



Suggestion 53

Trent Wilson

21 pages

Submitted by:

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Proposal for 2023 Victorian Federal Redistribution

Introduction

The purpose of this proposal is mostly to focus on fixing the boundaries between Macnamara and Higgins, which I believe for a long time have been deeply flawed and the commonly recommended changes have often been overturned due to what I feel are unwarranted objections with little merit, that have arguably equated to gerrymandering.

Understanding that a key requirement – and indeed the trigger – of this redistribution is the abolition of a Victorian seat, my proposal will also **abolish the seat of Hotham**, which presents an opportunity for significant realignment in Melbourne’s southeastern suburbs, which I feel for a long time have had the boundaries that arguably have the least cohesive communities of interest.

The goals of this proposal are to:

- Significantly realign and improve the boundaries in the south-eastern suburbs
- Reduce the number of rural/metropolitan hybrid seats (eg. La Trobe, McEwan, etc)
- Minimise the changes required in the northern & western suburbs
- Minimise or avoid having to cross the Yarra River within metropolitan Melbourne

The proposal will be broken into the following sections:

1. A detailed case for the long sought-after swap between Macnamara & Higgins
2. A description of a realigned south-eastern suburbs, and its benefits
3. An example of how this could work in the context of a statewide proposal

About Me

I am not associated with any political party. I have lived in St Kilda since 2006, with the only exception being 3 years in which I lived in Prahran between 2018-21.

In all my time living in St Kilda, the Chapel Street Precinct – in particular Prahran & Windsor – has been my primary destination for shopping, dining & transport.

I currently live within the boundaries of the state electorate of Prahran, which already unites Windsor, Prahran & South Yarra with most of the ‘St Kilda – Central’ SA2, as well as pockets of St Kilda East, Southbank and the St Kilda Road (Melbourne 3004) corridor which are all in Macnamara.

Prior to moving to St Kilda in 2006, I grew up in the City of Glen Eira, specifically in Murrumbeena, Carnegie & Bentleigh East, so am also very familiar with that region and what I believe are its strong ties to Caulfield, in particular the area around Caulfield Station.

SECTION 1: MACNAMARA & HIGGINS

Current State:

There are significant flaws with the boundary between Macnamara and Higgins, which include:

- Very little community of interest or demographic compatibility between Higgins' more suburban east around Malvern East and the City of Glen Eira, and its very inner-city west centred around the Chapel Street corridor;
- Very little community of interest or demographic compatibility between Macnamara's inner-city bayside suburbs (City of Port Phillip) and its more suburban "tail" in the City of Glen Eira that runs through Caulfield, Caulfield North and Caulfield East;
- Strange shaped electorates with very poor transport links between the ends of each seat, resulting in suburbs that have little to no connection with each other (eg. Murrumbeena & Windsor, or South Melbourne & Caulfield) being in the same seat.

My Proposal:

My proposal is the following, listing here only on changes that impact Higgins & Macnamara directly:

- **Higgins** will gain the following from **Macnamara**:
 - All of Caulfield North
 - All of Caulfield
 - All of Caulfield East
 - All of Glen Huntly (the part in Macnamara)
 - All of Elsternwick (the part in Macnamara)
 - Only the Glen Eira portion of St Kilda East (south of Inkerman St, east of Hotham St)
- **Higgins** will gain the following from **Goldstein**:
 - All of Caulfield South
 - All of Gardenvale
 - All of Elsternwick (the part in Goldstein)
 - All of Glen Huntly (the part in Goldstein)
 - Part of Ormond (north of North Road only)
- **Higgins** will gain the following from **Hotham**:
 - All of Hughesdale
- **Macnamara** will gain the following from **Higgins**:
 - All of South Yarra (the part in Higgins, west of Punt Rd is already in Macnamara)
 - All of Windsor (the part in Higgins, west of Punt Rd is already in Macnamara)
 - All of Prahran
- **Higgins** will transfer the following to **Kooyong**:
 - The 'City of Boorondara' part of Glen Iris
 - All of Ashburton

The resulting current and projected electors in both seats (as well as Goldstein & Kooyong after other subsequent changes covered in the next section), are as follows:

| Seat | 2023 | 2028 |
|-----------|---------|---------|
| Higgins | 112,774 | 124,007 |
| Macnamara | 117,142 | 129,014 |
| Kooyong | 117,016 | 128,041 |
| Goldstein | 117,142 | 128,021 |

All are within the required +/- 3.5% range of quota for projected enrolments.

A map of the proposed new boundaries, overlaid with SA2 boundaries, for these 4 seats is below:



Benefits of the Proposal (which I will explain in more detail further down):

- Significantly improved communities of interest
- Stronger boundaries, eg. Replacing Glen Huntly Rd with North Road, and Poath Rd with Warrigal Rd (noting Dandenong Rd was already breached as a boundary);
- More entire suburbs united in single seats
- Better alignment of LGAs within fewer electorates
- Far more compact electorate shapes (particularly Macnamara & Higgins)
- More of Melbourne’s Jewish community united in a single seat
- Improved transport links within each seat

Communities of Interest

The purpose of the ‘Communities of Interest’ criteria is because it’s extremely important for an elected MP to be able to represent a cohesive set of interests and values that is relatively consistent across their electorate. This doesn’t equate to a political leaning, but more around demographics.

For example, voters who have larger families, mortgages, send their children to private schools and commute by car are likely to have very different priorities to voters who rent, live in apartments, have no children and predominantly commute by public transport.

Currently, both Higgins and Macnamara each include a range of suburbs which have very different demographic profiles.

As just one example, I will look at two housing metrics as per the 2021 Census, which are the percentage of renters and the percentage of apartments, and I will look at 4 areas:

- Stonnington – East SA3 (entirely in Higgins, and staying there under this proposal)
- Glen Eira LGA (includes what’s already in Higgins, and what’s proposed to move to Higgins)
- The 3 SA2s that cover South Yarra, Prahran & Windsor (proposing to move to Macnamara)
- Port Phillip LGA (entirely in Macnamara, and staying there under this proposal)

These study areas have been chosen because Port Phillip LGA is the best representation of Macnamara excluding what’s proposed to transfer out, and Stonnington – East SA3 is the best representation of Higgins excluding what’s proposed to transfer out.

| Study Area | % Renters | % Apartments |
|---------------------------------------|-----------|--------------|
| Stonnington – East (SA3) | 31.4% | 31.4% |
| Glen Eira (LGA) | 33.8% | 27.7% |
| Prahran, Windsor & South Yarra (SA2s) | 59.3% | 70.3% |
| Port Phillip (LGA) | 51.4% | 66.6% |

This clearly demonstrates that Prahran, Windsor & South Yarra are far more aligned with Port Phillip in Macnamara than they are with the remainder of Stonnington in Higgins; while Glen Eira (including Caulfield) is better suited with ‘Stonnington – East’ in Higgins than with Port Phillip in Macnamara.

Housing was just one example, but an important one as it impacts so many other factors and says a lot about one’s demographic profile and stage in life.

I also personally know many hospitality workers in Prahran & Windsor who live & rent in St Kilda or St Kilda East, so there is a substantial population who live & work between those two areas.

The Jewish Community of Interest

In past proposals, and subsequent objections, “splitting” the Jewish community of interest has been a common theme. However, it is not actually the case that it will be split.

Under this proposal, the entire of the **Caulfield – North SA2** (which includes the Glen Eira part of St Kilda East) will be moving from Macnamara to Higgins.

This SA2 contains almost the entirety of Macnamara’s Jewish community, and has a Jewish population of 41.6% as of the 2021 Census.

The Jewish population across the various SA2s currently in Macnamara are as follows:

| SA2 | % Jewish |
|---|--------------|
| Caulfield – North (inc. Glen Eira part of St Kilda East) | 41.6% |
| St Kilda East (Port Phillip) | 11.4% |
| Elwood | 3.5% |
| South Yarra – West | 2.8% |
| St Kilda - Central | 2.4% |
| St Kilda - West | 2.4% |
| South Melbourne | 1.4% |
| Albert Park | 1.2% |
| Port Melbourne | 0.9% |
| Southbank (East) | 0.3% |
| Southbank (West) – South Wharf | 0.3% |

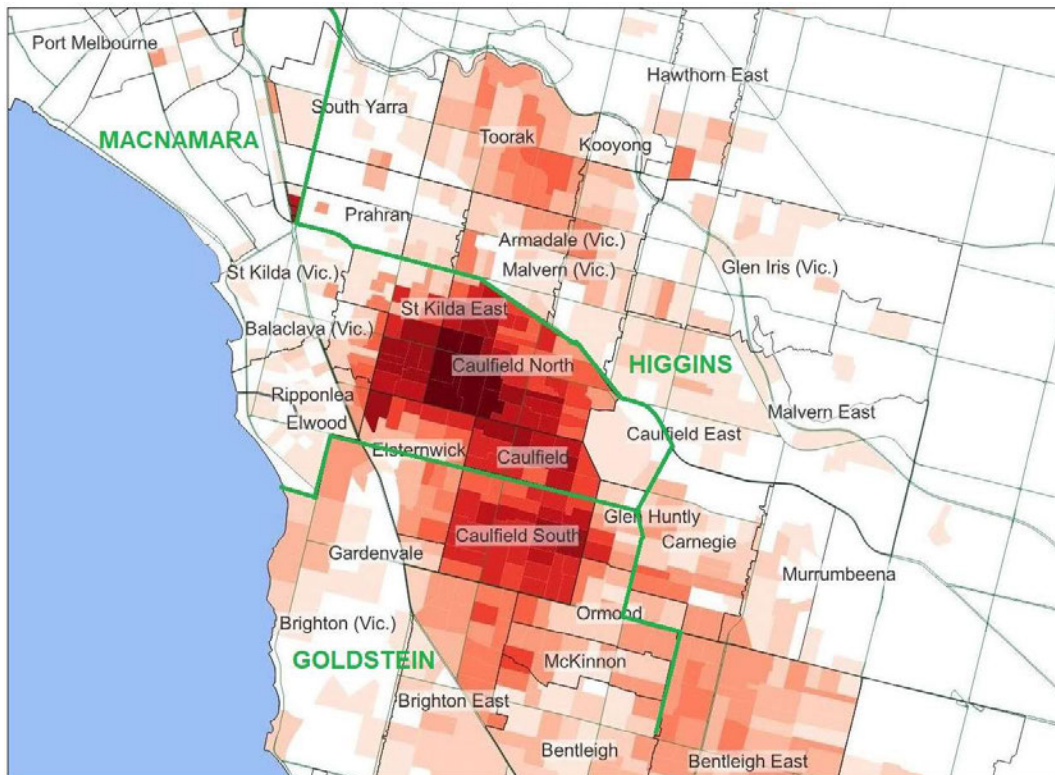
Under my proposal, all of the following SA2s which are currently split between 3 seats will be united within in a single seat (the new Higgins):

| SA2 | % Jewish |
|---|--------------|
| Caulfield – North (inc. Glen Eira part of St Kilda East) | 41.6% |
| Caulfield – South | 38.0% |
| Elsternwick | 17.0% |
| Toorak | 9.7% |
| Ormond – Glen Huntly | 9.5% |
| Armadale | 6.7% |
| Carnegie | 6.1% |
| Malvern – Glen Iris | 5.0% |
| Murrumbeena | 3.5% |
| Malvern East | 2.8% |

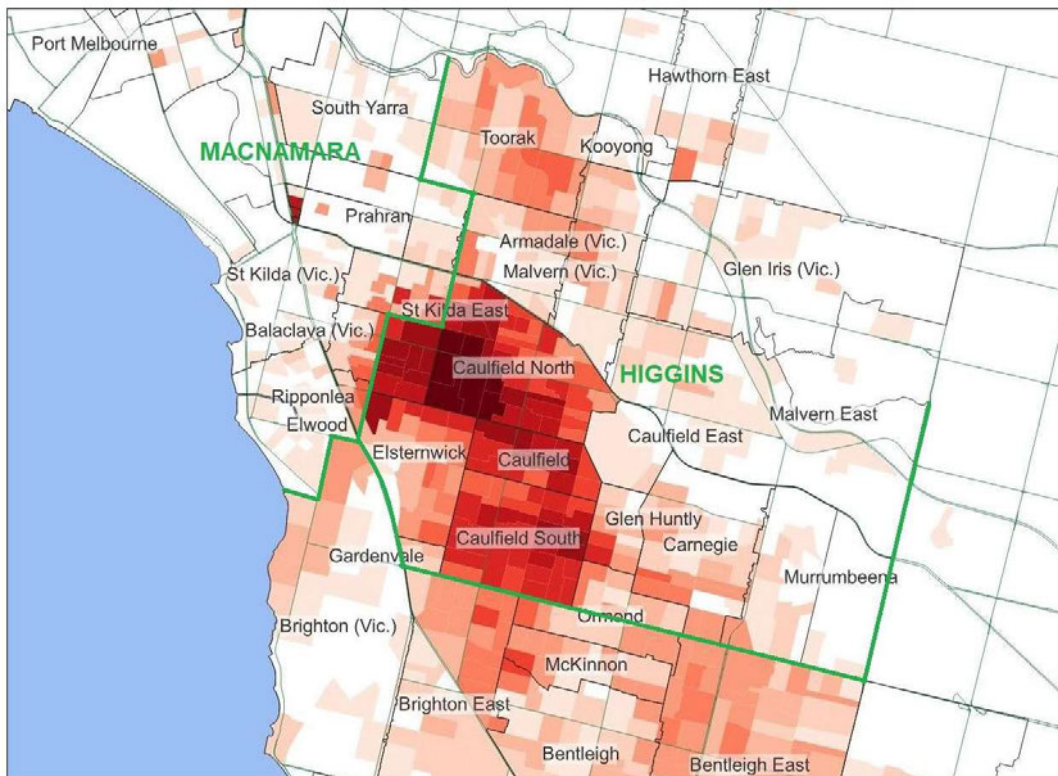
This clearly creates an even larger and more cohesive community of interest than the current boundaries. Significantly, all of the Caulfield North, Caulfield South and Elsternwick SA2s which have the 3 highest Jewish populations in the state will be united in one seat.

Care has also been taken to include the ‘Glen Eira’ part of St Kilda East (which is 56% Jewish) in the transfer of Caulfield North to Higgins, leaving only the City of Port Phillip (only 3.3% Jewish overall) in Macnamara.

Below is a 2022 heat map of the Jewish population per SA1 with the **current** boundaries, which visualises that while there is a very strong concentration of Jewish voters in Macnamara, there are also significant Jewish populations in both Higgins & Goldstein, particularly in Caulfield South:



The following map now overlays the **proposed** boundaries, which rather than split Macnamara's Jewish community, keep it intact while moving it to create a larger community of interest in Higgins:



While there are no doubt some significant Jewish institutions that do remain in St Kilda, Ripponlea and Balaclava, including synagogues and of course the shopping strip on Carlisle Street, Balaclava:

- The actual Jewish population in these suburbs is now greatly diminished;
- Some of these suburbs' ties to the Jewish community (particularly St Kilda) are mostly historical, and suburbs like Balaclava are experiencing a rapid demographic transformation;
- Ripponlea's Jewish community in particular is predominantly Satmar Hasidic, who have very few community ties with the Orthodox community elsewhere in Caulfield;
- Importantly, electoral boundaries have no impact on the Jewish community's ability to still frequent the institutions or businesses outside their electorate;
- What is more important from a "community of interest" perspective to unite its *residential* population in the same seat, so that the elected MP has a cohesive set of voters' interests to represent, and this proposal not only achieves but actually improves that.

I don't believe that uniting a religious community of interest should take precedence over any other community of interest at all, for example housing profiles, family size, LGBTQI communities, etc.

However, even when only examining the impact on the Jewish community, it's difficult to argue that this proposal splits or diminishes it in any way. It merely moves it as a whole and actually unites a larger Jewish community, while also improving the non-religious communities of interest.

Transport Links:

This proposal also improves the transport links throughout both Higgins & Macnamara, by generally aligning them by train line in particular. Some of the improved transport links include:

- The Sandringham Line would now run entirely through Macnamara through South Yarra, Prahran, Windsor, Balaclava & Ripponlea Stations;
- The Pakenham & Cranbourne Lines would run entirely through Higgins between Toorak and Hughesdale Stations (currently it goes through Higgins, Macnamara, Higgins, Hotham);
- The Route 78 tram runs down Chapel Street providing a strong public transport link between St Kilda/Balaclava and Windsor/Prahran & South Yarra which will be united in Macnamara;
- While both the Route 3 and Route 16 trams do connect the Caulfield area to Macnamara to its west, they both also connect the Caulfield area to Malvern East (Route 3) and Malvern, Toorak & Kooyong (Route 16) to its east, which will all be united in Higgins;
- The Route 67 tram connects Elsternwick, Caulfield South, Glen Huntly and Carnegie, all of which would now be united in Higgins, rather than Glen Huntly Rd being a bad boundary;
- The 604 Bus down Orrong Road connects Toorak & Armadale north of Dandenong Road with Caulfield North, Elsternwick and Gardenvale south of it, all of which will be united in Higgins

SECTION 2: SOUTH EASTERN SUBURBS

Current boundaries in Melbourne's southeastern suburbs arguably create far less cohesive communities of interest than those in the north and west, which only require small changes.

Some examples include:

- Hotham stretches from middle-class Bentleigh East in Glen Eira all the way to the working class City of Greater Dandenong, via both Monash & Kingston LGAs, covering a wide range of very different suburbs with very little in common;
- Isaacs covers everything from affluent bayside suburbs to industrial Dandenong South;
- Bruce has gradually shifted eastward, moving from a Greater Dandenong based seat to a hybrid of established working class suburbs and growth corridors;
- Both Holt and La Trobe include both suburban growth corridors and semi-rural areas (particularly La Trobe), and rural & suburban voters often have very different needs;
- Higgins and Macnamara's issues which have already been covered in Section 1.

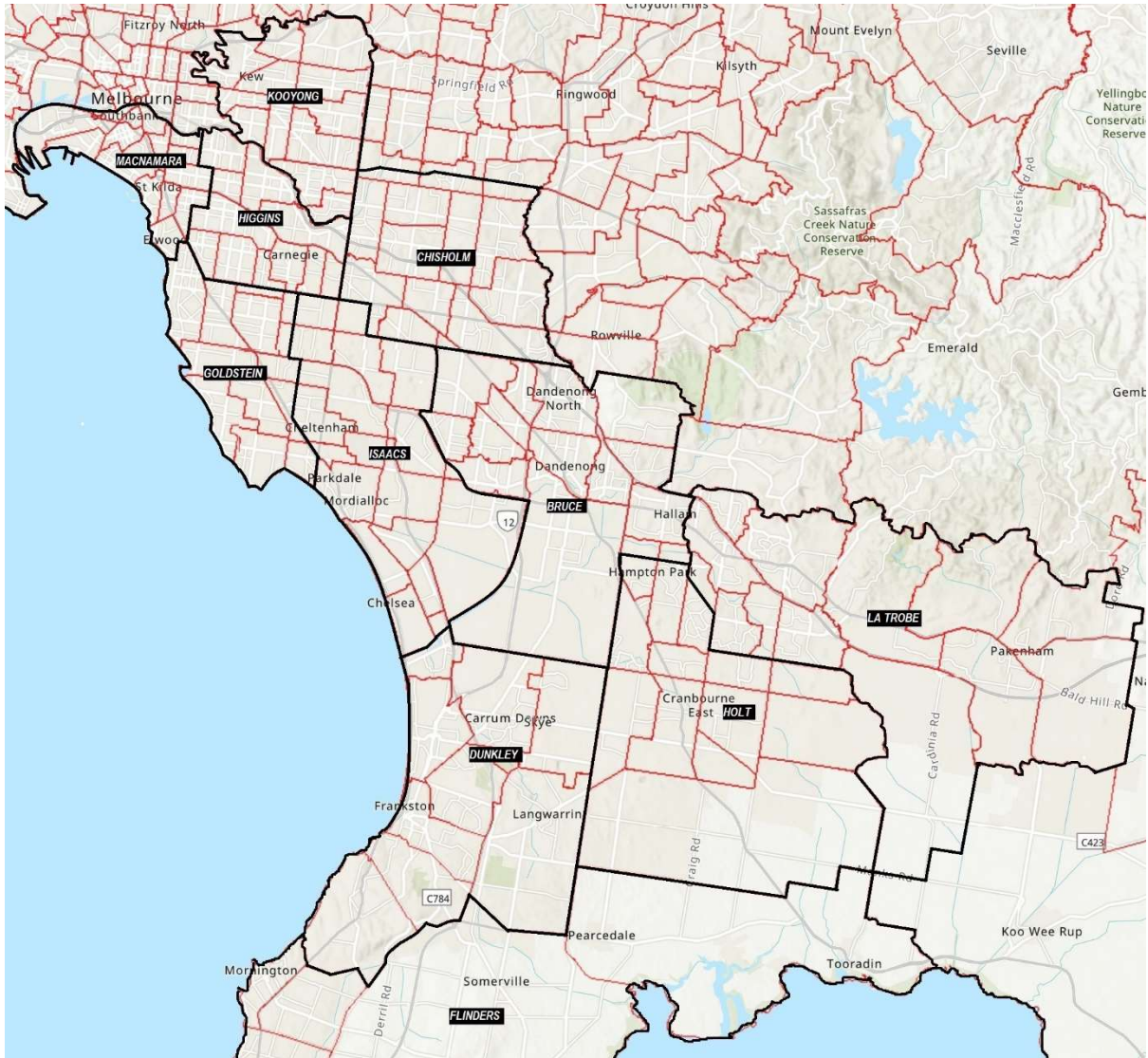
Therefore, I have chosen to abolish a seat in the southeastern suburbs rather than in the north or west, with that seat being **Hotham**, for the following reasons:

- In its current form it has little to no social or geographic cohesion;
- It has a colonial name that is not a former PM;
- Most of its suburbs fit very appropriately into immediately adjoining seats;
- The spillover effect is that it can improve its surrounding seats by:
 - Uniting more of City of Kingston LGA in Isaacs
 - Uniting more of City of Monash LGA in Chisholm
 - Uniting more of City of Greater Dandenong LGA in Bruce

Rather than list every change, I have just provided a map on the next page. Below is a table of the current & projected enrolments for each seat included on the map.

| Seat | 2023 | 2028 |
|-----------|---------|---------|
| Chisholm | 115,404 | 126,569 |
| Dunkley | 120,273 | 130,865 |
| Flinders | 120,359 | 131,071 |
| Goldstein | 117,142 | 128,021 |
| Higgins | 112,774 | 124,007 |
| Holt | 120,727 | 130,991 |
| Bruce | 117,307 | 128,886 |
| Isaacs | 114,841 | 124,673 |
| Kooyong | 117,016 | 128,041 |
| Macnamara | 117,142 | 129,014 |
| La Trobe | 116,960 | 127,333 |

All are within the required range of quota.



Description of each seat's new profile

Isaacs takes the City of Kingston parts from Hotham, uniting more of that LGA in one seat, while also adding parts of Bentleigh East & Oakleigh South which are a strong community of interest with each other and suburbs like Moorabbin & Clarinda. It finally loses Dandenong South which never fit.

Dunkley simply takes Carrum (south of Patterson River) from Isaacs to get within range of quota.

Bruce moves back to where it previously was as a Greater Dandenong seat, only taking in the more established suburbs to its east (Endeavour Hills, Hallam, Doveton and part of Hampton Park).

Holt gains Clyde North and becomes better focused on the growth corridor around the Cranbourne Line, while losing its more rural/coastal area to **Flinders** (putting Flinders within range of quota).

La Trobe focuses on the Pakenham Line growth corridor through Narre Warren, Berwick, Beaconsfield, Officer & Pakenham, losing its rural areas to be a suburban rather than a hybrid seat.

Chisholm moves south to focus almost exclusively on the City of Monash LGA.

Goldstein's changes are mostly to compensate for losing Caulfield South & Elsternwick to Higgins, and make its surrounding seats' changes work more so than improving its own community of interest. However, it now unites part of Bentleigh East (west of East Boundary Rd) with Bentleigh, and all of Highett into the one seat, along with the area around Southland Shopping Centre, all of which arguably fit the seat just as well (if not better) than Elsternwick & Caulfield South.

Macnamara and **Higgins'** changes have already been explained in detail in Section 1, but are significant improvements.

Impact on outer/regional seats

The obvious impact on shrinking La Trobe to only cover the outer suburbs is that there is significant population left over to move elsewhere.

Koo Wee Rup SA2 (minus Officer South, remaining in La Trobe) as well as Bunyip-Garfield (south of the M1) can move to **Monash**, which in turn sends Mount Baw Baw (minus the 3 SA1s covering Buln Buln) to **Gippsland** to accommodate it, keeping both seats within range of quota.

The Narre Warren North and Emerald-Cockatoo SA2s, and Bunyip-Garfield (north of the M1) will be absorbed by **Casey**, which moves south to focus more on the Dandenong Ranges and surrounds.

McEwan then must move east to take some more rural parts of the Yarra Valley from Casey, which allows it to lose both the Mernda area (uniting it in Scullin) as well as its western area, sending the areas around Woodend, Gisborne, Macedon and Riddells Creek to **Hawke** where they have a stronger community of interest with the Sunbury area.

Hawke then sends its pocket of Hillside to Gorton (uniting it with the rest of that SA2), while allowing **Ballarat** to take the more rural Bacchus Marsh Surrounds SA2 from Hawke.

The end result of all this is that:

- Ballarat gets the electors it needs to be within the required range of quota
- Hawke becomes better focused on the commuter towns between Melbourne's suburbs and Ballarat & Bendigo (Melton, Bacchus Marsh, Sunbury)
- McEwan remains a seat without any cohesive sense of community, however it already is, and at least now it loses its metropolitan suburbs to be a more dedicated regional seat rather than a regional/suburban hybrid, which is still an improvement

After all this, only very minor changes are required in the northern & western suburbs to get each seat within range of quota. Most of these are logical improvements.

SECTION 3: EXAMPLE OF STATEWIDE BOUNDARIES

The main focus and priority of my proposal was to realign the southeastern suburbs, and in particular fix the boundaries between Macnamara & Higgins, creating an “inner south” seat combining Port Phillip with the Chapel Street corridor and a seat that unites most of Glen Eira with the remainder of Stonnington.

I believe that this can be achieved within the context of countless other combinations in the northern & western suburbs as well as the regional and rural seats.

I have provided below just one example of how it could work in the context of a statewide proposal.

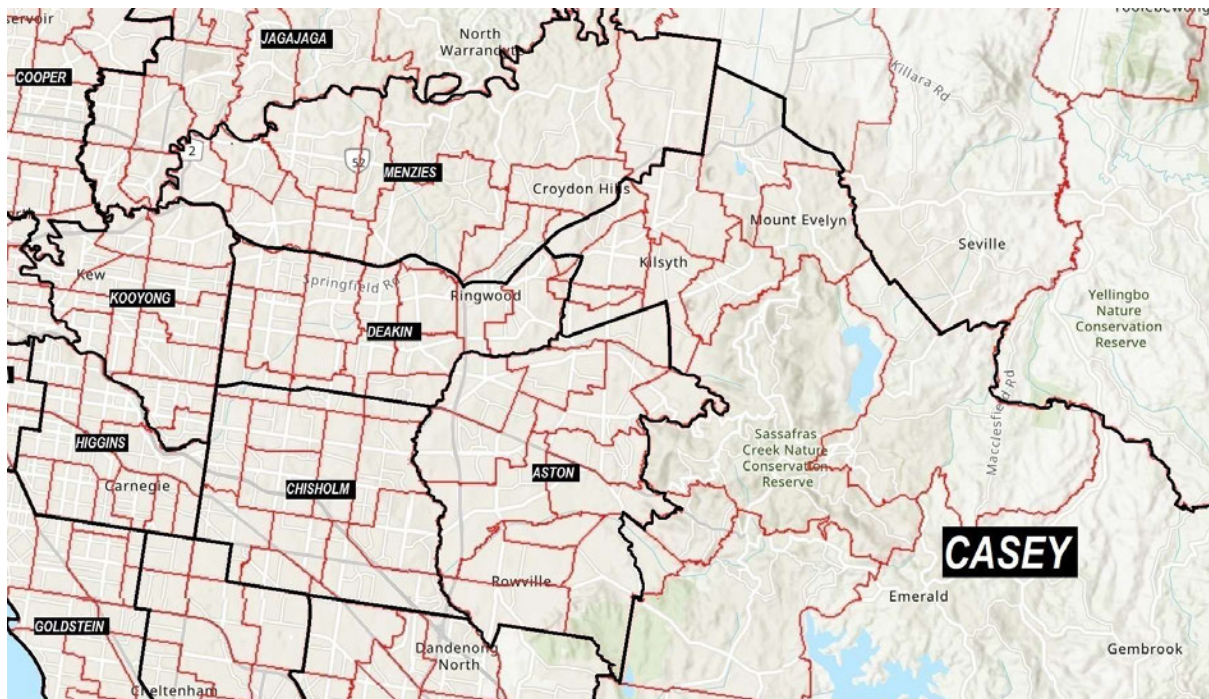
I don't have the local knowledge outside of the inner & southeastern metropolitan area that others might, so there may obviously be better suggestions for these other areas, however I do believe that my proposal for the southeast – and in particular Macnamara & Higgins – could work with most other combination of changes in other regions.

The maps that follow I believe achieve all of the following objectives:

- The abolishment of Hotham, one of the two seats (the other being McEwan) that had the least cohesive community of interest in the state;
- All seats within range of the required quota for both 2023 and projected 2028 enrolments, noting that for one (Melbourne) I offer two different options to ensure it is within range;
- The desired realignment of the southeastern suburbs, as described in Section 2;
- Minimal changes in the northern & western suburbs, but changes which also improve the boundaries and communities of interest;
- Converting two regional/metropolitan hybrid seats, which I don't believe work from a community of interest perspective, into one or the other. Those being:
 - McEwan losing its suburbia to be entirely regional
 - La Trobe losing its rural areas to be entirely metropolitan;
- The existing crossing of the Yarra within Menzies removed (North Warrandyte transferred to Jagajaga), with possibly no additional crossing required, or at most a very appropriate and minor crossing at the Docklands (more on that below).

I will break the overall proposal down into regions – excluding the southeastern suburbs which have already been covered.

Eastern Suburbs



- **Kooyong** gains the remainder of City of Booroondara from Higgins, and sends its strip of the City of Whitehorse to **Deakin**
- **Deakin** becomes focused on the City of Whitehorse + Ringwood area. It gains all the City of Whitehorse areas from **Menzies** and **Chisholm** (north of Burwood Highway).

It retains Ringwood and Ringwood East (south of Maroondah Highway), and uses the junction of Mount Dandenong Road & Bayswater Road as its far eastern border.

- **Menzies** moves north of the Eastern Freeway, Ringwood Bypass & Maroondah Highway, mostly focusing on the City of Manningham and stretching as far east as Chirnside Park.
- **Aston** has very little change as a Knox based seat, but gains Bayswater North (south of Canterbury Road) from Deakin.
- **Casey** shrinks to lose most of the Yarra Valley, expand southward into Gembrook, and west uniting Croydon with Kilsyth, Mooroolbark and Lilydale.

Note that in this proposal, while the Cities of Manningham and Whitehorse are better united in Menzies & Deakin respectively, the City of Maroondah area (currently mostly in Deakin) becomes more split between 4 seats: Deakin, Aston, Casey and Menzies.

An alternate proposal could be to have less change around the City of Whitehorse, and instead have Menzies expand southwards to unite the Box Hill & Burwood areas with what's already in Menzies, while Deakin remains focused on the City of Maroondah, taking Menzies' northeastern areas.

I don't have the local knowledge to know which is better, but it would be easy to make both work within quota without impacting any other boundaries outside Deakin, Menzies & Casey.

Regional / Rural Seats

Note: Not all are shown on the maps (next 2 pages) as some have minimal or even no changes.

- **Wannon** and **Nicholls** have no changes. Both are already within range of quota.
- **Mallee** only sends its share of the *Bendigo Surrounds – North and Bendigo Surrounds – South* SA2s to **Bendigo**, this small change is to put Bendigo within the required range of quota.
- **Ballarat** gains the *Bacchus Marsh Surrounds* SA2 from **Hawke**, which puts it within quota.
- **Corio** just gains the remainder of the *Highton* SA2 from **Corangamite**.
- **Indi** gains *Upper Yarra Valley* SA2 (only 151 electors on 2028 projections) from **Casey**, and sends the *Kinglake* SA2 and the 3 SA1s covering the Glenburn, Hazeldean and Flowerdale area from the *Yea* SA2 to **McEwan**.
- **Gippsland** gains most of the *Mount Baw Baw* SA2 (minus the SA1s covering Buln Buln, to keep Gippsland within quota) from **Monash**.
- This allows **Monash** to absorb most of the rural areas from **La Trobe** including most of the *Koo Wee Rup* SA2 (excluding Officer South) and the *Bunyip-Garfield* SA2 south of the M1.
- **Casey**, as mentioned in the previous section, shrinks in size and loses most of its rural areas including the *Yarra Valley*, *Healesville-Yarra Glen* and *Upper Yarra Valley* SA2s, in addition to the rural parts of the *Lilydale-Coldstream* SA2 (Lilydale remains in Casey).

This makes Casey a bit less of a regional/metropolitan hybrid, focusing more on the outer eastern suburbs (Croydon to Lilydale) and Dandenong Ranges.

- **McEwan** is a seat that I believe was already problematic, covering a very large area from the northwest to northeast, and incorporating a mix of rural areas, regional towns (Kilmore) and northern suburbs (Mernda).

Under this proposal it actually increases in size and covers an even larger area expanding east into the Yarra Valley and north into Kinglake.

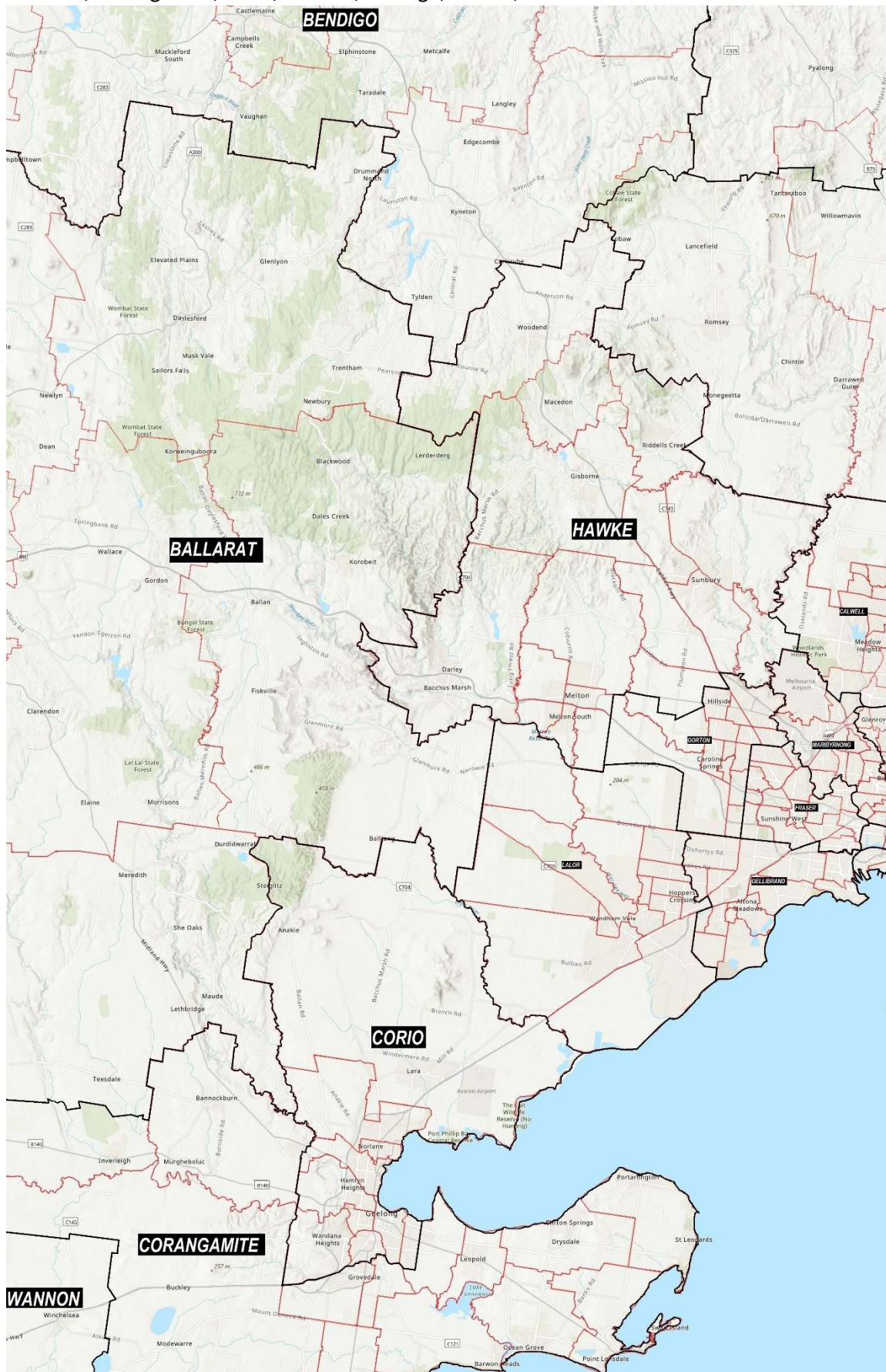
However, it loses its suburban growth areas and its western region around Sunbury, which I believe is at least a slight improvement from a community of interest perspective, as the seat at least becomes entirely regional rather than regional & suburban, and only covers the north to northeast (albeit a larger area of it).

- **Hawke**, like McEwan, also loses its more metropolitan/suburban area, with the *Hillside* SA2 being united in **Gorton**, and as mentioned also loses *Bacchus Marsh Surrounds* to **Ballarat**.

This allows it to absorb the *Gisborne*, *Woodend*, *Macedon* and *Riddells Creek* SA2s from **McEwan**, becoming more focused on the north-western commuter towns which are still relatively disconnected from the suburban sprawl.

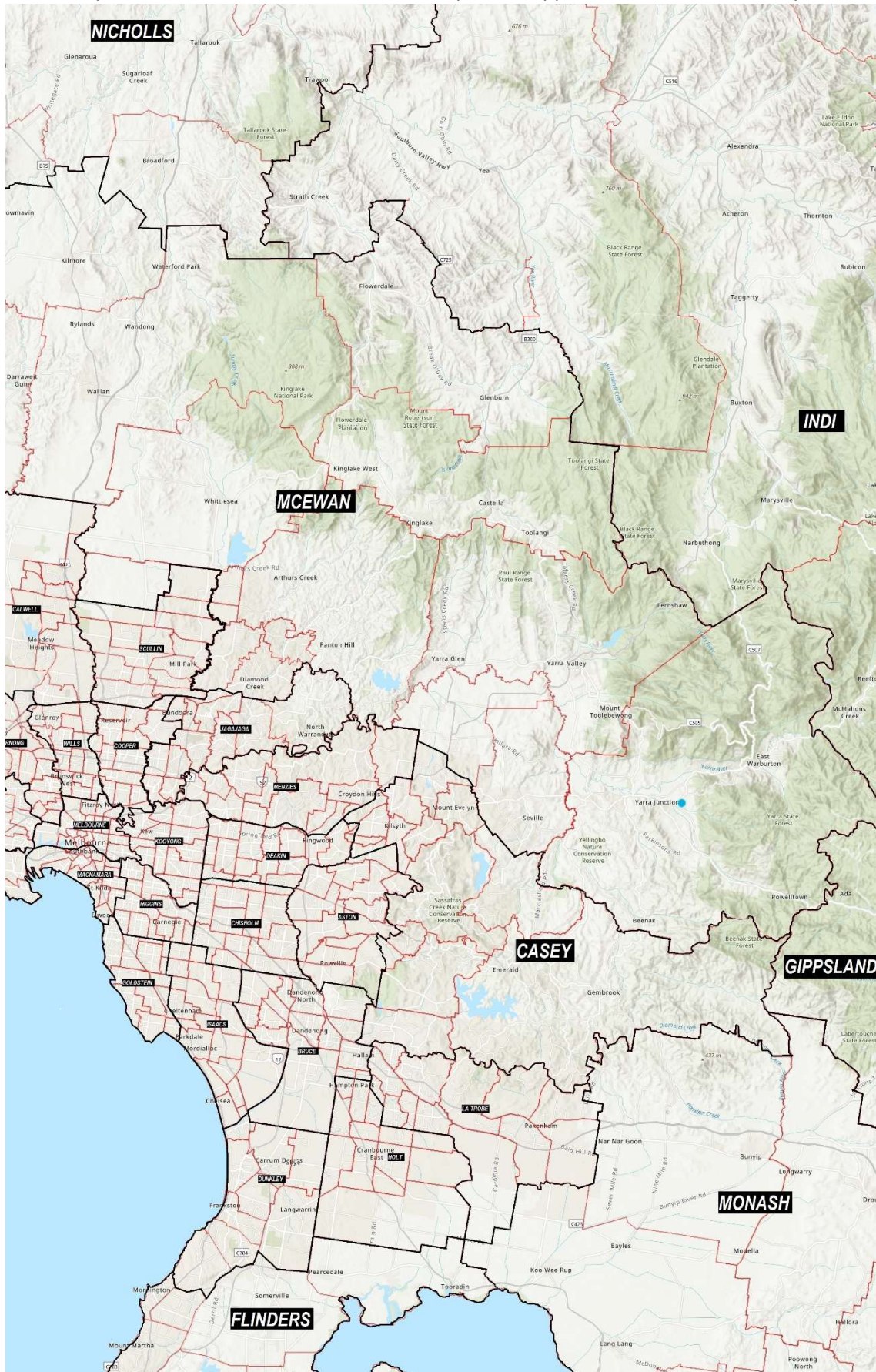
Regional/Rural Map 1

Wannon, Corangamite, Corio, Ballarat, Bendigo, Hawke, western border of McEwan & Nicholls:



Regional/Rural Map 2

Indi, Casey, McEwan, Nicholls, Monash, Flinders, part of Gippsland's western boundary.



Northern & Western Suburbs

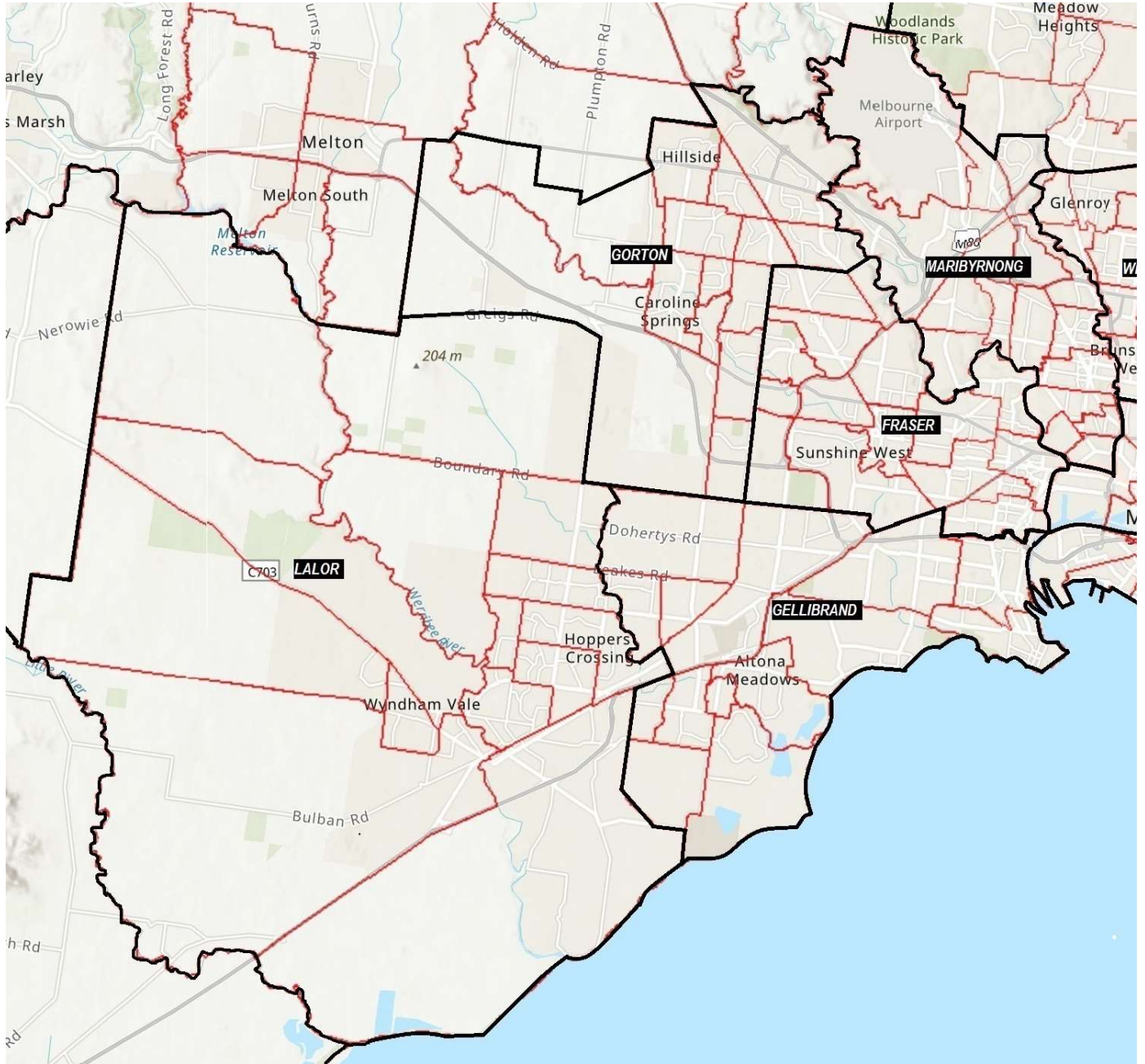
- **Calwell** has no changes and remains within range of quota.
- **Maribyrnong** gains the remainder of the *Keilor SA2* from **Gorton** to put it within range of quota, uniting it all in the same seat.
- **Fraser** gains the remainder of the *Yarraville SA2* from **Gellibrand**, uniting it in the same seat.
- **Gellibrand** gains the remainder of the *Truganina – South East, Truganina – South West* and *Laverton SA2s* from **Lalor**, uniting them in the same seat.
- **Lalor** gains the *Eynesbury–Exford SA2* from **Hawke**, and the less populated SA1s from the *Rockbank-Mt Cottrell SA2* (west of Hopkins, south of Griegs) from **Gorton**, giving it more of the less populated & industrial parts of the western suburbs.
- **Gorton** then gains the remainder of the *Hillside SA2* from **Hawke**, uniting Hillside in one seat.
- **Scullin** gains all of Mernda from **McEwan**, uniting it with South Morang and allowing McEwan to be a more exclusively regional.
- **Cooper** gains the *Bundoora – West SA2* from **Scullin**, uniting it with Bundoora Park and the putting both seats within the required range of quota.
- **Jagajaga** only gains North Warrandyte from **Menzies**, uniting the *Research-North Warrandyte SA2* in one seat and continuing the Yarra River as a strong boundary.
- **Wills** gains the remainder of the *Brunswick East SA2* from **Melbourne**, uniting all the Brunswick area in Wills.

NOTE: At this point, all seats are within range of quota except **Melbourne** which falls 311 electors short on the 2028 Projection.

There are two simple options to get Melbourne within the required range of quota, which will be explained after the maps on **Page 19**.

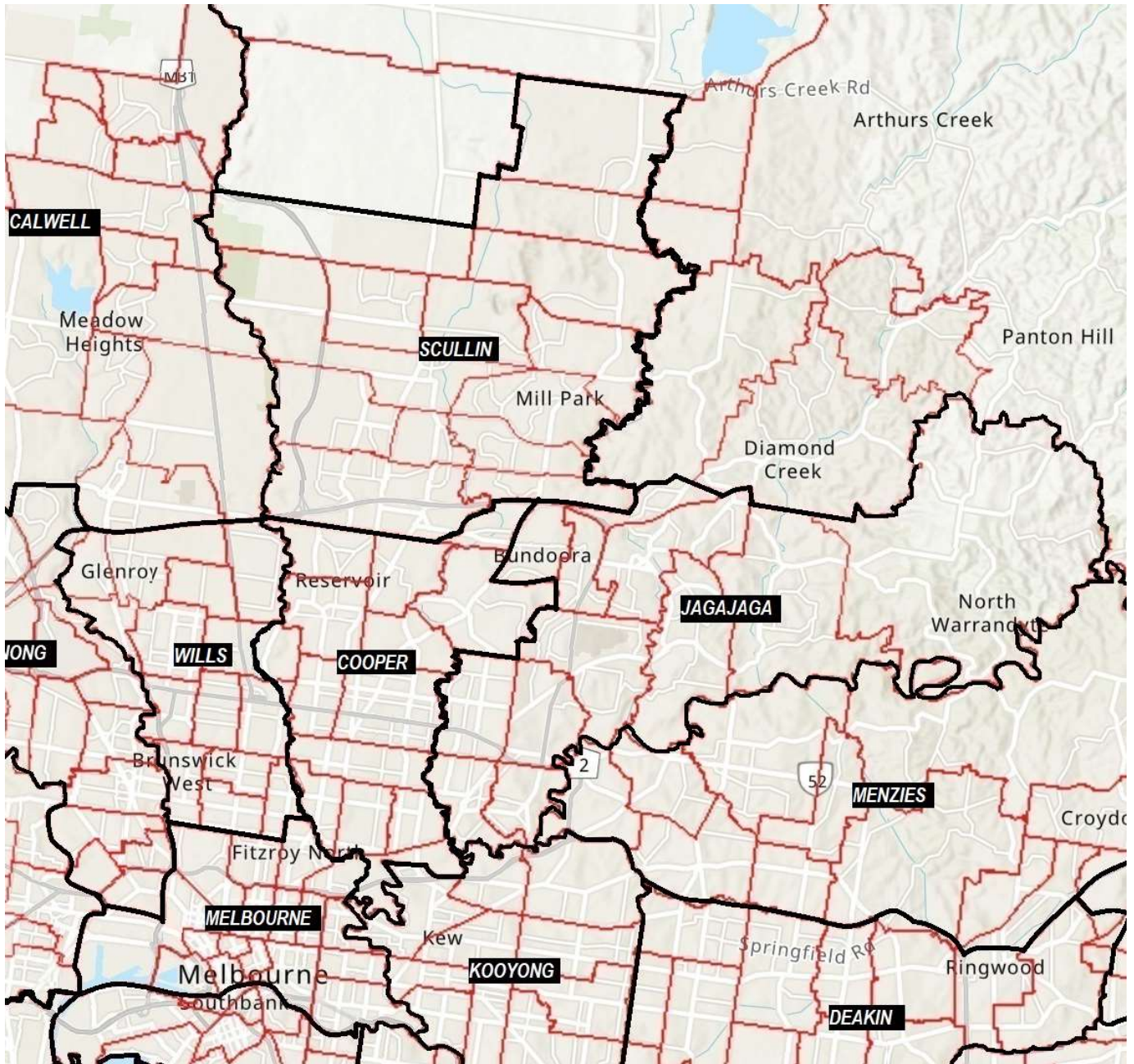
Northern & Western Suburbs Map 1:

Western Suburbs: Lalor, Gorton, Fraser, Gellibrand, Maribyrnong (with Hawke & Corio boundaries).



Northern & Western Suburbs Map 2:

Northern Suburbs: Calwell, Scullin, Jagajaga, Cooper, Wills, Melbourne (with McEwan boundary).



Note: Calwell is not shown in its entirety as it remains unchanged.

Two options to get Melbourne within range of quota

As mentioned, under the current proposal the only seat outside the required range of quota is **Melbourne** which falls just 311 electors short of being within the 3.5% tolerance.

There are two simple solutions for this, so I have offered both options.

Option 1 – Move the proposed Wills boundary at Brunswick East 1 block north

The simplest solution is to simply transfer less of Brunswick East to Wills. The logical boundary in this scenario would be to use Brunswick Road instead of the linear Inner Circle Park.

This solution would keep 571 electors (on 2028 projections) in the area within the blue boundary below in Melbourne, while only transferring the remaining 3,125 to Wills so both are within quota:

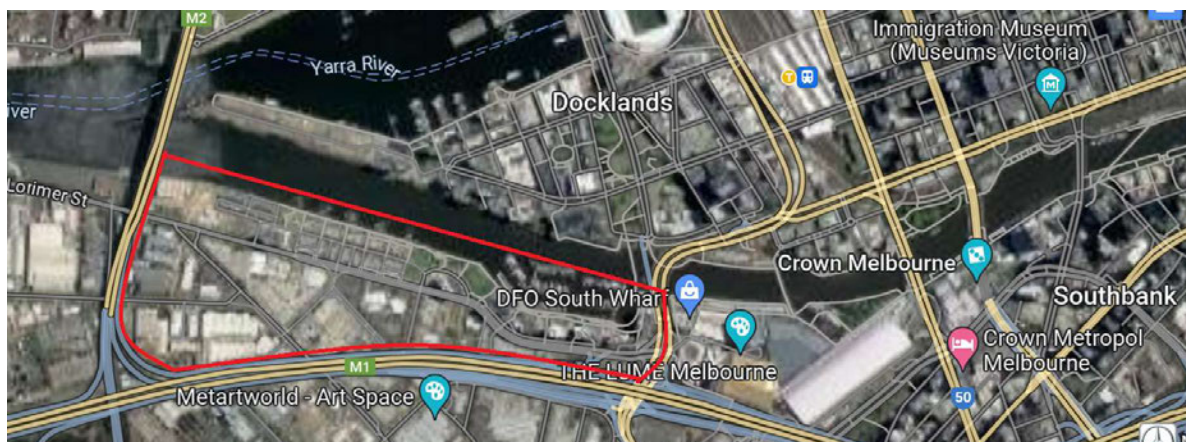


However, the downside of this option is that creates a messier boundary rather than continuing the Inner Circle Park and SA2 border as the boundary, and fails to unite Brunswick East in Wills.

Option 2 – Transfer Docklands from Macnamara

An alternative is to transfer the 1,846 (on 2028 projections) electors from the Docklands SA2 currently in Macnamara to Melbourne. This would require a Yarra crossing, but arguably a very appropriate one for the following reasons:

- It's the only SA2 that crosses the Yarra, and would unite the Docklands in one seat;
- It is significantly cut off from the rest of Macnamara by freeways (as shown below), making the footbridge across the Yarra a stronger connection to the remainder of Docklands.



This proposal would keep Macnamara well within range (at 127,168 electors on 2028 projections) so would not require any further changes south of the river, or to the Macnamara/Higgins boundaries.

Here are the enrolments, before selecting either option to get Melbourne within quota:

| Seat | 2023 | 2028 | 2028 Quota Check |
|-------------|--------|--------|------------------|
| Aston | 117131 | 127491 | In Range |
| Ballarat | 117737 | 127106 | In Range |
| Bendigo | 113577 | 122986 | In Range |
| Bruce | 117307 | 128886 | In Range |
| Calwell | 115327 | 125369 | In Range |
| Casey | 120740 | 129772 | In Range |
| Chisholm | 115404 | 126569 | In Range |
| Cooper | 115134 | 126030 | In Range |
| Corangamite | 115348 | 126465 | In Range |
| Corio | 115168 | 124400 | In Range |
| Deakin | 118238 | 129595 | In Range |
| Dunkley | 120273 | 130865 | In Range |
| Flinders | 120359 | 131071 | In Range |
| Fraser | 118649 | 129943 | In Range |
| Gellibrand | 114864 | 126222 | In Range |
| Gippsland | 121130 | 131642 | In Range |
| Goldstein | 117142 | 128021 | In Range |
| Gorton | 119386 | 129879 | In Range |
| Hawke | 119680 | 128218 | In Range |
| Higgins | 112774 | 124007 | In Range |
| Holt | 120727 | 130991 | In Range |
| Indi | 114978 | 124108 | In Range |
| Isaacs | 114841 | 124673 | In Range |
| Jagajaga | 116545 | 126411 | In Range |
| Kooyong | 117016 | 128041 | In Range |
| Lalor | 112874 | 123787 | In Range |
| La Trobe | 116960 | 127333 | In Range |
| Macnamara | 117142 | 129014 | In Range |
| Mallee | 121367 | 131127 | In Range |
| Maribyrnong | 114893 | 125334 | In Range |
| Melbourne | 111770 | 122474 | -311 |
| Menzies | 120754 | 131256 | In Range |
| McEwan | 114269 | 122963 | In Range |
| Monash | 120460 | 131400 | In Range |
| Nicholls | 114691 | 124233 | In Range |
| Scullin | 117243 | 127286 | In Range |
| Wannon | 116485 | 125633 | In Range |
| Wills | 113597 | 124447 | In Range |

Here are the Melbourne, Macnamara & Wills enrolments for each option, all within quota range:

| Seat | Option 1 | | Option 2 | |
|-----------|----------|--------|----------|--------|
| | 2023 | 2028 | 2023 | 2028 |
| Macnamara | 117142 | 129014 | 115459 | 127168 |
| Melbourne | 112291 | 123045 | 113453 | 124320 |
| Wills | 113076 | 123876 | 113597 | 124447 |

CONCLUSION

The primary purpose of this proposal is to focus on the boundaries between Macnamara and Higgins.

There have been countless proposals similar to this – based around swapping Prahran & South Yarra for the Caulfield area – in each of the last few redistributions, and on occasion (such as 2021) they have even been drafted by the EBC and received a lot of support, prior to being overturned following objections primarily by the Labor Party and local Jewish organisations, mostly arguing the following:

- It diminishes the Jewish community of interest;
- Dandenong Road is a strong boundary that cannot be crossed;
- Crossing Dandenong Road weakens the transport links

However, I believe this proposal makes a compelling case that:

- The proposed boundaries do not split the Jewish community at all, but rather move the entire community as one;
- That community gets moved into a seat where it joins a larger Jewish community than what exists in the remainder of Macnamara, thus forming an even larger community of interest;
- A religious community of interest should not be the primary consideration. There are many other communities of interest based around demographics, housing, home ownership, family size, sexuality (ie. LGBTQI community) and other factors that these boundaries would significantly improve, by uniting all the dense and renter/apartment dominated inner-city areas from Port Phillip with the Chapel St corridor in Macnamara, and the more family oriented suburban communities of Glen Eira with the remainder of Stonnington in Higgins;
- Dandenong Road is already breached as a boundary throughout much of Higgins (east of Caulfield) and every other seat to the east of Higgins, so crossing it should not be seen as a barrier. Conversely, Glen Huntly Rd as a major shopping & activity centre is currently a very poor boundary. This proposal would unite both sides of the road in one seat while moving the boundary south to a thoroughfare (North Road) just as strong as Dandenong Road;
- The transport links are actually improved, particularly around train lines (see Page 7).

In addition to this, the flow on effects and abolition of Hotham provide an excellent opportunity to realign the electorates in the southeastern suburbs, which many observers feel have diminished community & geographic cohesion as a result of gradual shifts over time.

The remainder of the proposal is merely one example of how it could work in a statewide context, and demonstrates effectively how it can avoid a significant Yarra crossing, only require very small but positive changes in the northern & western suburbs and focus a few of the seats that are currently regional/metropolitan hybrids to more clearly be one or the other.

Importantly, the proposal for the southeastern suburbs – and in particular the Macnamara/Higgins boundaries – should be able to work in isolation, with any number of other combinations of boundaries throughout the rest of the city and state.