



Comment on suggestion 32

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I welcome the opportunity to provide comment on suggestions to the Redistribution Committee for Victoria regarding the proposed Victorian Redistribution. There is no doubt how challenging a task it is to redraw the Victorian boundaries and accommodate 39 electoral Divisions within the current and projected enrolment tolerances, whilst also keeping communities of shared interest together.

McEwen

It's instructive to note that there are many similarities in the submissions received regarding McEwen, lending weight to the arguments put forward in my previous submission and demonstrating that community sentiment considers a realignment of McEwen is needed.

The difficulties and frustrations caused by the East-West alignment created in the last redistribution is well summarised in **S 70**:

"... the common grievances from the last redistribution, namely the way that McEwen stretched unnaturally across different corridors, running from Gisborne and Sunbury in the west to Mernda and Hurstbridge in the east."

S 34 also alludes to the problem *"...McEwen as something of a 'bits and pieces' seat, as it has been for most of its existence."*

S 34 also makes the valid point *"that communities of interest don't end at the metropolitan boundary..... divisions extend along major transport links such as the Western Highway, Calder Highway, and Hume Highway."*

I wish to state again that these transport links should be the backbones of Divisions as they connect communities and create common interests.

S 97, S 90 and **S 93** propose to further stretch McEwen in an unnatural manner which sees the Division become more fragmented and taking the seat further West; stretching the division further in an East-West manner, splitting more LGAs than they unite. This has the effect of moving the Division into areas it has never occupied previously such as Kyneton and Daylesford. These suggestions travel awkwardly in terms of efficiency, shared interest and transport, following no existing means of communication.

While S 13 and **S 24** seek to stretch the electorate to Kyneton or parts of Kyneton, they reorientate the seat in more of a North-South direction, reflecting the natural way that communities are structured and move.

The majority of submissions **S 31, S 43, S 85, S 87, S 89, S 99, S 100** and **S 101** are in agreement and make the most sense. They move the seat East, picking up and centring the Division on the Hume freeway and Plenty Road corridors. They also reunite fractured SA2's,

return Craigieburn in its entirety and Wattle Glen - Diamond Creek area which have historically been a part of McEwen.

These proposals are sensible, allowing the western side (Macedon LGA and Sunbury) to split from McEwen, Reorientating the Division North-South and reuniting communities with shared interest, transport and communication. It also reduces the number of LGAs, increasing efficiency.

The sheer number of submissions which seek to reorient the seat of McEwen into a North-South oriented seat and return its spine to the Hume Highway demonstrate that there is an existing community of interest and widespread recognition of the importance of transportation corridors in seats which link the city and the bush.