributors have emerged, and I encourage the redistribution Committee to take our suggestions on board.

Victoria is my home state and I have lived there most of my life. I currently live in the northern suburbs, but I grew up in the eastern suburbs, and I have family connections through Geelong, Bendigo, and Shepparton, so I have a fairly strong knowledge of the community of interest through most parts of the state.

I hope my suggestions can be of benefit to the Committee

Mark Mulcair

ENROLMENT PROJECTIONS AND GENERAL STRATEGY

The enrolment projections continue to show a significant disparity in growth for different parts of Victoria.

There is strong growth predicted in northern and western Melbourne, extending from the inner city through the outer suburbs to Bendigo, Ballarat, and especially Geelong. Virtually every Division in these areas is either over quota now, or projected to be in the future. I suggest that this is the logical and obvious area for a new Division.

I am proposing a new Division located in the outer west, taking in Melton, Rockbank, Sunbury, and Bacchus Marsh. I believe that this is the best way to neatly soak up the excess in the outer suburbs and provincial cities in a single seat. Flow-on effects allow the surplus in the south-west, outer north, and Bendigo to be accommodated within the existing arrangement of seats.

In contrast, the eastern suburbs are projected to have much slower growth. Even with the lower quota caused by the additional seat, there are several Divisions that are below tolerance and needing to make gains. However, the outer south-east seats (Holt and Latrobe) are well over tolerance, and there is also some surplus closer to the city. This allows the eastern suburbs to be self-adjusting, with the eastern suburbs seats moving generally southwards. There is no need to add or delete a seat in this area.

BOUNDARIES

I have tried to use strong and clear boundaries wherever possible. In rural areas, I have been guided by LGA boundaries or SA2 boundaries, and/or natural features such as mountain ranges. In urban areas, I have tried to use major roads, freeways, rivers and creeks wherever possible. In some cases, suburb or LGA boundaries can make useful boundaries in urban areas, but I have tried to avoid these boundaries when they run along minor streets or split built-up areas.

As well as changes that are necessary for quota, I have also tried to tidy up existing boundaries that are less-than-ideal where possible. For example, the boundary between Cooper and Jagajaga, or the Scullin/McEwen boundary in the Mernda area. I have always been prepared to go a little further than strictly necessary for quota, in the aim of finding a strong boundary.

NAMING

I suggest that the new Division be named 'Burke', as it is quite similar to the former seat of Burke (containing Melton, Sunbury, and Bacchus Marsh) and would have some familiarity for locals.

With the death of former Prime Minister Bob Hawke, I suggest that the existing seat of Maribyrnong be renamed 'Hawke'. While the existing name is long-standing, 'Maribyrnong' is a geographic reference instead of commemorating an individual. With the gradual movement of the seat to take in areas further away from the river, and part of the suburb of that name removed, I think that 'Maribyrnong' is no longer as suitable as a name.

As the former Member for Wills, Bob Hawke represented some areas in the eastern parts of my proposed seat (Strathmore, Essendon, Moonee Ponds) at different times, so again there would be some familiarity and connection for locals in these suburbs.

At the last redistribution, 4 Divisions changed their name. For this reason, and to avoid voter confusion and disconnection, I do not recommend that any of the other 37 Divisions change their name this time.

POLITICAL IMPLICATIONS

Despite significant changes to many boundaries, my proposals do not have much partisan political impact. The new seat of Burke would be reasonably safe for Labor, adding one seat to their tally, but it doesn't seem to me that any other seats would change hands.

Several marginal seats do undergo major changes (Deakin, Chisholm, Latrobe, Corangamite, McEwen) but this does not dramatically alter any of their political complexions on a 2PP basis.

My proposals would appear to benefit the Greens vs Labor in Macnamara and Fraser, but at their expense in Higgins and Gellibrand. Other close Labor/Green seats have minor changes.

RURAL NORTH AND WEST

I have commenced the redistribution at Little River, which serves as the Wyndham/Greater Geelong boundary, and therefore effectively as the boundary between 'Melbourne' and 'Geelong'.

Previous redistributions at state and federal level have settled on this boundary as something that should not be crossed. I personally don't see this as any sort of unbreakable boundary, but it is clear that many others do, and I accept that this is a settled question. In any case, there is no need for this boundary to be breached for quota purposes this time.

The strong growth in the provincial cities (especially Geelong) ensures that all of the Divisions in this area can retain their general form, using the existing excess in the south to top up the low-growth seats in the north.

I am proposing that the large excess in Corangamite be fed through Wannon into Mallee, and through Ballarat into my proposed new Division of Burke. These transfers plus the existing excess mean that Ballarat and Bendigo generally move away from Melbourne; this creates room for the new Division, and also allows Ballarat and Bendigo to become more focussed on the cities themselves and surrounding rural areas.

While not necessary for quota, I am proposing a reversal of the decisions made for Corio and Corangamite last time, to focus them more clearly as 'northern' and 'southern' Geelong seats. I believe this is the best outcome for the longer term, as it is inevitable that Corangamite will become a fully southern Geelong seat as it continues to grow.

CORIO

In theory, Corio could remain unchanged, as it is almost exactly on quota. However, I think the Committee should try to undo some of the changes made at the previous redistribution. There was considerable objection to the extensive re-arrangement of Corio and Corangamite last time, and with this redistribution it is possible to address at least some of them.

I suggest:

- Corio lose everything south of the Barwon River, Belle Vue Avenue, Fryers Road, Reynolds Road, High Street, Settlement Road, and Breakwater Road back to Corangamite. This includes almost all of Highton plus part of Belmont. There were a large number of Objections to pushing Corio south of the river last time; it doesn't seem possible to completely undo this now, but the majority of the area can be removed and returned to Corangamite.
- Corio gain Bannockburn from Corangamite. While it is part of Golden Plains Shire, this area is increasingly an outer suburb of Geelong, and fit better with the northern suburbs of Geelong than with the rural parts of the Shire.
- Corio gain Leopold and the balance of Moolap from Corangamite. Again, these areas are essentially outer parts of Geelong rather than separate towns, immediately east of Newcomb and other eastern suburbs.

I think this outcome is a much improved community of interest in Geelong, where the Barwon River is the main divide. With these changes, most of Greater Geelong that lies north of the river are placed in Corio, while most of the southern areas are re-united in Corangamite.

CORIO		CURRENT	PROJECTED
Existing		110886	117383
+ Bannockburn SA2	From Corangamite	5033	6086
+ Moolap SA2	From Corangamite	1394	1456
+ Leopold SA2	From Corangamite	9847	10748
- Highton SA2 (west of Bellevue Ave, Fryers Rd, Reynolds Rd)	To Corangamite	14974	15982
- Belmont SA2 (south of Colac Rd, Settlement Rd, Breakwater Rd)	To Corangamite	3232	3284
PROPOSED		108954	116407

CORANGAMITE

Currently well over quota, the exchanges with Corio largely balance out, leaving Corangamite still needing to lose 15,000 -20,000 electors. Logically, this should be in the rural west of the seat.

I suggest that all of Colac, Winchelsea, Anglesea, Lorne, Apollo Bay, and surrounding areas be transferred and placed in the Division of Wannon. These areas fit well with the existing Western Districts and Great Ocean Road communities currently in Wannon. The hinterland has strong links back to Colac and Warrnambool via the railway and Princes Highway, and it seems sensible to unite all of the Great Ocean Road in one Division.

I also suggest that the remaining parts of Golden Plains Shire be divided between Wannon and Ballarat. I recommend that Lethbridge and Meredith be placed in Ballarat, and the Inverleigh/Shelford/Teesdale area be transferred to Wannon. While this makes a further split of Golden Plains, this arrangement prevents Ballarat from being dragged too far south.

With all these changes, Corangamite becomes an almost entirely urban Division, based clearly on southern Geelong and the Bellarine Peninsula.

CORANGAMITE		CURRENT	PROJECTED
Existing		116461	135907
+ Highton SA2 (west of Bellevue Ave, Fryers Rd, Reynolds Rd)	From Corio	14974	15982
+ Belmont SA2 (south of Colac Rd, Settlement Rd, Breakwater Rd)	From Corio	3232	3284
- Bannockburn SA2	To Corio	5033	6086
- Moolap SA2	To Corio	1394	1456
Leopold SA2	To Corio	9847	10748
- Otway SA2	To Wannon	2912	2886
- Colac Region SA2	To Wannon	1194	1177
- Winchelsea SA2	To Wannon	4736	4872
- Lorne/Anglesea SA2	To Wannon	4459	4638
- Golden Plains Sth SA2 (Inverleigh, Shelford, Teesdale)	To Wannon	2719	3070
-Golden Plains Sth SA2 (Meredith & Lethbridge)	To Ballarat	1846	2075
PROPOSED		100527	118165

WANNON

The gains from Corangamite push Wannon over quota, but it can logically shed areas in the north to consolidate as a more clearly Western Districts seat.

I suggest the obvious starting point is to transfer areas close to Ballarat to the Division of that name. The existing boundary runs very close to Ballarat itself, and splits these communities off from the city. Around 11,000 voters in Smythes Creek, Smythesdale, Linton, Beaufort, and Lexton are transferred.

This still leaves Wannon over quota, so I suggest that Stawell be transferred to the Division of Mallee. While Stawell has good links with Ararat (in Wannon), it also fits quite well with Horsham and surrounding areas currently in Mallee. This change also re-unites Northern Grampians Shire in a single seat.

WANNON		CURRENT	PROJECTED
Existing		115433	116545
+ Otway SA2	From Corangamite	2912	2886
+ Colac Region SA2	From Corangamite	1194	1177
+ Winchelsea SA2	From Corangamite	4736	4872
+ Lorne/Anglesea SA2	From Corangamite	4459	4638
+ Golden Plains Sth SA2 (Inverleigh, Shelford, Teesdale)	From Corangamite	2719	3070
-Smythes Creek SA2	To Ballarat	3090	3258
- Golden Plains North SA2	To Ballarat	3426	3785
- Golden Plains South SA2	To Ballarat	809	911
- Beaufort SA2	To Ballarat	3010	3161
- Avoca SA2	To Ballarat	678	702
- Stawell SA2	To Mallee	5781	5617
PROPOSED		114659	115754

MALLEE

The gain of Stawell boosts the numbers in Mallee, providing a solid injection of electors without the need to greatly increase its area. This leaves Mallee towards the higher end of tolerance, which is appropriate due to its continued decline.

Unfortunately, there is still not much that can be done to arrest the negative growth in Mallee at this time.

MALLEE		CURRENT	PROJECTED
Existing		113801	113046
+ Stawell SA2	From Wannon	5781	5617
PROPOSED		119582	118663

NICHOLLS

Nicholls and neighbouring Indi are within tolerance, and in theory could be left unchanged. However, Nicholls has a lower enrolment and slower projected growth than Indi, so I suggest a small adjustment between the two.

A very logical change is to re-unite Strathbogie Shire, returning the towns of Euroa and Violet Town to Nicholls. There was some objection at the last redistribution to splitting Strathbogie, and since the numbers work, it seems sensible to unite it in a single seat. While Euroa and Violet Town do fit well with Benalla in Indi, there are also good links back to areas in southern part of the existing Nicholls.

NICHOLLS		CURRENT	PROJECTED
Existing		112151	114676
+ Euroa SA2	From Indi	4506	4746
PROPOSED		116657	119422

INDI

I suggest no further changes to Indi. The loss of Euroa and Violet Town leaves it at the lower end of tolerance, but it has more robust growth than Nicholls or Mallee, and the remaining boundaries are very strong.

INDI		CURRENT	PROJECTED
Existing		113713	118756
- Euroa SA2	To Nicholls	4506	4746
PROPOSED		109207	114010

BENDIGO

Slightly over quota, Bendigo can very easily be brought back within tolerance by shedding Woodend and surrounds to McEwen.

Woodend fits very well with Gisborne and Macedon, currently in McEwen, with strong links along the Calder Freeway and railway.

I would not support removing any northern parts of the City of Greater Bendigo as a way to top up Mallee or Nicholls. It seems to make sense for all of 'Greater Bendigo' to remain united in the Division of that name.

BENDIGO		CURRENT	PROJECTED
Existing		114350	123958
- Woodend SA2	To McEwen	5529	6140
PROPOSED		108821	117818

BALLARAT

With its existing excess and the transfers from Wannon and Corangamite, the Division of Ballarat now needs to lose around 20,000 electors.

I suggest the most logical option is to transfer Bacchus Marsh and surrounding areas (including Ballan) to my proposed new Division of Burke. Bacchus Marsh is part of Moorabool Shire, but it is increasingly becoming drawn into the Melbourne urban area, with new suburban housing development and good links with Melton. I think it fits better in an outer western Melbourne Division than with Ballarat.

Ballan is still more rural, although it too is seeing some more development with links back towards Melbourne. It could probably fit equally well in Ballarat or a Melbourne-based seat, but I think the numbers balance better by placing it in Burke.

With these changes, Ballarat becomes more focussed on Ballarat itself and the rural areas surrounding it, and no longer extends into the fringes of Melbourne.

BALLARAT		CURRENT	PROJECTED
Existing		117072	127041
+ Golden Plains Sth SA2 (Meredith & Lethbridge)	From Corangamite	1846	2075
+ Smythes Creek SA2	From Wannon	3090	3258
+ Golden Plains North SA2	From Wannon	3426	3785
+ Golden Plains South SA2	From Wannon	809	911
+ Beaufort SA2	From Wannon	3010	3161
+ Avoca SA2	From Wannon	678	702
- Bacchus Marsh SA2	To Burke	16343	18227
- Bacchus Marsh Region SA2	To Burke	4723	4925
PROPOSED		108865	117781

MELBOURNE NORTH AND WEST

This part of Melbourne continues to see strong growth, and is the obvious location for the new Division.

The existing excess plus transfers from Ballarat, Bendigo and Menzies provide enough electors for a new seat ('Burke') to be created in this area. I suggest creating the seat based on Sunbury, Melton, and Bacchus Marsh, which allows the excess in the north and west to be soaked up fairly naturally.

I have explored options to confine the new seat purely to the Western Highway corridor or the Calder Highway corridor, but I found it very difficult to make sensible Divisions. I would be curious to see other Suggestions that may have tried this arrangement, but I don't think the numbers work this time without major flow-on effects to neighbouring seats.

The creation of Burke forces Gorton and Fraser eastwards, which allows all of the Footscray area (currently split three ways) to be united in one seat. Losing Footscray causes both Gellibrand and Maribyrnong to expand slightly outwards, allowing the excess in Lalor and Calwell to be accommodated. Loss of Sunbury allows McEwen to push back into the Diamond Valley to take up the excess in the north-east.

LALOR

Continued growth in Wyndham has pushed Lalor well over quota. Assuming the boundary at Little River remains intact, I suggest that the most obvious place to lose electors is to Gellibrand in the east.

At the last redistribution, there was significant objection to the splitting of Point Cook. Unfortunately, this ended up being necessary for quota, but this time the numbers allow for all of Point Cook to be united in Gellibrand. I suggest the boundary follow Princes Freeway, Duncans Road, and the suburb boundary, uniting all of the new housing areas immediately east of the freeway in Gellibrand.

This still leaves Lalor over quota, so I suggest that the boundary in the Truganina area be moved slightly westwards to follow Skeleton Creek, Sayers Road, Forsyth Road, and the railway line to Boundary Road. This transfers a further ~6800 electors in Truganina, and removes some further growth areas out of the Division.

(The actual number of electors transferred is an estimate, since it includes a very large and populated SA1. However, the numbers in Lalor would still balance if my estimation was off by several hundred electors.)

LALOR		CURRENT	PROJECTED
Existing		113148	132793
- Point Cook SA2	To Gellibrand	7375	9300
- Werribee South SA2 (east of Princes Fwy, nth Duncans Road & Point Cook suburb boundary)	To Gellibrand	1494	2361
- Truganina SA2 (east of Skeleton Creek, Sayers Rd, Forsyth Rd, Doherteys Rd, railway line)	To Gellibrand	5293	6852
PROPOSED		98,986	114,280

GELLIBRAND

With the gains from Lalor, the Division of Gellibrand needs to lose electors.

Currently, the Footscray area is split between Gellibrand and Maribyrnong, with some western parts also in the Division of Fraser. Given Footscray is a significant centre for the surrounding area, I suggest it is very sensible to unite this entire area in a single seat.

Therefore, I suggest that Gellibrand adopt Francis Street as the new northern boundary, with everything north of this being placed in Fraser. This transfers over 24,000 electors, including Footscray, West Footscray, Kingsville, Seddon, and most of Yarraville. Francis Street is a clear boundary in the local area, being a major traffic corridor and containing some industrial areas along part of its length.

With this change, Gellibrand consolidates more clearly as a bayside Division, based on Hobsons Bay and the eastern parts of Wyndham. The Werribee rail line and several major roads continue to provide good east-west links throughout the seat.

GELLIBRAND		CURRENT	PROJECTED
Existing		112890	121841
+ Point Cook SA2	From Lalor	7375	9300
+ Werribee South SA2 (east of Princes Fwy, nth Duncans Road & Point Cook suburb boundary)	From Lalor	1494	2361
+ Truganina SA2 (east of Skeleton Creek, Sayers Rd, Forsyth Rd, Dohertys Rd, railway line)	From Lalor	5,293	6,852
- West Footscray & Tottenham SA2	To Fraser	2479	2612
- Footscray SA2	To Fraser	5048	5408
- Seddon Kingsville SA2	To Fraser	6699	6905
- Yarraville SA2 (north of Francis Street)	To Fraser	8836	9429
PROPOSED		103990	116000

FRASER

Fraser shifts decisively eastwards, gaining Footscray and surrounding areas from Gellibrand. I also suggest that it gain most of the existing Division of Maribyrnong that lies west of the river; including its share of Footscray, West Footscray, Maidstone, Tottenham, and the part of Maribyrnong generally south of Highpoint (the Jack's Magazine development).

In theory, all of Maribyrnong could be included in Fraser, as this would allow further use of the river as the boundary. However, the area around Highpoint includes the Raleigh Road/Cordite Avenue corridor, which forms a strong link within the existing Division of Maribyrnong. I think it makes more sense to leave this area alone, to provide an additional link across the river between the two halves of the existing Maribyrnong seat.

With the above gain, Fraser can then lose electors in its north-west to the Division of Gorton. I suggest adopting Kings Road, Taylors Road, and Taylors Creek as the new boundary. This transfers ~44,000 electors in Keilor, Keilor Downs, Taylors Lakes, Delahey, Kings Park, and the balance of Sydenham.

Fraser's focus is now more clearly on the Footscray-Sunshine axis, consolidating most of the suburbs that look towards these two major centres in a single seat. Ballarat Road and several major railway lines would form the backbone of the Division.

FRASER		CURRENT	PROJECTED
Existing		109599	113291
+ West Footscray & Tottenham SA2	From Gellibrand	2479	2612
+ Footscray SA2	From Gellibrand	5048	5408
+ Seddon Kingsville SA2	From Gellibrand	6699	6905
+ Yarraville SA2 (north of Francis Street)	From Gellibrand	8836	9429
+ West Footscray & Tottenham SA2	From Maribyrnong	5132	5446
+ Footscray SA2	From Maribyrnong	5535	5889
+ Braybrook SA2	From Maribyrnong	5827	6218
+ Maribyrnong (south of Highpoint S/C)	From Maribyrnong	3627	3988
- Sydenham SA2	To Gorton	6632	6903
- Delahey SA2	To Gorton	5788	5947
- Kings Park SA2	To Gorton	5435	5549
- Taylors Lakes SA2	To Gorton	13319	13668
- Keilor Downs SA2 (north of Green Gully Rd)	To Gorton	7424	7419
- Keilor SA2	To Gorton	4573	4755
PROPOSED		109611	114945

GORTON

Gorton in turn is pulled inwards, gaining a significant number of electors from Fraser. Keilor and Taylors Lakes fit extremely well with Sydenham, and both Kings and Taylors Roads are strong and clear boundaries.

This gain then allows Gorton to shed electors in the west to my proposed new Division. I suggest that the most logical transfer is Melton and surrounding areas. This provides the right number of electors, and allows Gorton to consolidate as an entirely suburban Division.

I propose using Hopkins Road, Kororoit Creek, Plumpton Road, and Holden Road as the new western boundary. This transfers all of Melton itself, as well as Diggers Rest and the new housing developments around Rockbank.

This arrangement splits the growth areas in the outer west between two Divisions; Melton and Rockbank into the new seat, and Plumpton mostly in Gorton.

GORTON		CURRENT	PROJECTED
Existing		115985	134656
+ Sydenham SA2	From Fraser	6632	6903
+ Delahey SA2	From Fraser	5788	5947
+ Kings Park SA2	From Fraser	5435	5549
+ Taylors Lakes SA2	From Fraser	13319	13668
+ Keilor Downs SA2 (north of Green Gully Rd)	From Fraser	7424	7419
+ Keilor SA2	From Fraser	4573	4755
- Melton SA2	To Burke	12883	13599
- Melton West SA2	To Burke	12380	14572
- Melton South SA2	To Burke	17727	22019
- Sunbury South SA2	To Burke	2991	3763
- Plumpton SA2 (west of Plumpton Rd & Taylors Rd)	To Burke	139	189
- Rockbank SA2 (west of Hopkins Rd, Neale Rd & Sinclairs Rd)	To Burke	4202	7170
PROPOSED		108834	117585

“BURKE”

I propose the new Division of Burke consist of:

- Bacchus Marsh and Ballan, from the Division of Ballarat
- Melton, Rockbank, and Diggers Rest, from the Division of Gorton
- All of the Sunbury area, from the Division of McEwen.
- The small part of Bulla west of Jacksons Creek, Bulla – Diggers Rest Road, Sunbury Road and the quarry, from McEwen.

This seat would take in some strong growth areas around Melton and Sunbury, relieving a lot of the population pressure on McEwen and Gorton. However, this would be balanced by more stable areas around Ballan, as well as the remaining semi-rural territory between Melton/Rockbank and Diggers Rest, to help prevent the enrolment from blowing out too much.

(The numbers below are estimates of the small number of Bulla electors)

BURKE		CURRENT	PROJECTED
Existing		0	0
+ Melton SA2	From Gorton	12883	13599
+ Melton West SA2	From Gorton	12380	14572
+ Melton South SA2	From Gorton	17727	22019
+ Sunbury South SA2	From Gorton	2991	3763
+ Plumpton SA2 (west of Plumpton Rd & Taylors Rd)	From Gorton	139	189
+ Rockbank SA2 (west of Hopkins Rd, Neale Rd & Sinclairs Rd)	From Gorton	4202	7170
+ Bacchus Marsh SA2	From Ballarat	16343	18227
+ Bacchus Marsh Region SA2	From Ballarat	4723	4925
+ Sunbury SA2	From McEwen	9,823	10,306
+ Sunbury South SA2	From McEwen	18,568	20,697
+ Bulla SA2 (west of Jacksons Creek, Bulla-Diggers Rest Rd, Sunbury Rd, Quarry)	From McEwen	30	30
PROPOSED		99809	115497

MELBOURNE

Melbourne is predicted to be within tolerance at the projection time, and has strong boundaries on all sides. I do not think any changes are necessary for this Division.

MELBOURNE		CURRENT	PROJECTED
EXISTING		108861	119787

WILLS

Wills is towards the higher end of tolerance. Assuming the boundary with Melbourne remains unchanged, it is difficult to see where any possible loss could take place. The eastern and western boundaries are aligned to creeks and parklands, and any changes to the northern boundary would probably involve a split of Fawkner or Glenroy.

I suggest Wills remain unchanged.

WILLS		CURRENT	PROJECTED
EXISTING		112093	120753

COOPER

Cooper is within tolerance and could be left unchanged. However, I suggest a small adjustment to the north-eastern boundary, to run along Darebin Creek and Plenty Road. This creates a more regular boundary, and transfers the Latrobe University precinct to Jagajaga.

At previous redistributions, there have been suggestions and comments noting the strong links between Latrobe University and surrounding suburbs such as Heidelberg, Macleod, and Rosanna, all of which are currently in Jagajaga. The existing boundary follows the LGA boundary, but this deviates around the university and splits Macleod between two seats.

COOPER		CURRENT	PROJECTED
EXISTING		112825	119559
- Kingsbury SA 2 (east Plenty Road)	To Jagajaga	2864	3182
PROPOSED		109961	116377

JAGAJAGA

I suggest that Jagajaga re-gain all of the territory that it lost to Menzies at the previous redistribution; *i.e.* all of Menzies lying north of the Yarra River. This includes all of the Eltham area, plus Research, Kangaroo Ground, and North Warrandyte.

At the last redistribution, there was some objection to this area being placed in a Division based south of the Yarra, and there are limited connections across the river. Since the numbers now balance, it makes enormous sense to re-unite Eltham and surrounds with Greensborough and Montmorency currently in Jagajaga.

With this gain, Jagajaga now needs to lose electors. I suggest the most logical transfer is Diamond Creek, Wattle Glen, Plenty, and surrounding areas to the Division of McEwen. Most of this area has previously been in McEwen, and fits well with the existing peri-urban parts of that seat.

Jagajaga becomes a more coherent seat, uniting most of the suburbs on the north bank of the Yarra and being focussed clearly on the Heidelberg – Greensborough – Eltham axis.

JAGAJAGA		CURRENT	PROJECTED
EXISTING		108042	112132
+ Kingsbury SA 2 (east Plenty Road)	From Cooper	2864	3182
+ Research North Warrandyte SA2	From Menzies	5117	5281
+ Eltham SA2	From Menzies	15796	16255
- Wattle Glen/Diamond Creek SA2	To McEwen	10517	10886
- Plenty SA 2	To McEwen	5821	6025
PROPOSED		115481	119939

SCULLIN

Scullin can be left unchanged; however, since the numbers permit, I suggest the opportunity be taken to tidy up the messy boundary through Mernda.

Quota does not allow for all of Mernda to be united in Scullin (or McEwen), but I suggest that the boundary could at least be straightened to run along Bridge Inn Road, instead of making the deviation onto minor local streets through the middle of Mernda.

This would transfer around 2500-3000 electors to Scullin, leaving it on the high side but still within tolerance.

(The number is an estimate, as it involves transferring part of a large SA1. However, both Divisions would be well within tolerance if the actual value was slightly different).

SCULLIN		CURRENT	PROJECTED
EXISTING		107312	116741
+ Mernda SA2 (south of Bridge Inn Road)	From McEwen	2405	3331
PROPOSED		109717	120072

“HAWKE” (MARIBYRNONG)

One ongoing issue with the Division of Maribyrnong is that it takes in both sides of the Maribyrnong River, where there is limited communication across it. At different times, parts of Footscray, Sunshine and St Albans have been joined with Moonee Valley LGA, despite them being effectively cut off from each other.

Since the numbers allow, I strongly suggest that Maribyrnong lose almost all of its territory west of the river, to consolidate on the eastern bank. The Raleigh Road/Cordite Avenue corridor is the only area ‘west’ of the river that I propose retaining in this seat; it joins two areas east of the river to provide a significant east-west link between them.

Having shed ~21,500 electors to Fraser, this Division now needs make gains. Assuming no changes to the boundaries of Wills and Melbourne, the most logical thing to do is take electors from over-quota Calwell.

I suggest that Keilor Park, Tullamarine, and Gladstone Park would be sensible additions to this Division. Keilor Park is largely cut off from the rest of Calwell by the airport precinct, and in my opinion it fits better with areas like Airport West and Keilor East currently in Maribyrnong. Similarly, Tullamarine and Gladstone Park also fit quite well, with creeks and major roads serving as the suburb boundaries. These adjustments allow for greater use of the Maribyrnong River and Moonee Ponds Creek as boundaries in this area.

As noted, with the death of former Prime Minister Bob Hawke, I suggest that this seat be renamed ‘Hawke’. Bob Hawke did represent some of the areas covered by this seat when he was Member for Wills, making it particularly appropriate for this Division to bear his name.

HAWKE		CURRENT	PROJECTED
Existing Maribyrnong		114182	122142
+ Keilor SA2	From Calwell	2083	2111
+ Tullamarine SA2	From Calwell	4668	4705
+ Gladstone Park SA2	From Calwell	8106	8164
- West Footscray & Tottenham SA2	To Fraser	5132	5446
- Footscray SA2	To Fraser	5535	5889
- Braybrook SA2	To Fraser	5827	6218
- Maribyrnong (south of Highpoint S/C)	To Fraser	3627	3988
PROPOSED		108918	115581

CALWELL

Currently over quota, the losses to Hawke leave Calwell slightly below tolerance. This can be easily adjusted by gaining the Bulla area from the Division of McEwen.

Bulla would fit well in a Sunbury-based Division (my proposed Burke) but also fits fairly well with Oaklands Junction and the remaining semi-rural parts of Hume currently in Calwell.

For a clear boundary, I suggest following Jacksons Creek as far as Bulla – Diggers Rest Road, then Sunbury Road and the quarry to Deep Creek. This unites the Bulla township on both sides of Deep Creek, as well as the areas along Loemans Road.

I would not recommend any adjustment to Calwell’s northern boundary. The current boundary helps split the high growth areas in the outer north between Calwell and McEwen, preventing either Division from blowing out their enrolment too much. A different arrangement (such as Mickleham/Craigieburn going into McEwen) would bottle up all the growth in a single seat.

CALWELL		CURRENT	PROJECTED
Existing		112712	130063
+ Bulla SA2 (east of Jacksons Creek, Bulla-Diggers Rest Rd, Sunbury Rd, Quarry)	From McEwen	500	561
- Keilor SA2	To Hawke	2083	2111
- Tullamarine SA2	To Hawke	4668	4705
- Gladstone Park SA2	To Hawke	8106	8164
PROPOSED		98355	115644

McEWEN

Previously described changes leave McEwen within tolerance.

McEwen loses:

- Sunbury and surrounds to the new Division of Burke
- Bulla, to the Division of Calwell
- That part of Mernda south of Bridge Inn Road, to Scullin.

McEwen then gains:

- Woodend and surrounding areas, from Bendigo
- All of Diamond Creek, Plenty, Yarrambat, Wattle Glen, and surrounds from Jagajaga.

These changes still leave McEwen as something of a ‘bits and pieces’ seat, as it has been for most of its existence. I have explored options to confine McEwen to the Hume or Calder corridors, but this causes too many changes elsewhere.

McEwen would have a fairly strong community of interest, in joining together many semi-rural and growing urban areas on the northern fringe of Melbourne.

McEWEN		CURRENT	PROJECTED
EXISTING		112032	129413
+ Wattle Glen/Diamond Creek SA2	From Jagajaga	10517	10886
+ Plenty SA 2	From Jagajaga	5821	6025
+ Woodend SA2	From Bendigo	5529	6140
- Sunbury SA2	To Burke	9823	10306
- Sunbury South SA2	To Burke	18568	20697
- Bulla SA2	To Calwell	500	561
- Mernda SA2	To Scullin	2405	3331
PROPOSED		102603	117569

GIPPSLAND AND OUTER SOUTH EAST

The existing excess and strong growth in Holt and Latrobe pulls most seats in this area to the south-east. These electors are filtered through Bruce and Hotham, allowing them to be donated to the under-quota Divisions further north.

Balancing the extremely strong growth around Berwick and Cranbourne is not easy; I have settled on an arrangement for Latrobe and Holt that combine a mixture of urban and rural areas. This ensures that the growth is spread around, with no one seat predicted to blow out the enrolment in the future.

There may be some suggestion to create a new seat in this area, and abolish a seat in the eastern suburbs. However, I think an adjustment can take place very naturally within the existing pattern of seats; I have adopted Eastlink as a very strong boundary for Bruce, which also helps donate a significant number of electors to top up Divisions further north.

GIPPSLAND

Gippsland is within tolerance and has strong boundaries with the neighbouring Division of Monash. I suggest no changes for this seat.

GIPPSLAND		CURRENT	PROJECTED
EXISTING		111875	116288

MONASH

Monash is predicted to grow outside tolerance, and needs to shed around 10,000 electors. Logically, this should be to the Division(s) to the west; Latrobe and/or Holt.

One option would be to simply transfer all of Cardinia Shire to Latrobe, uniting the Shire in that Division. I have attempted this, but found that I was unable to balance the numbers in Latrobe and Holt. Both of these Districts have extremely strong growth, and it is difficult to design Divisions that remain in tolerance now and at the projection time.

Instead, I recommend transferring Tynong, Garfield and Bunyip to Latrobe, and all of the Koo Wee Rup area to the Division of Holt.

While this does leave Cardinia Shire split, it allows for a better balance of numbers between Latrobe and Holt; both Divisions would contain a mixture of high-growth suburbs and more stable semi-rural areas. It also focusses both Divisions more clearly; Latrobe on the Princes Highway corridor, and Holt along the South Gippsland Highway.

Monash would be left at the bottom of tolerance with this change, but I think this is defensible to allow all of Cardinia to be removed. It remains a Division based clearly on western Gippsland and Moe.

MONASH		CURRENT	PROJECTED
Existing		115568	125734
- Bunyip Garfield SA2	To Latrobe	5574	5938
- Koo Wee Rup SA2	To Holt	5637	6410
PROPOSED		104357	113386

LATROBE

Latrobe is growing rapidly, and the gains from Monash push the Division significantly over tolerance. With the Dandenong Ranges to the north and the coast to the south, the most logical deletion is to Bruce and/or Holt to the west.

One option would be to remove large parts of Narre Warren and Berwick to the Division of Holt. However, Holt is also growing rapidly, and the transfer of even more high-growth areas makes it almost impossible to keep Holt within tolerance. In contrast, Bruce is a more stable Division that is currently under quota, and I recommend the majority of Latrobe's excess should be placed there.

I recommend that everything west of Harkaway Road be placed in Bruce. The new boundary would follow Harkaway Road, High Street, and the Monash Freeway to the existing boundary. This transfers 17,000 – 18,000 electors in Narre Warren North and Berwick to Bruce.

I also suggest the balance of Narre Warren itself, south of the Monash Freeway, be placed in Holt, plus a small adjustment to straighten the boundary along Soldiers Road and Clyde Road. This is an improvement on the existing boundary that runs awkwardly through the middle of Narre Warren.

Latrobe remains a Division based on Cardinia Shire and eastern Casey City.

LATROBE		CURRENT	PROJECTED
Existing		116542	137861
+ Bunyip Garfield SA2	From Monash	5574	5938
- Narre Warren North SA2 (east of Harkaway Rd)	To Bruce	2617	2845
- Narre Warren Nth East SA2	To Bruce	4429	4660
- Berwick SA2 (east of Harkaway Rd)	To Bruce	9775	10059
- Narre Warren SA2	To Holt	4798	4982
- Berwick SA2 (west of Clyde Rd, sth of Soldiers Rd)	To Holt	1092	1201
PROPOSED		99405	120052

HOLT

The other high-growth seat in the outer south-east, Holt's existing excess plus the gains from Monash and Latrobe leave it needing to lose around 25,000 electors.

I suggest that a very neat way to achieve this is to transfer all of Hampton Park, Lynbrook, and Lyndhurst to the Division of Bruce. This makes for a very clear boundary, since the eastern boundary of all three suburbs runs through open space defined by electricity transmission lines. All three suburbs fit well with the eastern part of the existing Bruce, with good links along the railway, South Gippsland Highway, and Hallam Road.

Holt continues its slow eastwards drift, but it remains a Division based on Cranbourne and surrounding areas. The South Gippsland Highway remains a strong link the urban and rural parts of the seat.

HOLT		CURRENT	PROJECTED
Existing		111524	131634
+ Narre Warren SA2	From Latrobe	4798	4982
+ Berwick SA2 (west of Clyde Rd, sth of Soldiers Rd)	From Latrobe	1092	1201
+ Koo Wee Rup SA2	From Monash	5637	6410
- Hampton Park Lynbrook SA2	To Bruce	14651	15367
- Lynbrook Lyndhurst SA2	To Bruce	9142	10177
PROPOSED		99258	118683

BRUCE

Bruce is dragged to the south-east to soak up the excess from neighbouring seats. In addition to the gains from Holt and Latrobe, I suggest it gain the remaining parts of Dandenong South from Isaacs, to allow all of the Dandenong area to be united. Thompsons Road, which serves as the LGA boundary between Dandenong and Frankston, would be a very logical boundary between Bruce and Isaacs.

These gains allow Bruce to adopt Eastlink as its new western boundary, with its share of Springvale, Noble Park, and Keysborough being transferred to the Division of Hotham. Eastlink is a very strong boundary; not only is it a major freeway, it also serves as a clear divide between the Springvale/Noble Park area and Dandenong.

The Division sees some significant change, but remains clearly focussed on Dandenong and suburbs to the east. Major roads and railways provide good east-west links from the Narre Warren and Hampton Park areas back towards Dandenong itself.

BRUCE		CURRENT	PROJECTED
Existing		110086	112941
+ Narre Warren North SA2 (east of Harkaway Rd)	From Latrobe	2617	2845
+ Narre Warren Nth East SA2	From Latrobe	4429	4660
+ Berwick SA2 (east of Harkaway Rd)	From Latrobe	9775	10059
+ Hampton Park Lynbrook SA2	From Holt	14651	15367
+ Lynbrook Lyndhurst SA2	From Holt	9142	10177
+ Dandenong SA2	From Isaacs	4720	4933
- Springvale SA2	To Hotham	6045	6307
- Springvale South SA2	To Hotham	5257	5504
- Noble Park West SA2	To Hotham	10875	11252
- Noble Park East SA2	To Hotham	6837	6973
- Noble Park North SA2	To Hotham	5165	5269
- Keysborough SA2	To Hotham	8114	8702
- Dandenong North SA2 (west of Eastlink)	To Hotham	2087	2082
PROPOSED		111040	114893

FLINDERS

Flinders and neighbouring Dunkley are within tolerance and could be left unchanged. However, since Flinders is growing more rapidly than Dunkley, I suggest that Baxter be transferred, to boost Dunkley's numbers by around 1700.

Since the suburb boundary appears to run along property lines, I suggest following the old railway alignment, Frankston-Flinders Road, then to Watson Creek and Warrandyte Road. These are all fairly clear boundaries on the ground in the area.

Baxter is increasingly being drawn towards Frankston, with increasing suburban development and good links back along several major roads. The proposed electrification of the Frankston railway line to Baxter will further improve the connections between Baxter and the rest of Dunkley.

I would not recommend any other changes to Flinders. Its boundaries changed significantly at the previous redistribution, so I think further change at this time should be minimised.

FLINDERS		CURRENT	PROJECTED
EXISTING		112085	117374
- Baxter SA2	To Dunkley	1679	1720
PROPOSED		110406	115654

DUNKLEY

The gains from Flinders leave this Division within tolerance, and I propose no further changes.

The northern and eastern boundaries are aligned to the City of Frankston boundary, and were thoroughly debated at the previous redistribution. As with Flinders, I think further changes should be minimised.

DUNKLEY		CURRENT	PROJECTED
EXISTING		111277	114591
+ Baxter SA2	To Flinders	1679	1720
PROPOSED		112956	116311

MELBOURNE SOUTH AND EAST

The south-eastern movement of Bruce results in Hotham and Chisholm also being dragged southwards, which opens up room for Menzies to move completely south of the Yarra River.

My proposals result in all of Menzies, Deakin, Chisholm, and Hotham being aligned as mostly east-west Divisions, taking full advantage of the main communication lines in this part of Melbourne.

The other major change I propose in this area is for Macnamara and Higgins to be re-aligned as clearer 'inner city' and 'suburban' Divisions. This has been proposed and considered at previous redistributions, and I still think that this is the best arrangement for these two seats.

CASEY

Casey is well within tolerance, and has strong LGA-based boundaries on all sides. I suggest leaving this Division unchanged.

CASEY		CURRENT	PROJECTED
EXISTING		113577	118788

ASTON

Aston is within tolerance, and its boundaries align completely to Knox LGA. For most of its length, the boundary is surrounded by parklands and open space.

I suggest Aston be left unchanged.

ASTON		CURRENT	PROJECTED
EXISTING		111098	115439

MENZIES

The changes in the north and west of Melbourne result in Menzies losing everything north of the Yarra River, returning to its more traditional territory. It also leaves this low-growth Division needing a significant injection of electors to reach quota.

I would not recommend expanding east into Casey, as the existing boundary is the LGA boundary in that area, and Casey requires no change. I suggest that the best solution is to gain from Deakin in the south, in the Ringwood and Croydon areas.

I suggest a very neat boundary can be formed by using Oban Road, Carcoola Road, and Mount Dandenong Road. All three of these roads have previously served as boundaries between Deakin, Menzies, and Casey (Deakin's north-eastern boundary ran exactly along these roads before 2010), and would be familiar and recognisable by locals.

This transfers around 27,000 electors in central Croydon, as well Croydon North, Croydon Hills, and parts of Ringwood and Ringwood North. Part of this area has previously been in Menzies, and these suburbs would fit well with Warranwood, Wonga Park, and other areas already in the Division.

This arrangement also keeps central Ringwood united. A different approach such as using Maroondah Highway or the railway would split this significant centre between two seats. I think it makes sense to try to keep Ringwood mostly contained within Deakin if at all possible.

I also recommend a minor adjustment to transfer the small portion of Donvale south of Eastern Freeway into Deakin. While part of Manningham Council, this area is largely cut off from the rest of Menzies by the freeway. The existing LGA boundary pre-dates the freeway, and appears to follow property boundaries and minor streets.

MENZIES		CURRENT	PROJECTED
EXISTING		108268	112720
+ Croydon Hills SA2	From Deakin	9497	9708
+ Croydon West SA2 (nth Mt Dandenong Rd)	From Deakin	5643	5929
+ Croydon East SA2 (nth Mt Dandenong Rd)	From Deakin	5671	5958
+ Ringwood SA2 (nth Oban Rd)	From Deakin	2346	2477
+ Ringwood North SA2 (nth Oban Rd)	From Deakin	2872	2958
- Donvale SA2 (sth Eastern Fwy, Mullum Creek)	To Deakin	872	869
- Research North Warrandyte SA2	To Jagajaga	5117	5281
- Eltham SA2	To Jagajaga	15796	16255
PROPOSED		112512	117345

KOONYONG

Kooyong is within tolerance, although at the very low end.

It could be left unchanged, and I would have no problem with keeping the existing boundaries. However, I would suggest that Kooyong's numbers could be boosted by transferring the remainder of Surrey Hills from Chisholm. This simply involves extending the boundary along Elgar Road to Riversdale Road.

Around 3000 electors are transferred, which would leave Kooyong quite close to quota.

KOONYONG		CURRENT	PROJECTED
EXISTING		108078	113754
+ Surrey Hills East/Mont Albert SA2	From Chisholm	2931	3023
PROPOSED		111009	116777

DEAKIN

The loss to Menzies leaves Deakin well under quota and needing to make significant gains. Assuming the strong boundaries with Casey and Aston remain intact, the only option is to expand into the Division of Chisholm.

One possibility would be to push southwards into the Glen Waverley area. However, this would cut across the natural east-west communication links in this area, and give both Divisions awkward-looking shapes.

I suggest that a far more logical expansion is to the west, adopting Elgar Road and Canterbury Road as the new boundary. This transfers Blackburn and Box Hill into Deakin, both of which fit well with Nunawading, Mitcham and Ringwood currently in the Division. The Maroondah Highway, Canterbury Road, and Belgrave/Lilydale railway line would be strong east-west links within the seat.

To better balance the numbers between Deakin and Chisholm, I recommend that the existing boundary along Highbury Road be moved north to Burwood Highway. While Highbury Road is the LGA boundary, east of Springvale Road it becomes a fairly minor local road, while Burwood Highway is a major arterial that would be a clearer divide in the area. This transfers around 3000 Vermont South electors into Chisholm.

All these changes leave Deakin almost exactly on quota. It remains a Division based on Whitehorse and Maroondah LGAs.

DEAKIN		CURRENT	PROJECTED
EXISTING		108358	112556
+ Box Hill North SA2	From Chisholm	7141	7589
+ Box Hill SA2 (nth Canterbury Road)	From Chisholm	5372	5899
+ Blackburn SA2	From Chisholm	14701	15928
+ Nunawading SA2	From Chisholm	3592	3752
+ Forest Hill SA2 (nth Canterbury Road)	From Chisholm	834	867
+ Donvale SA2 (sth Eastern Fwy, Mullum Mullum Creek)	From Menzies	872	869
- Vermont South SA2 (sth Burwood Hwy)	To Chisholm	3106	3110
- Croydon Hills SA2	To Menzies	9497	9708
- Croydon West SA2 (nth Mt Dandenong Rd)	To Menzies	5643	5929
- Croydon East SA2 (nth Mt Dandenong Rd)	To Menzies	5671	5958
- Ringwood SA2 (nth Oban Rd)	To Menzies	2346	2477
- Ringwood North SA2 (nth Oban Rd)	To Menzies	2872	2958
PROPOSED		111735	117320

MACNAMARA

Slightly over tolerance, one option for Macnamara is to shed a few thousand electors to Higgins (or Goldstein) to be brought back to quota. However, as at the last redistribution, I strongly suggest that Macnamara and Higgins be redrawn into more focussed and coherent Divisions.

I am recommending the Macnamara and Higgins swap territory on either side of Williams Road and Hotham Street. This transfers:

- ~19,000 electors in South Yarra and Prahran from Higgins to Macnamara
- ~27,000 electors in Caulfield, Elsternwick, and St Kilda East from Macnamara to Higgins.

I believe that these changes make enormous sense. South Yarra and Prahran are far more ‘inner city’ in character than the remainder of Higgins, and fit better with areas like St Kilda currently in Macnamara. Similarly, the Caulfield area has a greater affinity with the more suburban nature of the rest of Higgins.

I note that at the last redistribution, the Committee went part of the way by transferring Windsor to Macnamara, noting Windsor’s good links and demographic similarity to the St Kilda area. Having made this change, I think the Committee should go the whole way and transfer all of the Chapel Street precinct this time, especially since the numbers allow.

The net effect of these changes is to leave Macnamara at the low end of tolerance, but I think that this is justifiable given its projected growth.

MACNAMARA		CURRENT	PROJECTED
EXISTING		114,564	121,453
+ South Yarra East SA2	From Higgins	13702	14634
+ Prahran Windsor SA2 (west of Williams Road)	From Higgins	4731	4937
- Caulfield North SA2	To Higgins	14,572	15,243
- Caulfield South SA2	To Higgins	3,871	3,903
- Elsternwick SA2	To Higgins	3802	4112
- Ormond SA2	To Higgins	620	658
- St Kilda East SA2 (east Hotham Street)	To Higgins	3344	3477
PROPOSED		106,788	113,631

HIGGINS

The exchange with Macnamara leaves Higgins slightly over quota, but it can very logically shed its share of Monash LGA to the Division of Hotham. Poath Road and Dandenong Road are strong boundaries, and this change would unite the Hughesdale and western Oakleigh area with the Oakleigh CBD.

The changes leave Higgins as a more coherent suburban Division, losing its 'inner city' component and consolidating on the Toorak-Malvern-Caulfield axis.

HIGGINS		CURRENT	PROJECTED
EXISTING		111285	117504
+ Caulfield North SA2	From Macnamara	14572	15243
+ Caulfield South SA2	From Macnamara	3871	3903
+ Elsternwick SA2	From Macnamara	3802	4112
+ Ormond SA2	From Macnamara	620	658
+ St Kilda East SA2 (east Hotham Street)	From Macnamara	3344	3477
- South Yarra East SA2	To Macnamara	13702	14634
- Prahran Windsor SA2 (west of Williams Road)	To Macnamara	4731	4937
- Hughesdale	To Hotham	4929	5218
PROPOSED		114132	120108

GOLDSTEIN

Goldstein is within tolerance and has clear, mostly long-standing boundaries. I recommend no changes here.

GOLDSTEIN		CURRENT	PROJECTED
EXISTING		109554	115856

CHISHOLM

Chisholm pushes decisively southwards, shedding electors in the north to Deakin, while soaking up the excess created by the changes to Hotham and Bruce. Fortunately, making significant changes to Chisholm actually helps improve community of interest, especially in the Waverley area.

I suggest adopting Ferntree Gully Road and Monash Freeway as the new southern boundary for Chisholm. This transfers the remainder of Glen Waverley and Mount Waverley, Wheelers Hill, part of Mulgrave, and a small part of Oakleigh.

At the last redistribution, there was some Objection to the boundaries between Chisholm and Hotham; in particular that Waverley Road was not a particularly strong boundary. The existing arrangement splits the southern part of Glen Waverley and Mount Waverley off from the rest of the suburb, and also splits Wheelers Hill from Glen Waverley. It also left the Wheelers Hill area as an eastern 'tail' on an Oakleigh and Clayton based Division.

Since major change is needed for Chisholm anyway, it makes enormous sense to try to unite these areas in a single Division; certainly, Wheelers Hill is a much better fit in Chisholm than in Hotham. Ferntree Gully Road and Monash Freeway are much stronger boundaries in the area than Waverley Road in this area.

I believe this arrangement for Chisholm is logical and sensible, taking full advantage of the strong east-west road and rail links in this part of the eastern suburbs. This arrangement also makes for a much more logical and coherent Hotham (see below).

CHISHOLM		CURRENT	PROJECTED
EXISTING		106161	112012
+ Wheelers Hill SA2	From Hotham	14131	14101
+ Glen Waverley East SA2	From Hotham	2,423	2,477
+ Glen Waverley West SA2	From Hotham	4,237	4,306
+ Mount Waverley SA2	From Hotham	6344	6588
+ Ashwood Chadstone SA2	From Hotham	2944	3083
+ Mulgrave SA2 (nth Monash Freeway)	From Hotham	5116	5254
+ Oakleigh Huntingdale SA2 (nth Princes Hwy & Ferntree Gully Road)	From Hotham	650	696
+ Vermont South SA2 (sth Burwood Hwy)	From Deakin	3106	3110
- Box Hill North SA2	To Deakin	7141	7589
- Box Hill SA2 (nth Canterbury Road)	To Deakin	5372	5899
- Blackburn SA2	To Deakin	14701	15928
- Nunawading SA2	To Deakin	3592	3752
- Forest Hill SA2 (nth Canterbury Road)	To Deakin	834	867
+ Surrey Hills East/Mont Albert SA2	To Kooyong	2931	3023
PROPOSED		110541	114569

HOTHAM

The exchanges with Chisholm, Bruce, and Higgins result in Hotham moving further to the south-east, focussing more clearly on the Oakleigh-Clayton-Springvale-Noble Park axis. These significant centres are all linked by major roads and railways, and form a strong community of interest. These changes also leave Hotham over quota.

Since Hotham is over quota, and Isaacs (with the loss of Dandenong South) will be under quota, the logical thing to do is make a transfer between them.

I suggest that the two Divisions make the following exchange:

- The part of Keysborough north of the Dandenong Bypass, be transferred from Isaacs to Hotham. This aligns the entire boundary to the Dingley Bypass/Dandenong Bypass corridor in this area.
- The part of East Bentleigh south of Centre Road, be transferred from Hotham to Isaacs. While it is not possible to transfer all of East Bentleigh to Isaacs (or Goldstein), this part of the suburb is close to Moorabbin, and would be more likely to look southwards into Isaacs than northwards into Hotham.

Possibly, all of Bentleigh East could be united in Isaacs at a future redistribution.

Hotham has often been something of a ‘bits and pieces’ Division, taking in a mix of areas that don’t fit in other seats. I think that these changes allow it to become much more coherent and focussed. The Princes Highway and Dandenong railway are very strong links throughout my proposed seat.

HOTHAM		CURRENT	PROJECTED
EXISTING		108535	112790
+ Springvale SA2	From Bruce	6045	6307
+ Springvale South SA2	From Bruce	5257	5504
+ Noble Park West SA2	From Bruce	10875	11252
+ Noble Park East SA2	From Bruce	6837	6973
+ Noble Park North SA2	From Bruce	5165	5269
+ Dandenong North SA2 (west of Eastlink)	To Hotham	2087	2082
+ Keysborough SA2	From Bruce	8114	8702
+ Keysborough SA2 (nth Dandenong Bypass)	From Isaacs	2179	2341
+ Hughesdale SA2	From Higgins	4929	5218
- Wheelers Hill SA2	To Chisholm	14131	14101
- Glen Waverley East SA2	To Chisholm	2,423	2,477
- Glen Waverley West SA2	To Chisholm	4,237	4,306
- Mount Waverley SA2	To Chisholm	6344	6588
- Ashwood Chadstone SA2	To Chisholm	2944	3083
- Mulgrave SA2 (nth Monash Freeway)	To Chisholm	5116	5254
- Oakleigh Huntingdale SA2 (nth Princes Hwy & Ferntree Gully Road)	To Chisholm	650	696
- Bentleigh East (South) SA2	To Isaacs	9585	10059
PROPOSED		114593	119874

ISAACS

The exchanges with Hotham and Bruce balance out, and also improve community of interest within Isaacs. The small disconnected part of Dandenong has been united with the remainder of the suburb in Bruce, and the Division focusses more clearly on the coast.

A small inland area around Keysborough remains in Isaacs for quota purposes, but given the growth patterns, this area should be able to be removed to a Springvale or Dandenong based Division at future redistributions.

ISAACS		CURRENT	PROJECTED
Existing		109823	117413
+ Bentleigh East (South) SA2	From Hotham	9585	10059
- Keysborough SA2 (nth Dandenong Bypass)	To Hotham	2179	2341
- Dandenong SA2	To Bruce	4720	4933
PROPOSED		112509	120198