



Objection 149

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13 pages

I would like to begin this submission by acknowledging the difficulty of the task of redrawing the electoral boundaries, and the high standard of the maps. I would also like to thank you for the opportunity to respond to the draft maps.

On a personal note, as a resident of Goldstein I think the map proposed is a very good representation of the community of Goldstein and even though the area added is separated from the main electorate by major roads, it is certainly similar in nature to the community in the existing electorate and can be considered a community of interest. More importantly, the area between the train tracks and Nepean Hwy has strong community ties to the rest of Goldstein and it is a welcome inclusion to the seat.

In looking at the proposed maps there are two main issues that could benefit with some improvement.

Problems

Macnamara

The first issue is the perennial problem of what to do with Macnamara. The the shape of Macnamara has been noted repeatedly by submissions to this redistribution as well as to previous redistributions such that a summary of the objectors to the current boundaries would fill a lengthy submission. Almost universally the views of the commentators is to change the shape of Macnamara to create more compact boundaries.

The seat has existed for many years effectively as two half seats glued together at a narrow chokepoint in the middle. This has been made worse by the dramatically different populations, with a progressive younger population in the Port Phillip half and a large Jewish population in the Caulfield half. This is further exacerbated by Albert Park Lake which takes up the bulk of the width of the chokepoint, thus leaving effectively only a few hundred metres of residential land connecting the two sides of the electorate for travel between one half and the other, thus making the main way to travel from one part of the electorate to the other is to travel via Higgins to the north. This has only been made worse in the draft boundaries.

I commend the efforts of the committee to maintain the integrity of the Jewish community as I put in my original submission, and as a strong community of interest they should remain in a single electorate. Yet these draft boundaries do not solve the issue of the odd shape of the electorate. This is a pity since the seat being removed is on the doorstep of Macnamara and grants the committee additional flexibility to correct the problematic map.

By removing South Yarra West from the seat it further cements the image of a seat in two halves and creates a second problem. Macnamara has only one logical place to expand, into Windsor, Prahran and South Yarra. It is blocked on one side by the bay, and the other possibilities to expand are poor options:

- Gellibrand – there are no paths to easily access the rest of division on that part of the Yarra, and should not be considered.
- Melbourne – while crossing the Yarra is now a possibility thanks to these draft maps, a move I argued for in my original submission, the crossing can only go one way. It is not rational for Macnamara to remove the CBD from a seat called Melbourne. Further down the river in Richmond it cannot be crossed without first taking South Yarra North into Macnamara.
- Goldstein – the strength of community in Bayside precludes the boundary crossing Glen Huntly Rd.
- Carnegie – this would create a comically elongated map and should be rejected because it would not give us a compact map.

Therefore this map may present some potential complexities for future redistributions. It would be better for Melbourne to cross the Yarra slightly differently to create a more compact map for both seats and give maximum flexibility to any future redistribution committee, as I will be describing in the next section.

Kooyong

The draft maps create an odd shaped panhandle for Kooyong. If Kooyong is to be pushed south, this is where it has to go because of the path of the Yarra, however it does create an unsightly dogleg. By taking this path the committee has ignored other paths that produce a more compact map with fewer boundary movements.

This is further exacerbated by the fact that this new Stonnington part of the electorate is crossing an extremely strong boundary which consists of a natural boundary of a river, a major highway and an LGA boundary all in the same location. While this should be a logical place to create an electoral boundary, the draft crosses this boundary and uses weaker boundaries to the south for the electoral borders.

The people drawing the electoral maps since Federation seem to have agreed. This odd, shaped map was in use at Federation, but was then removed at the first available opportunity in 1905, never to be reinstated. The maps at subsequent redistributions have crossed the Yarra several times with boundaries that united Richmond-Hawthorn and Richmond-South Yarra. These alternatives are both more compact maps and should be considered before this shaped map.

There also is the ease of travel between parts of the electorate and this should take into account all modes of transportation beyond the car, including public transport, walking and cycling. From the southern panhandle to the northern part of the seat there are two and a half roads (Glenferrie Rd, Toorak Rd and Tooronga Rd which is the electoral boundary). Of these Toorak Rd is an overpass and is dangerous for foot and cycle traffic. There are more roadways connecting Kooyong with Melbourne over the river than there are roadways connecting the north and south of the electorate, hardly a situation that facilitates free movement through the seat.

These issues can be easily solved and would produce better maps with the introduction of six seats into the mix Melbourne, Macnamara, Kooyong, Chisholm, Hotham, Deakin and Menzies.

For simplicity this submission will maintain the outer boundaries of these seats as proposed in the draft maps and I will only be discussing the internal borders.

Suggested boundaries

Melbourne

- The boundary of Melbourne and Macnamara from West Melbourne remains the same until Claredon St
- Continues down Claredon St until the M1 before connecting to Kings Way
- Continues east along Toorak Rd
- Turns north at Williams Rd
- Connects to the Yarra where it continues on its current path

Macnamara

- At the corner of Williams and Toorak Rd the boundary turns south down Williams Rd
- Travels west along Malvern Rd
- Turns south at Orrong Rd
- Travels west at High St
- Travels south at Kooyong Rd
- It connects to Dandenong Rd where it continues on its current path

Kooyong

- Continues on its existing (current) boundaries until the corner of Elgar Rd and Riversdale Rd
- Continues on Riversdale Rd and turns south down Station St
- Continues west along Highbury Rd
- At Gardiners Creek it follows the creek
- Travels west along High Street Rd
- At Warrigal Rd it connects with the current boundary where it continues to connect to Melbourne

Chisholm

- The boundary between Chisholm and Kooyong-Melbourne-Macnamara is now defined
- It continues along its current path down Grange Rd and North Rd
- It takes in Hughesdale and part of Oakleigh up to Golf Links Rd

- Continues north up Atkinson Rd to Dandenong Rd
- Turns from Dandenong Rd along Ferntree Gully Rd
- Turns north at Blackburn Rd
- Turns west along Highbury Rd where it connects to Kooyong

Hotham

- Most of the boundaries are defined by the neighbouring seats. The boundaries are completed by traveling east on Highbury Rd

Menzies-Deakin

- The outer boundaries of these seats are already defined
- At Station St the boundary travels northeast on Gardiners Creek
- Turns east at Canterbury Rd
- At Blackburn Rd it connects to the existing boundary where it continues without change

Alternatives

There are a number of alternatives to the above maps, that have some advantages and some disadvantages.

- Transferring land between Menzies and Deakin to create a less jagged look to the boundaries, but since the border is on a diagonal this would involve not using existing major roads.
- Returning Hughesdale and Oakleigh back to Hotham returning even more voters to their original seat. This would involve a land swap with Chisholm taking part of Glen Waverley West. However this would create an elongated Chisholm and leave Carnegie and Murrumbeena as a panhandle as it currently is, but with the addition of Hughesdale it creates a more compact and robust look to the map.
- Moving the part of Ashwood – Chadstone out of Kooyong and replacing it with land on the other side of the Glen Iris East, however this would remove voters from the existing seat (with Higgins being the main part of the new seat).
- Replace the Ashwood – Chadstone land in Kooyong with a small part of land from Box Hill up to Canterbury Rd and up to Gardiners Creek. This will require Menzies to take in some of Deakin and for Deakin to move south and take in part of Hotham. This has the advantage of further reducing movement of voters from their original division and will push Hotham's numbers down (with these boundaries they are dangerously close to the 3.5% tolerance for projected numbers).
- I have pushed Macnamara further east than the draft boundaries, this is to remove some of the population out of the remaining four seats. This allows more flexibility in drawing the remaining maps. However, some or all of this population can be moved back into Chisholm to further increase the number of people who will remain in their original division.

Naming of Chisholm

Chisholm has effectively been moved into Higgins, with 67% of voters being Higgins voters (and most of the remainder originating from the old Chisholm).

There is precedent for migrating an electorate name, even at the same election.

In 1968 the name Isaacs was effectively migrated down the road. The original Isaacs was based around Albert Park Lake with its southern border in Elwood. The redistribution moved it 6km south with the new northern boundary at Highett Rd in Hampton. At the time the old seat of Isaacs had a large migrant population with low English skills (including my family), and yet this change did not create confusion with this change.

This also happened with Melbourne Ports. In 1922 it lost the bulk of its land on the western side of the Yarra and its population centre was moved to the eastern bank. By 1949 this was complete with Melbourne Ports having no land on the western bank.

This process happened with Chisholm as well. Chisholm's eastern boundary was originally Warrigal Rd, but in the 1977 redistribution its population was shifted predominantly to the other side of Warrigal Rd. By the 1994 the seat of Chisholm had completely shifted and Warrigal Rd was now its western border as it has remained to the present.

Therefore allowing a name to drift and take in a significant proportion of other seats has strong precedence in Australian electoral history, and especially in this case where Chisholm will be migrating back to its original roots on the western side of Warrigal Rd.

It is for this reason that any figures that I will be quoting will be assuming that Chisholm is the continuation of Higgins, and that the existing Higgins MP will be the natural person to contest the seat at the next election.

Advantages/Disadvantages

Existing boundaries

This proposal creates even stronger boundaries than the draft boundaries proposed. On the current numbers there are an additional 18,764 people who are to remain in their existing seats. As mentioned above, this number can be further improved by absorbing parts of Macnamara into Chisholm and parts of Hotham into Chisholm (with the numbers being balanced at the eastern boundary in Glen Waverley West).

This number is equivalent to over 80% of voters remaining in their existing seat.

Compact borders

This proposal creates a series of more compact electorates and removes most of the odd shapes that the draft proposed.

First there is the wedge between Melbourne and Macnamara being returned to Macnamara. Melbourne then absorbed a longer stretch along the banks of the Yarra. This gives Macnamara the opportunity to absorb parts of South Yarra and Prahran to give it a more robust look, no longer looking like two half electorates glued together.

As mentioned above, this is a problem that has been noted for several years, and with the centre of the redistribution happening on Macnamara's doorstep this represents a once in a generation opportunity to correct these issues.

Secondly this proposal will correct the doglegged panhandle in Kooyong by returning Kooyong mostly to its original shape.

This proposal will also give a more robust shape to Menzies and Deakin.

Communities of interest

There are a number of communities of interest that have been united in this proposal.

Firstly, I congratulate the committee on maintaining the Jewish community of interest united as I described in my original proposal. However, this proposal further strengthens and unites this community of interest into one electorate.

The Jewish day schools are a cornerstone of the community and a source of pride to the Jewish. It has been said (although I have never seen the evidence) that the Jewish community in Australia has the highest attendance to Jewish day schools per capita in the world. While it should not be aim of the committee to draw the borders around these schools, when more schools can be absorbed into the electorate that houses the main Jewish community this can be considered a happy coincidence and a positive development.

In this proposal the King David School in Armadale has been absorbed into Macnamara, and Mount Scopus and Bialik Colleges have been united into Kooyong. This is compared to the draft boundaries that would unite King David with Bialik into Kooyong and leave Mount Scopus isolated in Chisholm.

These boundaries would also unite the student communities of interest from Swinburne and Deakin into Kooyong.

The community of Prahran remains united, now in Macnamara instead of Higgins where it has been until now. This is balanced by dividing South Yarra down Toorak Rd.

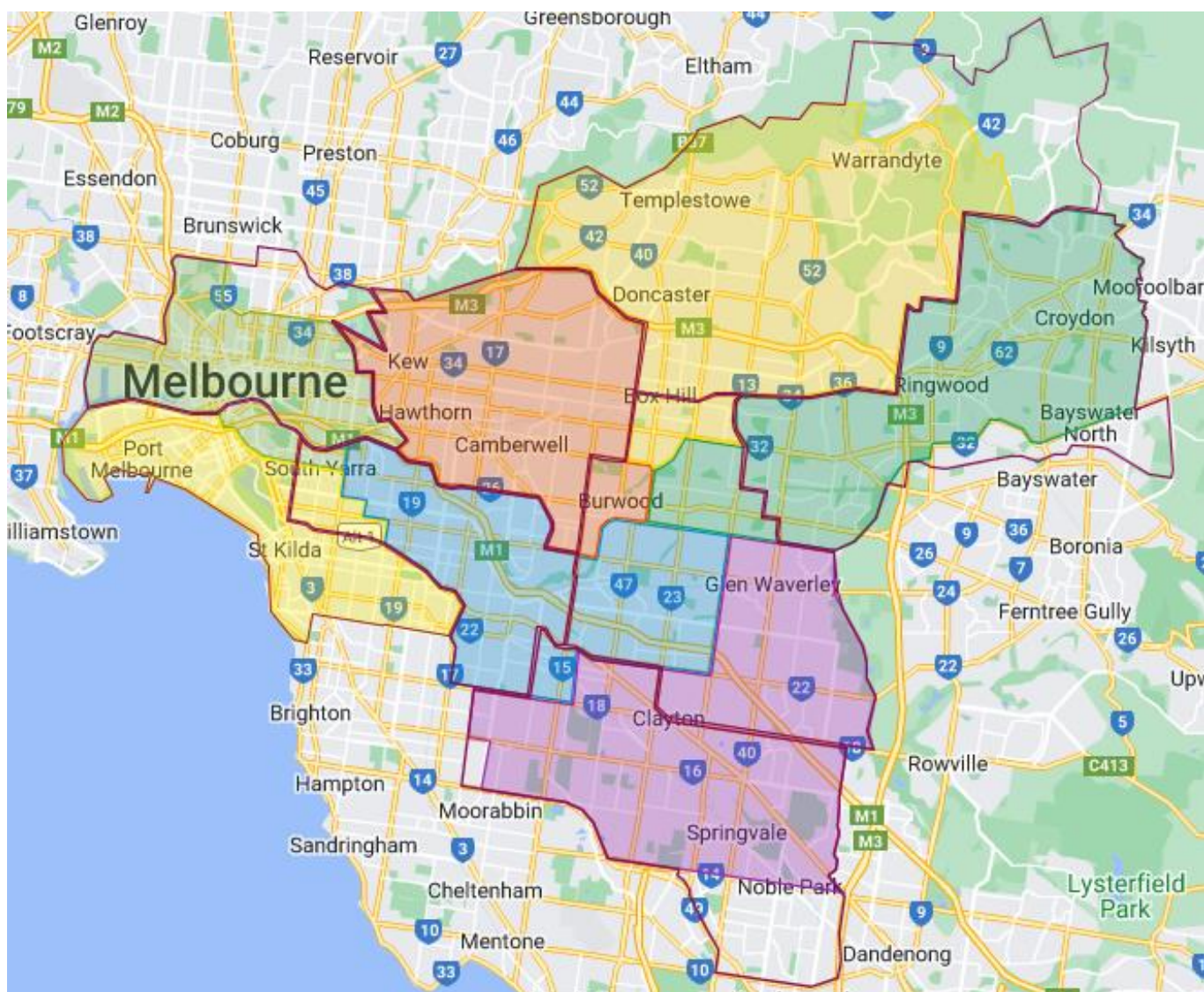
A third community of interest is the high-rise buildings on either side of the Yarra. With Southbank mostly being absorbed into Melbourne the communities there can be united with the population in the CBD, which is a more natural fit than the communities of Port Phillip. They are also in the City of Melbourne LGA, further assisting this transition.

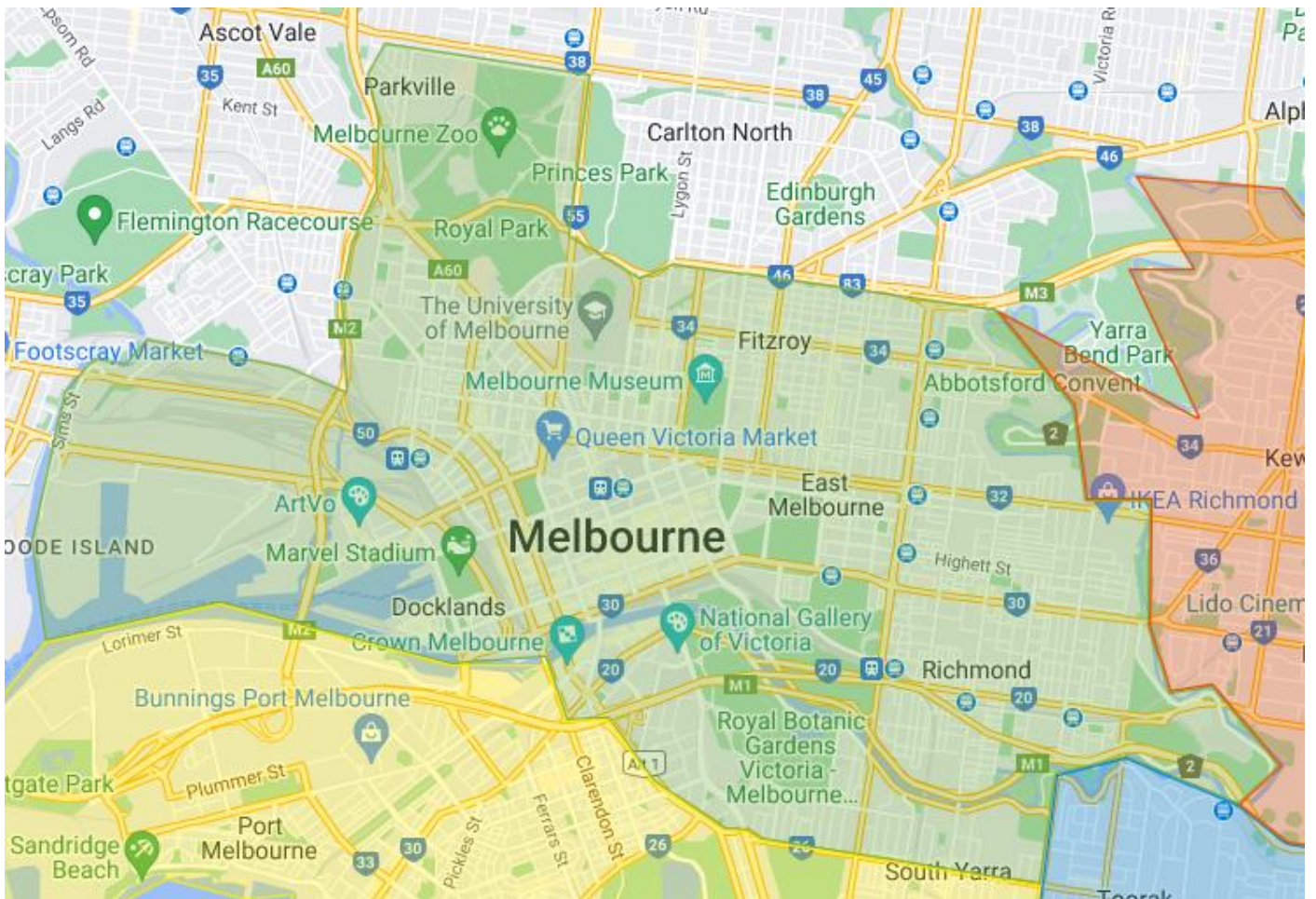
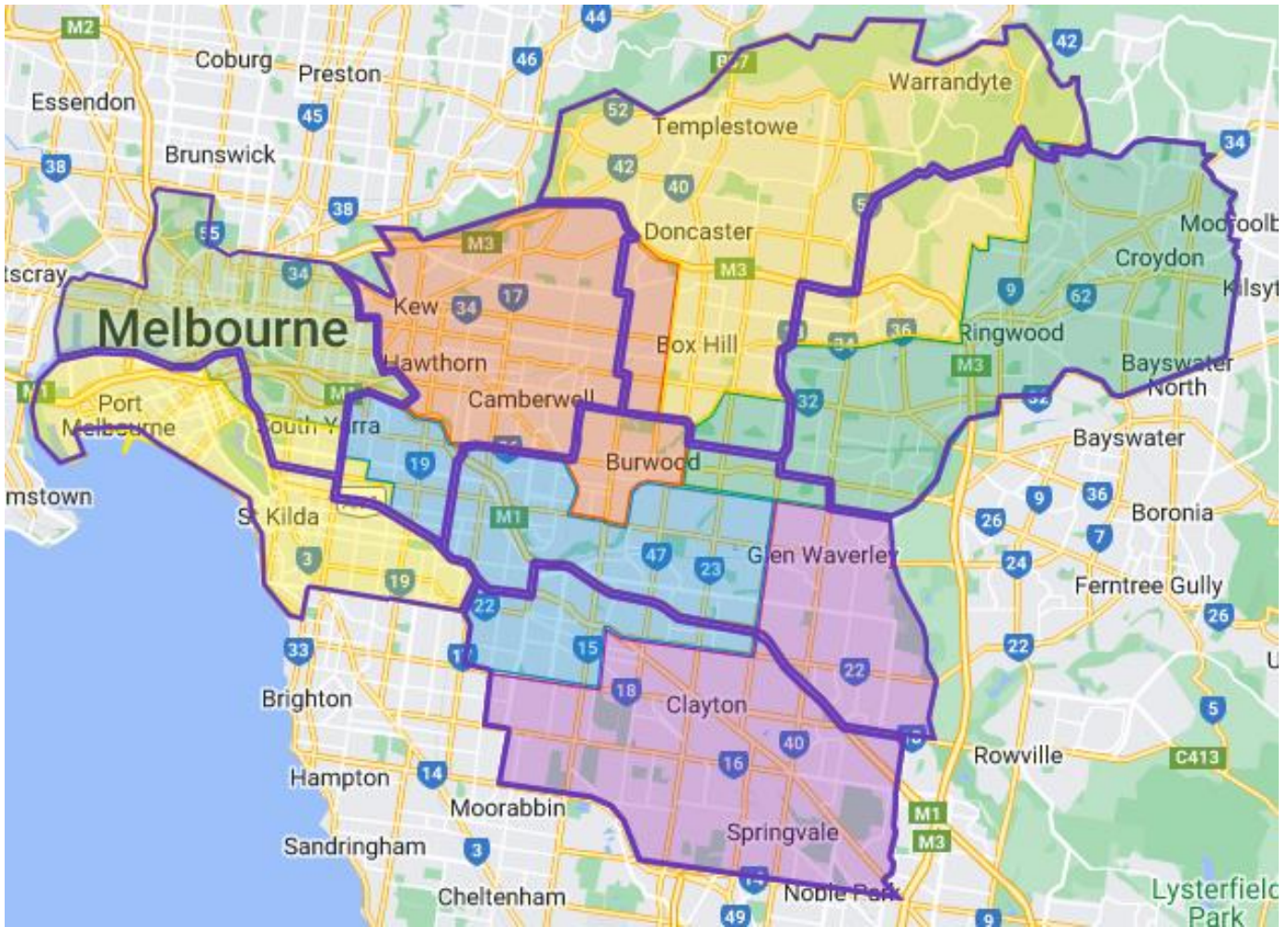
Strong boundaries

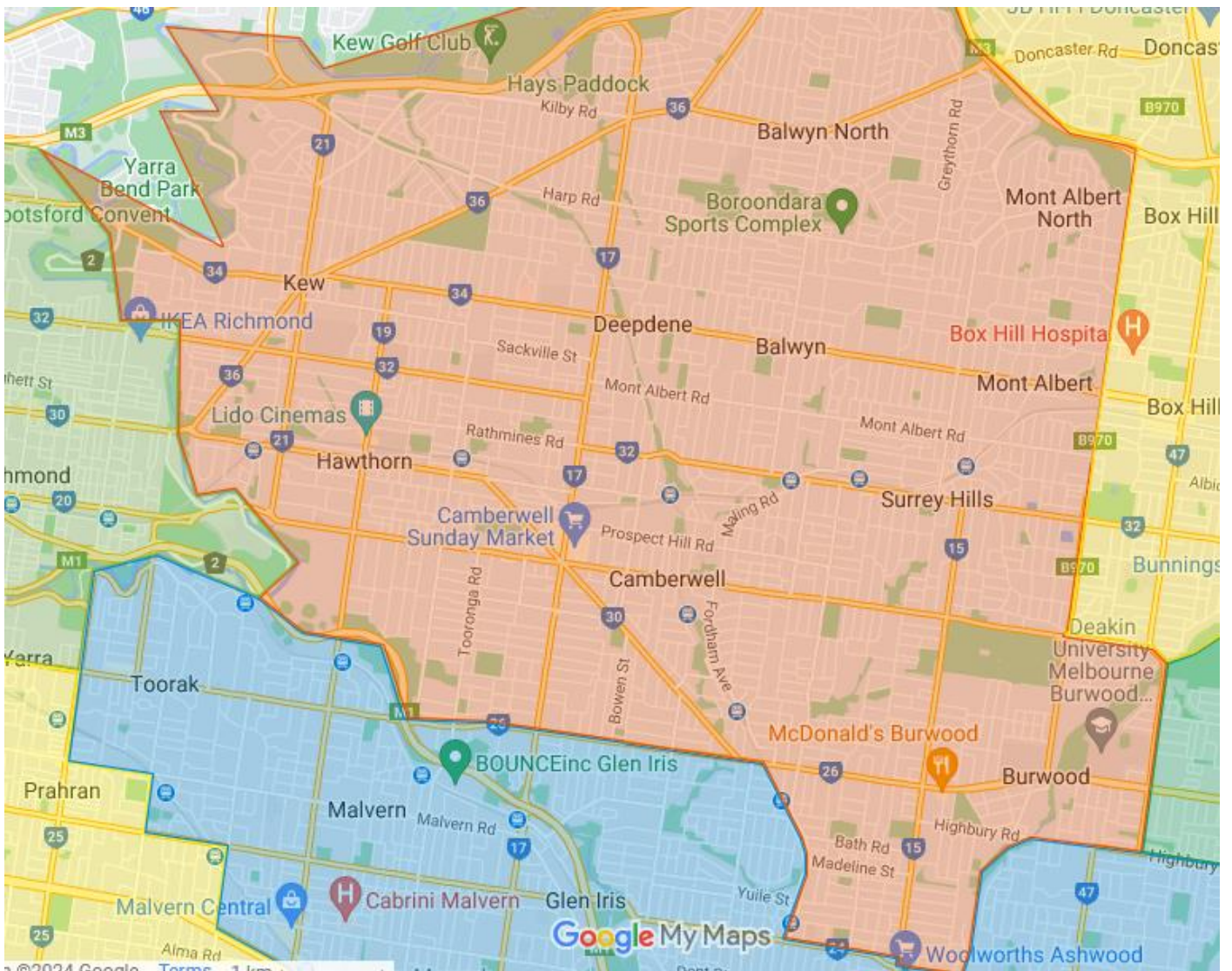
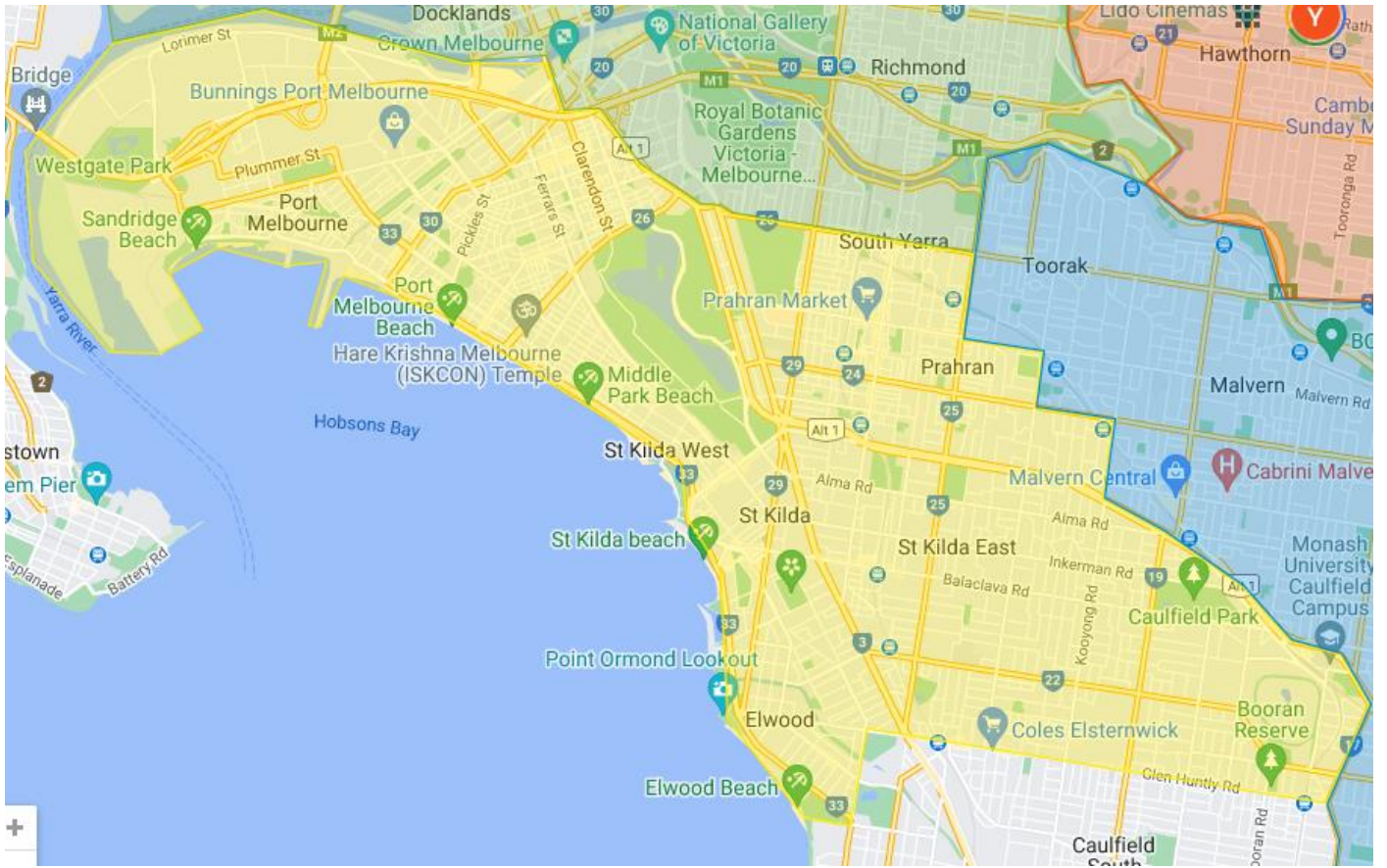
I have left most SA2s intact, and most of the borders run along either main roads or along creeks and rivers. In a few cases I have had to go down roads that are not major arterials. I have also not divided SA1s although there are one or two locations where a divided SA1 could create a slightly better map.

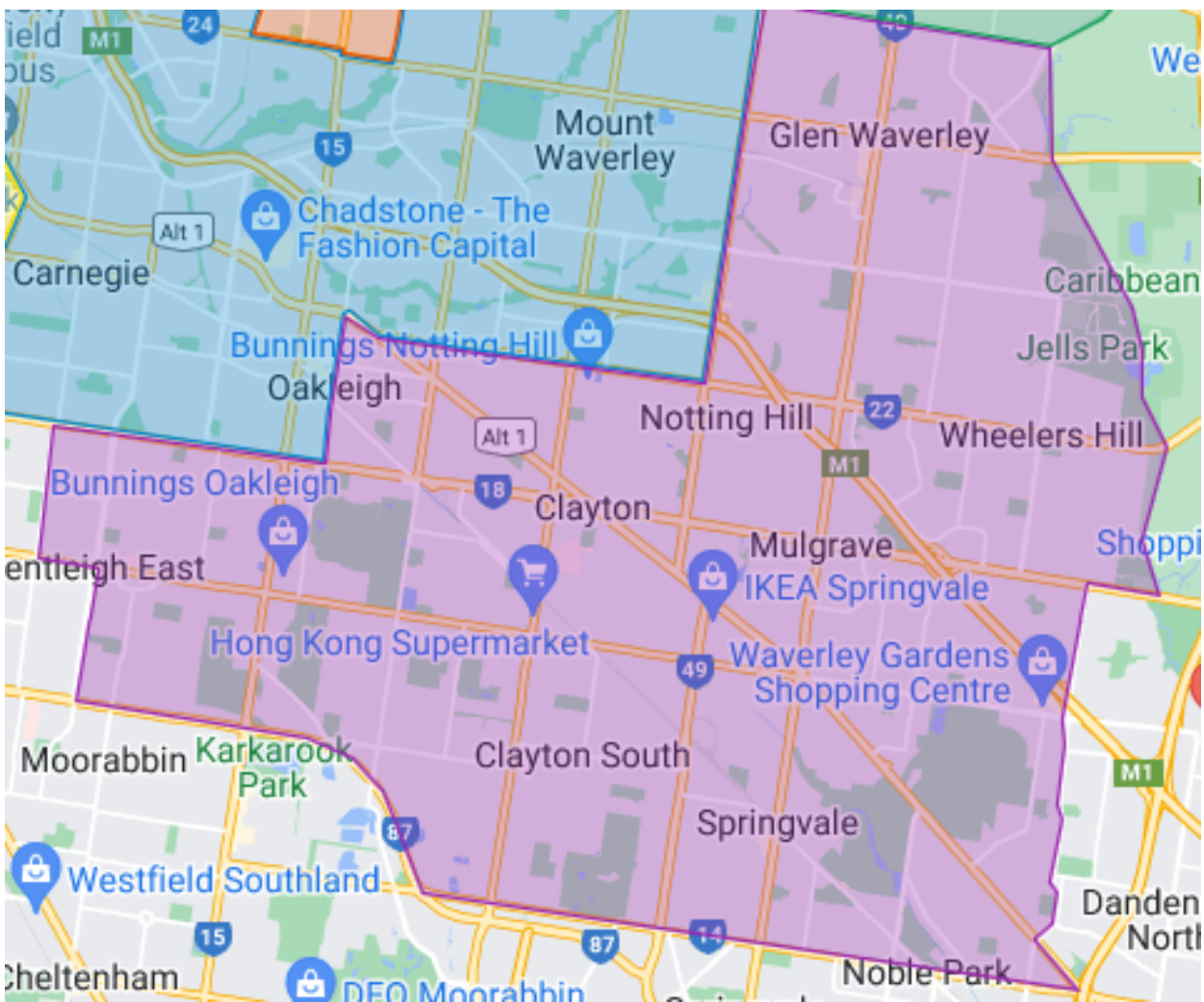
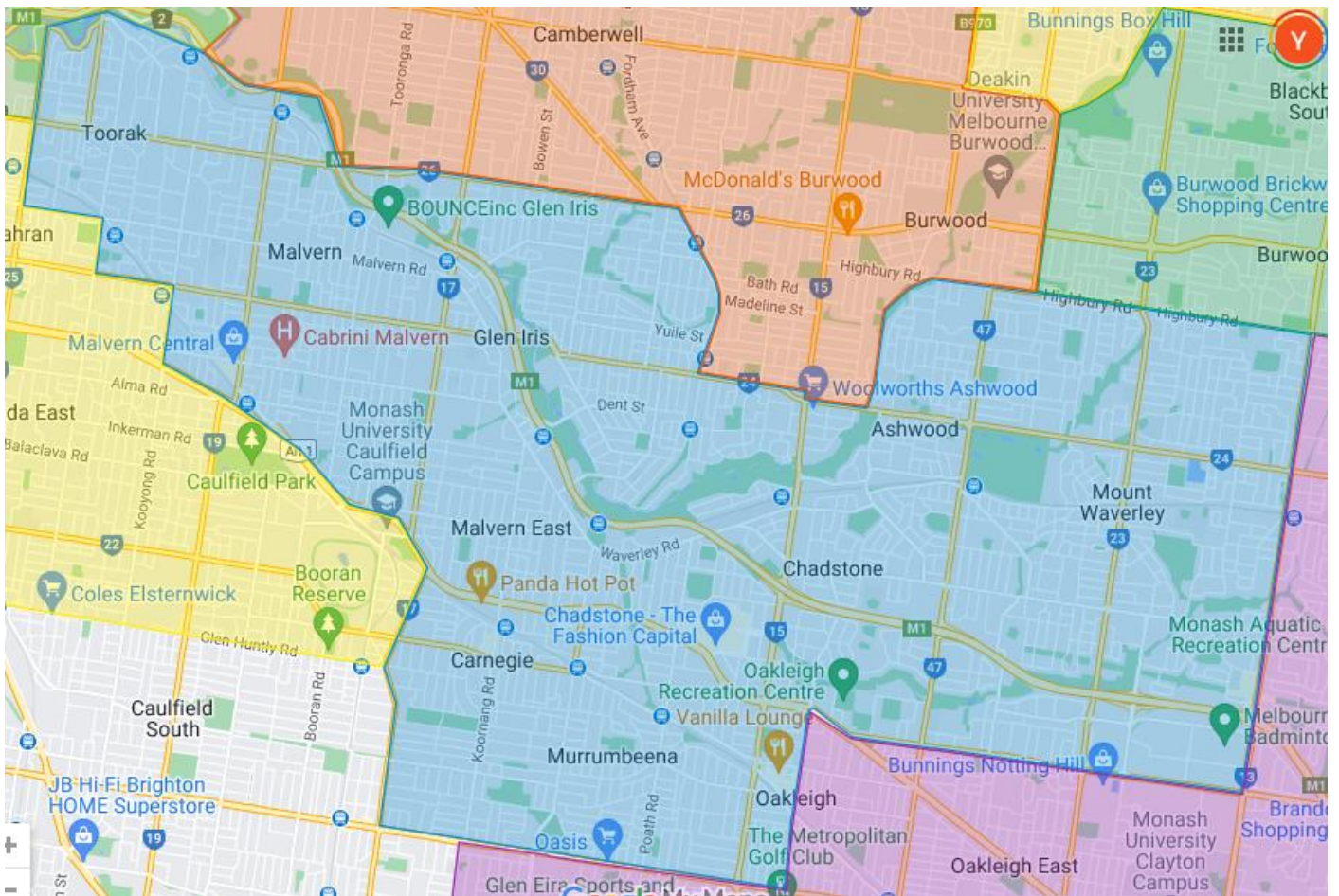
Maps

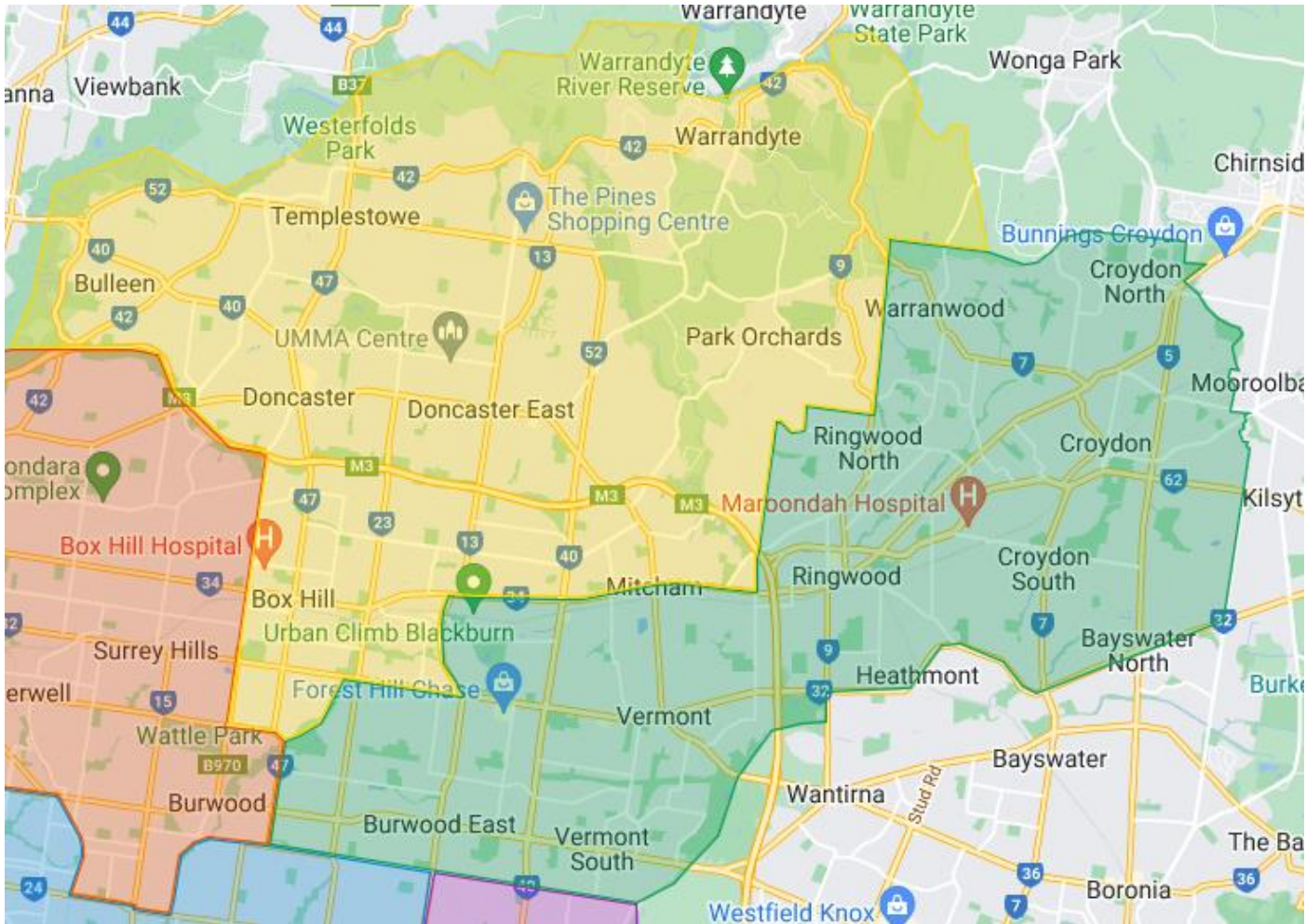
The following maps are roughly drawn, but have my proposal with the current boundaries overlaid, the second map is with the draft proposal overlaid, and finally each seat slightly larger.











Statistics

The following table lays out the number of people that remain in their current seat according to the AEC draft proposal compared to my proposal.

Electorate	Current numbers		
	AEC Draft	This proposal	Difference
Chisholm	81784	80027	-1757
Deakin	103236	103336	0
Hotham	86011	79668	-6343
Kooyong	93056	113586	20530
Macnamara	108508	97951	-10557
Melbourne	90494	90494	0
Menzies	88625	105447	16822
Total			18695

The following tables lay out the numbers in each electorate from this proposal. The numbers in yellow are the numbers that remain in their original boundaries. I have also included the percentage that each proposal varies from the required quota.

Melbourne

Melbourne	Current	5yr
Abbotsford	6373	7129
Albert Park	778	834
Botanic Gardens	4	3
Carlton	8393	9951
Collingwood	6741	8197
Docklands	4833	5587
East Melbourne	3749	3730
Fitzroy	7771	8959
Melbourne CBD East	3952	4510
Melbourne CBD North	3921	4717
Melbourne CBD West	4937	5733
North Melbourne	9414	11339
Parkville	3752	3832
Richmond - North	9948	10893
Richmond (South) - Cremorne	13101	13492
South Melbourne	1994	2018
South Yarra North	6921	7720
South Yarra West	2713	2581
Southbank (West) - South Wharf	2175	2381
Southbank East	7266	7885
West Melbourne Industrial	2	1
West Melbourne Residential	3607	4298
Total	112345	125790
Variance from quota	-3.89%	-1.14%

Macnamara

Macnamara	Current	5yr
Albert Park	10391	11142
Armadale	2229	2159
Caulfield - North	15073	16446
Caulfield - South	3953	4181
Docklands	1683	2066
Elsternwick	3952	4399
Elwood	10999	11291
Ormond-Glen Huntly	716	824
Port Melbourne	11957	12773
Port Melbourne Industrial	1258	2287
Prahran Windsor	14011	14677
South Melbourne	6436	7015
South Yarra South	7023	7205
South Yarra West	1656	1840
Southbank (West) - South Wharf	1059	1201
St Kilda Central	8269	9048
St Kilda East	9428	11640
St Kilda West	11121	10264
Total	121214	130458
Variance from quota	3.70%	2.53%

Kooyong

Kooyong	Current	5yr
Ashwood-Chadstone	1848	2033
Balwyn	10666	11344
Balwyn North	13789	14458
Box Hill	1008	1061
Box Hill North	3879	4185
Burwood	3838	4521
Camberwell	14919	15369
Glen Iris East	2974	3087
Hawthorn East	11270	12724
Hawthorn - North	7154	7944
Hawthorn - South	8420	9323
Kew East	4680	5124
Kew - South	8113	8623
Kew - West	9131	9852
Surry Hills East-Mont Albert	7058	7635
Surry Hills West-Canterbury	11533	11787
Total	120280	129070
Variance from quota	2.90%	1.44%

Hotham

Hotham	Current	5yr
Bentleigh East North	10962	12025
Bentleigh East South	6629	6862
Clarinda - Oakleigh South	8322	8352
Clayton Central	5038	6286
Clayton (North) - Notting Hill	910	1164
Clayton (North) - Notting Hill	2280	2721
Clayton South	7395	8620
Glen Waverley East	13002	13650
Glen Waverley West	11842	12728
Mulgrave	8932	9745
Mulgrave	880	940
Noble Park East	4690	5082
Noble Park North	1661	1693
Noble Park West	753	751
Oakleigh-Huntingdale	12293	13515
Springvale	12083	13283
Wheelers Hill	13957	14259
Total	121629	131676
Variance from quota	4.05%	3.49%

Chisholm

Chisholm	Current	5yr
Armadale	4767	5039
Ashburton	5466	5679
Ashwood-Chadstone	10310	11539
Carnegie	12202	13329
Glen Iris East	8901	8955
Hughesdale	4985	5427
Malvern East	15055	16635
Malvern-Glen Iris	15160	16399
Mount Waverley North	10044	10705
Mount Waverley South	12213	13182
Murrumbeena	6281	6864
Oakleigh-Huntingdale	876	1104
Oakleigh-Huntingdale	1358	1452
Ormond-Glen Huntly	1286	1437
Toorak	10033	10556
Total	118937	128302
Variance from quota	1.75%	0.84%

Deakin

Deakin	Current	5yr
Bayswater North	2051	2147
Blackburn	2221	2307
Blackburn South	1031	1040
Blackburn South	6039	6105
Box Hill	889	942
Burwood East	6884	8088
Burwood	3109	3656
Croydon East	11182	11902
Croydon Hills-Warranwood	13297	13219
Croydon South	3502	3748
Croydon West	10011	10433
Forest Hill	6955	7290
Mitcham	6319	6777
Mitcham	2704	2903
Nunawading	3029	3306
Ringwood	11530	12468
Ringwood East	10568	10922
Ringwood North	6838	6868
Vermont	6909	7073
Vermont South	7862	8409
Warrandyte-Wonga Park	244	244
Total	123174	129847
Variance from quota	5.37%	2.05%

Menzies

Menzies	Current	5yr
Blackburn	8529	8997
Blackburn	4038	4296
Box Hill	7546	8200
Box Hill from Menzies	1792	2207
Box Hill North	7129	7772
Bulleen	8313	8880
Doncaster	15540	17265
Doncaster East-North	10370	10826
Doncaster East-South	9097	9844
Donvale-Park Orchards	11645	12133
Mitcham	2071	2185
Nunawading	4666	5060
Templestowe	11840	12393
Templestowe Lower	9757	10430
Warrandyte-Wonga Park	4698	4512
Total	117031	125000
Variance from quota	0.12%	-1.76%