



The Federal Redistribution 2006
NEW SOUTH WALES



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"Chris Hall"
<Chris.Hall@nsw.liberal.org.au>
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To Whom It May Concern:

Please find attached the Liberal Party's comments.

Chris Hall

Ph: 8356 0335

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COMMENTS

REDISTRIBUTION OF FEDERAL ELECTORAL BOUNDARIES

**THE LIBERAL PARTY OF AUSTRALIA
(NEW SOUTH WALES DIVISION)**

APRIL 2006





April 7, 2006

The Redistribution Committee for New South Wales
Level 4, Roden Cutler House
24 Campbell Street
SYDNEY NSW 2000

Dear Committee Members,

It is my pleasure to submit Comments on behalf of the Liberal Party of Australia (New South Wales Division).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G. Jaeschke', written in a cursive style.

Graham Jaeschke
State Director
Liberal Party of Australia
(New South Wales Division)

ALP SUBMISSION

There are nine matters that we would like to comment upon.

1. Electoral Bias

Labor's argument about the alleged unfairness of the Federal electoral boundaries is quite astonishing and entirely without foundation.

The State of New South Wales had its House of Representatives seat entitlement reduced from 51 to 50 at the redistribution gazetted in early 1992. That redistribution established the pattern of seats that largely remains to this day, as there were only minimal changes made at the redistribution gazetted in 1999.

These boundaries have, in fact, facilitated a range of political outcomes. At their first electoral test in 1993, the Liberal Party was reduced to just eight seats (the worst result in our Party's history). Three years later, these same boundaries were in place when we won Government.

In fact, the best way to avoid bias is to make minimal changes to existing boundaries. Labor claims that their radical and unnecessary changes are based on community of interest and other criteria. In these comments, we show that this is untrue. In fact, they are seeking to introduce electoral advantage for themselves.

Labor has failed to achieve re-election due to their poor candidate selection and campaigning at the last three elections. They are now asking the Commission to do their work for them based upon a fatuous claim about electoral bias.

2. Unnecessary Change

The Labor submission abolishes two seats, despite only one being required by the determination under Section 48. It also creates an entirely new seat named Whitlam. Their justification is electoral bias.

They also seek to rely on changes to legislation in 1997, particularly Section 66 (3A). This does not give them licence to disregard existing boundaries completely, making a series of unnecessary changes.

As a result of Labor's suggested changes, 21.66 percent of the electors of New South Wales will have a change to their electoral arrangements. By contrast, the comparable figure for the Liberal Party's submission is 10.27 percent – less than half.

We make no changes to three seats; Labor makes no change to three. However, it is at the next level that the scale of Labor's divergence becomes apparent. In our submission, twelve seats retain 100 percent of their existing electors and just have minor additions; in Labor's submission, there are just three.

If Labor's compliance with the Section 66 (2) criteria (community of interest, physical features, etc) was flawless, then their disregard of existing boundaries *might* comply with the amended legislation. However, there are many flaws that we now examine in detail.

3. Country New South Wales

Labor proceeds from the basis that they want to abolish either Hume or Riverina to provoke a three-cornered contest between a Liberal and a Nationals sitting member. They choose Riverina and then re-draw the State to secure this outcome.

Consequently, there is radical change to Gwydir, Parkes and Farrer. In each of these seats, the proportion of electors dislocated from their existing seats are 42 percent, 45 percent and 36 percent respectively for an outcome that is considerably worse in terms of the geographic statutory criteria.

In particular, their **Parkes** seat is totally lacking in any cohesiveness. Whilst it will be always difficult to draw a logical seat that incorporates the sparsely populated west of the State, Labor's suggested seat gets it completely wrong with too many disparate elements without the regional centres to which they relate. In addition to Broken Hill and the far-west, it includes:

- from the north-west: Bourke, Brewarrina, Bogan and Warren LGAs, which have Dubbo as their regional centre (which they move to Gwydir);
- from the central west: Lachlan, Bland, Cowra, Parkes, Forbes and Weddin LGAs, which have Orange and Bathurst as their regional centres (which are in Calare);
and
- from the Murray valley: Deniliquin, Murray, Conargo-Windouran, Wakool and Balranald LGAs, which have Albury as its regional centres (which they leave in Farrer).

The Member for Parkes would in fact have to deal with the news departments of television stations in: Shepparton, Mildura, Broken Hill, Griffith, Orange and Dubbo to get coverage (only one of which is in the electorate!).

They increase the area of Parkes from 268,650 square kilometres to 436,584 square kilometres. Area is a Section 66(2) criterion and by making a seat unnecessarily large, we would contend they are in breach of the Act. We have shown a way of bringing Parkes within the permissible range through the addition of just one compact LGA – Young. Parkes will increase modestly in area to 271,343 square kilometres under the Liberal suggestions.

Their **Farrer** seat includes the Murrumbidgee Irrigation Area (MIA) LGAs of Carrathool, Griffith, Leeton, Murrumbidgee and Narrandera. Already, Griffith Council has written to the Committee opposing this at the Suggestions stage, outlining why they are best linked to Wagga Wagga in the Murrumbidgee valley seat of **Riverina**. The Augmented Electoral Commission created the electoral connection of the MIA and Wagga Wagga linkage after public hearings in 1991, following overwhelming community opposition to draft proposals that had them in different seats.

4. North Coast

Labor makes several unnecessary changes on the north coast. Their decision to place the Nymboida valley in Cowper defies explanation. It has the strongest possible links to Grafton and the seat of Page.

But the most discordant change involves Dungog LGA and the seat of Paterson. Over 6,000 electors from this shire move to the seat of Hunter, which is largely centred on the City of Maitland. Yet they leave about 7,000 electors from the Maitland LGA (Thornton, Morpeth, etc) in the seat of Paterson rather than taking this opportunity to consolidate them within one federal seat!

Dungog LGA has very strong links with Gloucester LGA and the Stroud District within Great Lakes LGA. All three areas have similar economic profiles, based on primary production, particularly beef cattle production.

There are educational links between Dungog LGA and the Stroud district, particularly secondary education, with many Stroud students travelling to Dungog. Dungog Hospital is closer to Stroud than any other and is used by them.

In summary, it seems astonishing to break up the rural components of the Paterson seat as Labor suggests, which are inter-related and very similar, while leaving parts of Maitland and Newcastle in the seat despite their strong links elsewhere

5. Central Coast

Labor's attempt to sever the Yarramalong and neighbouring valleys from Dobell is completely contrary to community of interest. They try to paint it as a consequence of 'uniting' Terrigal in one seat, but the excision of this Liberal voting area from Dobell is the objective.

Labor's suggestion doesn't even unite Terrigal in Dobell. In fact the following, Terrigal streets are left in Robertson:

ALEXANDER CL	MOBBS RD
AVON CL	NORWICH CL
BANBURY CL	NOTTINGHAM CL
BELAR AV	PHILLIP RD
BORROWDALE CT	PICKETTS VALLEY RD
BUNGENDORE RD	PORT JACKSON RD
CANTERBURY CL	PRINCES WALES CT
CAPTAIN ARTHUR PHILL DR	RICHMOND DR
CHARLOTTE CL	RIDGEVIEW CL
CHELTENHAM CL	SACHA TCE
CHESHIRE CL	SAINSBURY CL
CORNWALL CL	SALISBURY DR
COTSWOLDS CL	SANDRINGHAM CL
COUNTRY VIEW CL	SCARBOROUGH CT
DENISON CL	SHEFFIELD DR
DORCHESTER CT	SHEM CL
DUFFYS RD	SOTHERBY AV
GOLDEN GROVE CCT	STRADFORD PARK DR
HAMPTON CL	STRINGYBARK CL
IRVING CL	SUPPLY CT
KALE ST	SWINDON CCT
KINGS AV	TERRIGAL DR
LADY PENRHYN CT	TERRIGAL DR
MARLBOROUGH CL	WELLESBOURNE AV
MAYFAIR CL	WINDEMERE DR



The extent of the split of Terrigal shows that Labor's real agenda is what they do to Dobell.

The Dooralong, Yarramalong and Jilliby valleys are part of the Central Coast, not the Newcastle area, where the seat of Charlton is based. These valleys have the closest possible links to Wyong, the major centre of the Dobell seat.

These links include:

- Students in Dooralong, Yarramalong and Jilliby use public school bus services to attend Wyong High School and Wadalba High School (located just north of Wyong).
- Ambulance services for the area are located in Wyong.
- Residents of the valleys receive immediate medical treatment in Wyong Hospital and would attend Berkeley Vale Private Hospital or hospitals in Gosford for specialist treatment.
- Wyong is the location of major government departmental offices delivering services to the area, such as DOCs, Centrelink and the Department of Housing.
- While each valley community has its own Rural Fire Service brigade, the nearest suburban Fire Station is located in Wyong.
- Police Services for the area fall under the Tuggerah Lakes LAC, like most of the Dobell seat.
- The nearest major shopping centre for residents of the valley is Westfield Tuggerah in the seat of Dobell.
- All sporting facilities for the area are located in and around Wyong town centre.
- The local Scouts, Girl Guides and Rotary are all Wyong based.
- There are Catholic and Anglican Churches located at Wyong where people from the valleys worship.
- Local newspapers based on the Central Coast are read in this area, not the Hunter newspapers read in the Charlton seat.
- The local radio stations, 2GO and SEA FM, are based in Gosford. The valleys do not receive broadcasts from Newcastle.
- Telephone services in the area are covered by the same 43 prefix as the rest of the Central Coast, while the Charlton seat is covered by the 49 prefix.
- The nearest rail services to Sydney and Newcastle for residents in this area is accessed from stations at Wyong, Tuggerah and Ourimbah, all in the Dobell seat.

6. Northern Sydney

In our Suggestions, we note that LGA boundaries in metropolitan areas predate urban development and no longer entirely reflect community of interest. **Labor's over-reliance on LGA boundaries in Northern Sydney leads to a flawed pattern of seats in this region.** This is evident when viewing their suggestions for the **Prime Minister's**

seat of Bennelong, Minister Ruddock's seat of Berowra and the seats of Mitchell and Parramatta.

Specifically, the use of:

- the LGA boundary between Hornsby and Baulkham Hills at Old Northern Road, splitting the localities of Glenorie and Kenthurst;
- the southern LGA boundary of Baulkham Hills at Oatlands;
- and the LGA boundaries of Hornsby, Ryde and Parramatta, splitting the suburb of Epping into three;

are poor choices for electoral boundaries.

In particular, Labor's proposal to split Epping between three federal seats is completely ludicrous. Currently, it is unsplit in Bennelong and it should remain that way.

Bennelong needs a small addition to reach the permissible range, but Labor seeks to 'hang its hat' on an LGA boundary gazetted in 1889 (when the area was entirely agricultural) to bring more of Parramatta LGA into Bennelong, including the suburbs of Dundas, Dundas Valley, Ermington, Telopea and Rydalmere.

In fact, this has more to do with the diminution of the Prime Minister's margin in his seat, rather than community of interest.

The suburbs in Labor's suggested addition have Parramatta as their regional centre, like other parts of Parramatta and Baulkham Hills LGAs. All the State Government instrumentalities in these suburbs (eg schools) are part of the Western Sydney Region and have their regional office in Parramatta. By contrast, the schools in the Bennelong electorate are part of the Northern Sydney Region, with its headquarters in Hornsby. Centrelink and other important welfare agencies for the socio-economically less advantaged suburbs of the Dundas Valley are all accessed in Parramatta. They should also be accessing their local Federal Member in Parramatta.

Police west of Marsden Road are in a different Local Area Command (Rosehill LAC) to the suburbs in the Bennelong seat. The same is true for the Fire Brigade, with Rydalmere Fire Station servicing those areas west of Marsden Road only.

In summary, the Marsden Road/Wharf Road traffic corridor, which also follows the ridgeline, is a very significant community of interest divide and it should remain the Parramatta/Bennelong boundary.

Our suggested additions of Beecroft and Cheltenham make far more sense. They are connected by rail to other parts of the Bennelong seat. The Northern Railway Line connects suburbs from Meadowbank to Beecroft, providing a transport corridor that

links communities from the southern suburbs of Bennelong through to those in the north of the electorate, such as Cheltenham and Beecroft we suggest be added.

The principal local newspaper, the *Northern District Times*, circulates in both Beecroft, Cheltenham and the rest of Bennelong. It does not circulate west of Marsden Road; the *Parramatta Advertiser* is the local newspaper for Ermington, Dundas, Rydalmere and Telopea.

The Committee should also note that the use of the LGA boundary through Glenorie as a federal boundary has been the subject of community objections at the objections stage of the past two Federal redistributions in 1991 and 1999. In 1999, the Augmented Electoral Commission accepted these objections and moves the boundary of Berowra to the west, so that Glenorie was unsplit. Labor only diverges to catch just one street in Glenorie to the east of Northern Road in their redrawn Macquarie. This is not enough and it is inevitable that there will be further community objections if Labor's suggestions are accepted.

7. Outer Western Sydney

Labor submission's attempt to justify the incorporation of the whole Blue Mountains LGA into the Division of Lindsay on the basis of community of interest does not by any means constitute the "overwhelming case" they claim.

The obvious flaw in their suggested Lindsay is that Labor's suggestion is based on a presumption that the upper and central Blue Mountains has a stronger case for being in the Penrith-based seat of Lindsay, than suburbs like Glenmore Park, Kingswood, Werrington and Cambridge Park, which are within a five mile radius of Penrith.

Instead, they argue that they should be linked with the Mount Druitt-based seat of Chifley, which is in Blacktown LGA. It is an extraordinary proposition.

Such an arrangement will inevitably lead to significant community opposition. While the upper and central Blue Mountains, with the Hawkesbury, have the critical mass to stand alone in the seat of Macquarie, Glenmore Park, Kingswood, Werrington and Cambridge Park should be with Penrith in the Lindsay seat.

The existing Macquarie seat has been **well accepted by voters for over two decades**. Hawkesbury and most of Blue Mountains LGA have been in Macquarie since 1984. The upper and central Blue Mountains have been in the seat of Macquarie continuously since 1922. There have been no submissions from either Council requesting change to this arrangement on this occasion or previously.

The contention in the ALP submission that a strong community of interest exists between the Blue Mountains and Penrith on the one hand but not between Blue Mountains and the Hawkesbury, is a gross distortion of the situation. **The Blue Mountains and Hawkesbury LGAs have much in common**, both being large rural-urban fringe areas, facing similar challenges in terms of transport, telecommunications and service provision for their many individual villages and hamlets, particularly in their more isolated regions.

By contrast, Lindsay is a relatively compact suburban/outer metropolitan seat centred on Penrith with a concentration of business and service availability typical of an outer suburban area. It has always contained those parts of the lower Blue Mountains which are really just part of Sydney's commuter belt, with stronger links to the east than the upper and central Blue Mountains.

Contrary to Labor's assertions, regional sporting organisations and competitions illustrate that there are plenty of links between the Blue Mountains and the Hawkesbury. For example, the local soccer competition, from junior level to premier league, incorporates teams from the lower and central Blue Mountains (such as Springwood, Blaxland and Hazelbrook) with Hawkesbury teams such as Colo and Glossodia. The local rugby league competition incorporates teams from the Blue Mountains and the Hawkesbury as well as Penrith.

A number of community and veterans' events involve regular interaction between Blue Mountains and the Hawkesbury. For example, Blue Mountains Ex-Service Womens' Association as well as Blue Mountains Vietnam Veterans and Associated Forces are always present at the Richmond RSL ANZAC parade. Conversely, veterans and veteran organisations from the Hawkesbury are always represented at the Blue Mountains Vietnam Veterans' day in Springwood.

Both the Blue Mountains and the Hawkesbury are part of the Blue Mountains World Heritage Area. In fact, geographically, more of the World Heritage area lies within the Hawkesbury LGA than the Blue Mountains LGA. The economies of both the Hawkesbury and Blue Mountains emphasise tourism and strong connections have been forged between the two.

Macquarie's two component LGAs are similar in the way they relate to Penrith. While it is true that the upper and central Blue Mountains have ties to Penrith as a major regional centre, this is equally true of the Hawkesbury. The Federal Government's Nepean Aged Care Planning Region caters for the three local government areas. The former Wentworth Area Health Service (prior to the process of amalgamation) included all three LGAs. The Telstra Country Wide service based at Penrith covers both the Hawkesbury and Blue Mountains. In terms of media, the ALP submission seeks to make much of the fact that the circulation of the Penrith Press

takes in the lower Mountains. This conveniently ignores the fact that it also takes in much of the Hawkesbury area. Linkages to Penrith demonstrate the logic of combining the Blue Mountains and the Hawkesbury in the existing Macquarie seat.

The Labor Party's submission places Warragamba in Macarthur, despite it being isolated from other population centres within that division, and having very close connections to Penrith. Our submission places Warragamba within the division of Lindsay, due to the clear community of interest that exist between Warragamba and Penrith.

Geographically, Warragamba is closer to Penrith than it is to Camden or Picton, the two nearest population centres within Labor's Macarthur. Travel time between Penrith and Warragamba is also less than between Warragamba and Camden or Picton.

Warragamba to Penrith	22.3km	22 minutes
Warragamba to Camden	30.7km	30 minutes
Warragamba to Picton	41.3km	38 minutes

There are more regular public bus services between Warragamba and Penrith than there are between Warragamba and Camden, with no public transport linking Warragamba to Picton.

Westbus Penrith identifies Warragamba as an origin/destination on the school bus timetables of nine schools (three government and six non-government) in and around Penrith, all of which fall within the division of Lindsay in the Liberal Party's submission. They are Glenmore Park High School, Jamison High School (South Penrith), Penrith High School, McCarthy Catholic College (Emu Plains), Nepean District Christian School (Mulgoa), Penrith Anglican College (Orchard Hills), Penrith Christian Community School (Orchard Hills), St Pauls Grammar School (Cranebrook), and Caroline Chisholm College (Glenmore Park).

Warragamba is in the same STD zone as Penrith, having telephone numbers with a 47 prefix, while Camden and Picton have numbers with a 46 prefix. A call from Warragamba to the Member for Lindsay in Penrith is a local call. A call to the Member for Macarthur in Camden is an STD call, as is a call to the Member for Hume in Goulburn and Wollondilly Council in Picton.

The Penrith local newspaper circulates in Warragamba.

The Sacred Heart Catholic Parish, which is based in Warragamba, forms part of the Parramatta Diocese, as does Penrith, whereas Camden and Picton form part of the Wollongong Diocese. This parish also includes Holy Family Church, Luddenham, St

Francis Xavier Church, Greendale and St Mary's Church, Mulgoa. Two of these are already in the Lindsay seat and all would be in the seat of Lindsay we suggest.

The Mulgoa parish of the Anglican Church also includes Warragamba, Silverdale, Wallacia, and Luddenham; all are in our suggested Lindsay.

8. South Coast, Illawarra and Sutherland Shire

Like Labor's submission on Lindsay and Macquarie, their submission for Hughes and the Illawarra seats is a mixture of misrepresentations and untruths.

The Sutherland Shire does not have sufficient electors to have two seats. With Cook surrounded by water (or national park), the second Shire seat needs to be linked with another element, with which its community of interest connection will inevitably be low. Once, Hughes was a sprawling seat covering hundreds of square kilometres but with population growth it is not under the same pressure.

The question for the Committee is should that connection be to another part of metropolitan Sydney or to the suburbs of the city of Wollongong? **We submit that it makes more sense for Hughes to be an outer metropolitan Sydney seat, rather than a hybrid of Wollongong and Sydney, as Labor has suggested.** We reject the notion that the Sutherland Shire, an outer metropolitan LGA has more in common with a part of a different regional city, as asserted by Labor in its Suggestions, than with other suburbs of Sydney.

While Labor outlines a flimsy case (at some length) for moving Hughes south, they are silent about the changes to Throsby that are an inevitable consequence. **Labor's Throsby is another unsatisfactory hybrid seat,** based in the city of Wollongong but then jumping the escarpment to include towns of Bowral and Moss Vale, plus (inexplicably) half the town of Mittagong, split at the railway line.

In relation to Labor's case for Hughes, much is made of the links that the Liverpool LGA component has with the regional centre, Liverpool, that is outside Hughes. There are three pages of argument. The problem with their argument is that the same can be said of their suggested addition. Labor adds to Hughes the northern suburbs of Wollongong and their regional centre is Wollongong (in the seat of Cunningham), not Sutherland. Key government services covering these suburbs are accessed and managed from suburbs with in the seat of Cunningham. Sporting and other community ties are to Wollongong.

When one considers means of communication and transport, Labor's case isn't helped either. The northern suburbs of Wollongong get their television broadcasts from WIN television, while the Sutherland Shire part of Hughes watches Sydney television (like

those at the western end of Hughes in Liverpool LGA). The *Illawarra Mercury* is the predominant local newspaper for all the northern suburbs of Wollongong, Labor proposes to add to Hughes, but does not sell at all in the Sutherland Shire.

Travelling times from Sutherland (where the Member's Electorate Office is located) to Moorebank within the current seat of Hughes also demonstrate why Labor's suggested changes (taking the seat south to Corrimal) would be a retrograde step:

Sutherland to Moorebank	28.3 kms	23 minutes
Sutherland to Corrimal	47.7 kms	41 minutes

Much is made of the railway line. A detailed examination of the timetable for the Illawarra Line shows that rail services between Sutherland and most of the northern beaches suburbs of Wollongong are infrequent and usually indirect, requiring a change of trains. While it is true that there is no direct bus service from the western end of Hughes to Sutherland, Sutherland is connected to Padstow railway station with over thirty services a day, and Padstow is just four stations to the east of Holsworthy Railway station, servicing the western end of the current Hughes.

The Liberal suggestion to add East Hills, Panania and Revesby to Hughes has far more merit. Again, transport and communication demonstrate the case. These three suburbs are the three railway stations between Holsworthy and Padstow and thus linked to Sutherland by public transport. Moreover, the *Canterbury Bankstown Express*, that is the principal local newspaper for these suburbs, also circulates in the existing seat of Hughes (Alfords Point, Illawong, Menai and Bangor).

All three components of Hughes as we suggest also have many community links. It is nonsense to suggest no interaction between the various parts of the seat. Take, for example, the case of Olympic swimming champion Ian Thorpe. When finishing his schooling, he was a resident of Voyager Point (in the Liverpool LGA component of Hughes), studying at East Hills Boys High School (in the component we suggest be added) and he did his swimming training at the Sutherland Olympic swimming pool, about a kilometre from the Member for Hughes Electorate Office. Voyager Point is connected by a footbridge to East Hills and, apart from schooling, residents of that suburb access rail from East Hills railway station.

Sporting links are also common between teams from the Moorebank area and teams in East Hills, Panania and Milperra. In rugby leagues, both areas passionately support the Canterbury Bankstown Bulldogs and are supported by that club's juniors program and competition.

A link to East Hills also compares favourably to a link to Corrimal in terms of travelling times:

Sutherland to East Hills	21.1 kms	22 minutes
Sutherland to Corrimal	47.7 kms	41 minutes

Of course, Labor's suggestions for Hughes are only possible if a link is made between Throsby and the Southern Highlands. But as Labor's own Suggestions show, this is not possible without a quite bizarre and illogical split of the towns and villages of Wingecaribee LGA. Further, it is inconsistent with community of interest, which very much reflects the natural physical feature known as the Illawarra escarpment.

Residents in the Wingecaribee LGA are more closely connected to their neighbours in the Wollondilly and Goulburn Mulwaree LGAs, which are on the same railway line and the four-lanes Hume Highway corridor. Transport from the Highlands to Wollongong is difficult with public transport being scarce. Residents are more likely to travel to Campbelltown and Goulburn than Wollongong should the journey rely on public transport and, if driving, the mountain pass can become particularly hazardous should the weather be inclement.

While there have been government links to the Illawarra in the past, these are being replaced because of the superior transport links north and south-west. Of particular interest is the Department of Education area which until recently has included the Wingecaribee into the Shellharbour region. This has, however, changed and this area is now within the Goulburn region. This would seem to be a decision made on the logistics of contact, accessibility and geography. The local police are also aligned with Camden/Campbelltown, and the Highway Patrol comes from Goulburn. There is no connection with the Illawarra, because Police also recognise the logistic disconnect between the Highlands and the Illawarra.

It is important to remember that the town of Mittagong is split in Labor's submission.

Our suggestion that the Southern Highlands be consolidates in the rural and regional seat of Hume is a far more appropriate outcome for the Wingecaribee LGA than a linkage to the southern suburbs of Wollongong.

9. Central Sydney

Both major parties suggest broadly similar seats in this region. The differences concern Wentworth.

Both parties agree that all of Clovelly should be in the seat of Wentworth, and that Paddington South and neighbouring Centennial Park also be added.

In both cases, Clovelly and Paddington are currently split between seats and the changes are commonsense. Although in the City of Sydney, Paddington South is very similar to those parts of Paddington north of Oxford Street.

The boundary we suggest, along (appropriately) Boundary Street and South Dowling Street reflects the transition from the eastern suburbs to the high-density areas of Darlinghurst, Potts Point and Woollahra, adjacent to the Sydney CBD.

Paddington is very different to these areas. It is characterised by well preserved two storey terrace cottages which makes Paddington the best example of nineteenth century residential architecture to be found anywhere in Sydney. The old tree lined streets many of which are wide and geometrically aligned, are very different to those suburbs to the west. Paddington has far more in common with the suburbs to the east, particularly Woollahra, to which it is very similar.

Potts Point, Woollahra, Darlinghurst and Surry Hills are very similar to other suburbs in the seat of Sydney like Glebe, Balmain, Newtown and Redfern.

Labor's curious addition of just Darlinghurst and Surry Hills is not worthy of consideration. They have no commonality with Wentworth seat. With Kings Cross, Potts Point and Woollahra, they should be in the seat of Sydney. The more appropriate addition is from Coogee – an area previously in Wentworth. **Given Wentworth's low growth, it is also worth noting that moving south is the logical direction for the eastern beaches focussed seat of Wentworth to grow into the future.**

Coogee is strongly identified by locals with Wentworth, in part because of the iconic Bondi to Coogee walk. This walk, six kilometres in length, is the focus for considerable local recreation among residents of these beachside suburbs combining beaches, parks and spectacular views. There are also many sporting, religious and other community links between Coogee and Clovelly.

PETER ANDREN MP SUBMISSION

There are several problems with Mr Andren's submission.

Like Labor, he abolishes a country seat. Depending upon your view, he has abolished either Riverina or Hume. The seat he calls Hume, containing Camden, Wollondilly and Wingecaribee LGAs is the traditional seat of Macarthur and the seat he calls Riverina is the traditional seat of Hume. Labor, which suggests a similar seat, also calls it Hume.

Hume is a federation seat, usually taking in the LGAs of the south-west slopes. Gundagai was in Hume continuously from 1901 until the 2001 election. Cootamundra was in Hume for all but seven years from federation to 2001. Wagga Wagga has been in Hume during two periods totalling almost 50 years. Yass and Boorowa have been in Hume for all but 9 of the last 70 years. Any seat in this area resembling that drawn by Labor or Mr Andren should properly be called Hume. However, we continue to oppose such a seat, which inevitably involves a substantial and unnecessary revision of boundaries in the State's west.

He transfers Griffith and the other MIA LGAs (but not Murrumbidgee) to Parkes, with the far-west of the State. While such a linkage is not without precedent, we suggest that our more compact seat of Parkes is a better solution.

KAY HULL MP SUBMISSION

Mrs Hull has suggested that her seat requires few changes because of projected enrolment growth. We agree with her and the Liberal Party submission best meets her concerns. We think that it is necessary to move Hay LGA to ensure that the changes made to other seats in Western New South Wales are the minimum necessary, with the addition of Harden LGA to compensate. Mrs Hull specifically supports such an addition in her submission.

THE NATIONALS SUBMISSION

We support the general thrust of the Nationals submission. We note the substantial commonality in metropolitan Sydney and the conceptual similarities elsewhere.

We note in particular that the Nationals have supported the addition of Thornton to Hunter and Woodberry and Beresfield to Newcastle.

We also note that, like us, the Nationals have not requested any changes to their seat of Cowper and have suggested identical boundaries for the seats of Richmond and Page.

The principal difference is that the Liberal Party submission shows a greater fidelity to LGA boundaries west of the Great Dividing Range and it is our contention that this maximises community of interest in rural and regional seats.

One key difference concerns the town of Young, which arguably has more in common with Wagga Wagga than Dubbo and there is a case for its inclusion in

Riverina (although we note the MP for Riverina has not sought its transfer and the LGA itself has not put in a submission). However, the Nationals have to split the LGAs of:

Temora

Narrandera

Carrathool

Wakool

Wagga Wagga

Yass Valley

Upper Lachlan

Tumut,

and Young itself, plus transferring the lower Murray LGAs of Wentworth and Balranald to Parkes in order to achieve this outcome. Parkes also becomes a significantly bigger seat. We do not think the objective of transferring Young is worth the trouble.

We also disagree with some of the specific boundaries they draw as a consequence of their Young transfer. Eden-Monaro should include Nerriga and the Robertson hinterlands should be wholly placed in Gilmore, but these concerns are at the margin given the conceptual similarities with the Liberal suggestions.

NAMING OF DIVISIONS

Several submissions have raised the issue of the naming of divisions. We made no suggestions at the initial stage.

At present, eighteen seats are officially named for deceased former Prime Ministers. Sir Joseph Cook and Sir William McMahon are the exceptions. There is a seat of Cook in New South Wales, but named after Captain James Cook.

At the past two federal redistributions, the Liberal Party has suggested that a New South Wales seat should be named "McMahon", commemorating the service of the Rt. Hon. Sir William McMahon, Australia's 20th Prime Minister and the nation's longest serving Federal Minister. In 1991, the Augmented Electoral Commission decided that any decision to name a seat after McMahon should be deferred until after he had been deceased for more than ten years, in line with its naming policy. In 1999, the Commissioners did not identify an opportunity for renaming a seat, despite ten years having passed since McMahon's death in 1988.

We oppose the naming of a seat Whitlam at this time, in line with the longstanding policy. Despite the hyperbole of Labor's submission, there really is no case for

departure from the policy. We encourage the Committee to name a seat “McMahon” if the opportunity arises.

Finally, we support the retention of a federal seat named Reid and our suggested boundaries reflect this. Our fourth Prime Minister, Sir George Reid, has had an undeservedly bad press over the years. Largely this is because Deakin, his rival, “portrayed him as personally responsible for setting back Federation”. However, as eminent historian Helen Irving goes on to say:

“Since the 1980s, Reid has undergone something of a ‘resurrection’, and is now acknowledged as a progressive, liberal politician of his time, and a colourful, lovable man who did not take himself too seriously”.

His hesitations on Federation today seem well founded, as Australia’s largest State continues to struggle with Commonwealth/State financial relations; the concessions he won during his much-criticised ‘yes/no’ positioning between the two federation referenda saved our State from an even worse predicament.

His record as Premier was as a liberal reformer and, despite a brief Prime Ministership, a number of important pieces of legislation were passed under his stewardship. A few have aspired, but he remains the only person to have served as Premier of New South Wales and Prime Minister of Australia. It would be a great pity if the seat named for Reid were abolished.