



**THE FEDERAL
REDISTRIBUTION
WESTERN AUSTRALIA**

Objection 42

Anonymous 2

56 pages

To The Augmented Electoral Commission for Western Australia,

Thank you for receiving this second submission regarding the proposed divisional boundaries for Western Australia.

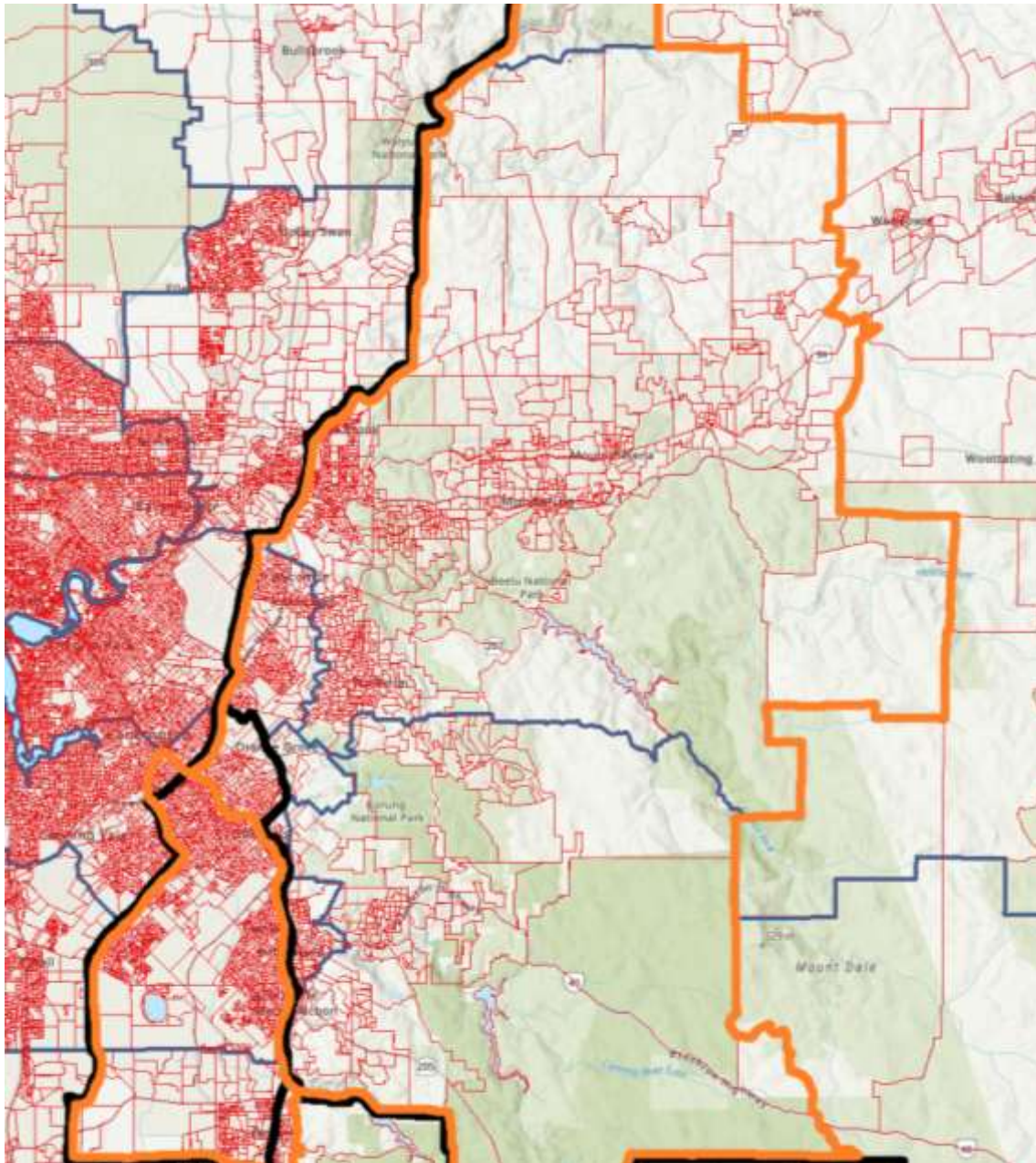
I would like to submit a map indicating how **Bullwinkel** could be redrawn so that it fits entirely within the Perth metropolitan area.

I have attached my first submission in **Appendix A** for reference.

I have also attached the submission I made to the Augmented Electoral Commission for Victoria in **Appendix B**, as it provides some context on why I have made certain boundary decisions.

Thank you for considering my objections.

MAP: PROPOSED AMENDMENTS TO BULLWINKEL & BURT



APPENDIX A: PREVIOUS SUBMISSION TO THE AUGMENTED ELECTORAL COMMISSION FOR WESTERN AUSTRALIA

To The Augmented Electoral Commission for Western Australia,

As an 'East Coaster' I am not hugely familiar with the geography of Western Australia, but I will share my thoughts in the hope that they are useful.

The Redistribution Committee has done an excellent job with the proposed boundaries for metropolitan Perth, however I would like to offer a small set of amendments that would simplify the changes to the Wheatbelt region.

The proposed division of **Bullwinkel** straddles the boundary between metropolitan Perth and regional Western Australia, containing 16,071 projected electors from the Wheatbelt shires of Beverley, Northam, Toodyay and York, or 13.22% of its total.

Noting that there will be a slight surplus of electors in the divisions south of the Swan River, it is possible to draw **Bullwinkel** completely within the Perth metropolitan area and to retain those rural shires in **Durack** and **O'Connor**. This would help to reduce the scope of what is already – by necessity – a somewhat unwieldy division that must stretch across Perth's eastern fringes.

This can be achieved by the transfer of the part of **Burt** that remains north of the Canning River, the localities of Kenwick and Maddington. Such an amendment would allow for all proposed changes to **Forrest** and **O'Connor** to be reverted, noting that neither division is required to undergo change unless deemed necessary for community of interest purposes. Rather than the more complicated swap of territory proposed, **Durack** can simply address its surplus of electors by the transfer of Bullsbrook – its remaining share of metropolitan Perth – to **Hasluck**.

After transferring Kenwick and Maddington to **Bullwinkel**, **Burt** would be required to gain electors and can do so by:

- Retaining Langford in the division instead of transferring it to **Swan**
- And gaining all of Byford from **Canning** instead of splitting it along the South Western Highway

The above set of changes would ensure that all 16 divisions are within the projected enrolment tolerance, with fewer electors transferred overall, being 250,032 or 13.77% of the total.

The key consideration is whether it is more suitable for the electors in those Avon Valley shires to be in the largely metropolitan division of **Bullwinkel** or in the vast rural divisions of **Durack** and **O'Connor**. Giving some consideration to population growth trends, I would suggest that they are better suited to the latter, however I will leave it with the Commission to determine the best course of action.

Best of luck with your deliberations.

APPENDIX B: SUBMISSION TO THE AUGMENTED ELECTORAL COMMISSION FOR VICTORIA

To The Augmented Electoral Commission for Victoria,

Thank you for receiving this submission regarding the proposed divisional boundaries for Victoria.

In the suggestions period, I was one of several participants that raised the issue with the original enrolment projections (in S63 and CS69), and I commend the ABS, the AEC and the Redistribution Committee for acknowledging and transparently resolving this issue.

Considering the challenges raised by this error, the Redistribution Committee has generally done a decent job at drawing logical division boundaries and balancing elector numbers. There are, however, a number of shortcomings which I hope the Augmented Electoral Commission will take the time to address.

As a politically unaffiliated observer and participant in this redistribution process, my primary interest is ensuring that the Victorian public gets the best parliamentary representation possible. To me, this means clear boundaries that define cohesive communities, and I encourage the Commission to seek out ways to uphold these principles, even if it requires doing more than what is minimally mandated by Section 66.3.a of the Electoral Act.

The following submission outlines my observations on where the Committee has done well and where things can be improved. I will provide comments on each area and division of interest, and I have suggested a number of amendments to the proposed boundaries, many of which allow for fewer electors to be transferred overall, or which allow for certain local government areas to be split across fewer divisions. I have also provided maps of these suggested amendments.

Given that all original submissions have been rendered unusable by the necessary update of enrolment projections, I encourage the Commission to give more consideration to this round of objections and comments than usual and to conduct an inquiry into the main issues raised.

Thank you for giving consideration to my submission. All the best in your deliberations.

SUMMARY OF KEY OBJECTIONS

- The abolishment of **Higgins** and the resulting movement of **Melbourne** across the Yarra River is not without merit, however the resulting split of City of Stonnington across 5 different divisions and of the division of **Hotham** across 5 different local government areas is a clear indicator that **Hotham** should have been abolished instead (which would be supported by a small crossing of the Yarra River between **Jagajaga** and **Menzies** as has been the convention used by previous Redistribution Committees). The Commission should give consideration to this alternative.
- The messy split of City of Wyndham (including new suburban estates in Werribee) can be avoided by the transfer of the part of Tarneit in the state district of Laverton from **Lalor** to **Gellibrand**.
- Woodend can be returned to **Bendigo** and the arbitrary split of Hepburn Shire can be avoided by a sensible adjustment to the boundary between **McEwen** and **Scullin** to follow that of the state district of Yan Yean.
- The inappropriate transfer of part of Campbellfield to **Scullin** can be avoided by a simple boundary adjustment between **Calwell** and **Maribyrnong** to follow Moonee Ponds Creek, as per the state district of Greenvale.
- The most sensible way to reduce a surplus of electors in the Inner North is via the transfer of Bundoora to **Jagajaga**, not by splitting Glenroy and Oak Park with **Maribyrnong**. **Wills** should remain north of the clear boundary of Park Street, and **Maribyrnong** should sensibly gain Keilor from rapidly growing **Gorton** instead.
- **Melbourne** should gain Southbank instead of the Chapel Street corridor, and a clear boundary can be formed along the West Gate Freeway, Kings Way and Toorak Road, to better define inner-city **Melbourne** and inner-south **Macnamara**.
- The City of Stonnington should not be split across 5 different divisions, and it is possible to remove **Melbourne** and **Hotham** from this local government area.
- The divisions of Eastern Melbourne can be rotated counterclockwise to better include similar areas.
- The transfer of Mount Eliza to **Flinders** results in poorer overall boundaries for the divisions of Southeastern Melbourne, and should be avoided at this point in time, with the transfer of Pearcedale and Tooradin from **Holt** being a superior option
- The arbitrary split of Nillumbik Shire can be reverted if **Casey** expands further into City of Manningham to take in peri-urban Warrandyte from **Menzies** or if it moves further into Cardinia Shire.

LIST OF COMMITTEE PROPOSED CHANGES

WESTERN VICTORIA & WESTERN MELBOURNE

1. **Wannon** gains Inverleigh and Moriac from **Corangamite** Modification suggested
2. **Corio** gains Bannockburn from **Corangamite**
3. **Corio** gains Maude and Sutherlands Creek from **Ballarat** Modification suggested
4. **Corio** gains part of City of Wyndham from **Lalor** **OBJECTION**
5. **Hawke** gains part of City of Wyndham from **Lalor** **OBJECTION**
6. **Gellibrand** gains Truganina and Point Cook from **Lalor** **EXTENSION SUGGESTED**
7. **Fraser** gains Yarraville and Spotswood from **Gellibrand** Modification suggested
8. **Hawke** gains Keilor North from **Gorton**
9. **Hawke** gains Melbourne Airport from **Maribyrnong**

NORTHERN VICTORIA & OUTER NORTHERN MELBOURNE

10. **Bendigo** gains part of Hepburn Shire from **Ballarat** **OBJECTION**
11. **Bendigo** gains part of Mitchell Shire from **Nicholls**
12. **Nicholls** gains Kilmore from **McEwen**
13. **McEwen** gains Kalkallo from **Calwell** Modification suggested
14. **Scullin** gains Campbellfield from **Calwell** **OBJECTION**
15. **Scullin** gains part of Mernda from **McEwen** **ALTERNATIVE GIVEN**

INNER NORTHERN MELBOURNE

16. **Jagajaga** gains part of Bundoora from **Scullin** **OBJECTION**
17. **Jagajaga** gains North Warrandyte from **Menzies**
18. **Cooper** gains Clifton Hill from **Melbourne** **EXTENSION SUGGESTED**
19. **Wills** gains Brunswick East from **Melbourne**
Wills gains Carlton North and Fitzroy North from **Melbourne** **OBJECTION**
20. **Maribyrnong** gains area west of Citylink from **Wills**
Maribyrnong gains part of Glenroy and Oak Park from **Wills** **OBJECTION**
21. **Melbourne** gains South Yarra from **Macnamara** **ALTERNATIVE GIVEN**
22. **Melbourne** gains South Yarra and Prahran from **Higgins** **ALTERNATIVE GIVEN**
23. **Macnamara** gains Windsor from **Higgins** **ALTERNATIVE GIVEN**

EASTERN MELBOURNE

24. **Kooyong** gains Toorak, Armadale and Malvern from **Higgins** **ALTERNATIVE GIVEN**
25. **Menzies** gains Mont Albert from **Kooyong** **ALTERNATIVE GIVEN**
26. **Menzies** gains Box Hill from **Chisholm** **ALTERNATIVE GIVEN**
27. **Deakin** gains Nunawading and Park Orchards from **Menzies**
28. **Deakin** gains part of Burwood East from **Chisholm** **ALTERNATIVE GIVEN**
29. **Aston** gains area south of Canterbury Road from **Deakin**
30. **Chisholm** gains Glen Iris and Malvern East from **Higgins** **ALTERNATIVE GIVEN**
31. **Chisholm** gains Glen Iris from **Kooyong** **ALTERNATIVE GIVEN**

32. **Hotham** gains area south of Monash from **Chisholm**
33. **Hotham** gains Carnegie and Hughesdale from **Higgins**

Modification suggested

SOUTHEASTERN MELBOURNE

34. **Goldstein** gains part of Bentleigh East from **Hotham**
35. **Goldstein** gains Moorabbin and Highett from **Isaacs**
36. **Isaacs** gains area south of Heatherton Road from **Hotham**
37. **Isaacs** gains part of Dandenong from **Bruce**
38. **Dunkley** gains area south of Patterson River from **Isaacs**
Dunkley gains Bonbeach and part of Chelsea from **Isaacs**
39. **Flinders** gains part of Mount Eliza from **Dunkley**
40. **Bruce** gains part of Cranbourne North from **Holt**
41. **Bruce** gains part of Berwick from **La Trobe**
42. **Casey** gains part of Nillumbik Shire from **McEwen**
43. **Casey** gains Wonga Park from **Menzies**

OBJECTION

Modification suggested

OBJECTION

OBJECTION

OBJECTION

OBJECTION

ALTERNATIVE GIVEN

OBJECTION

LIST OF SUGGESTED AMENDMENTS

WESTERN VICTORIA & WESTERN MELBOURNE

1. Retain Bellbrae and Freshwater Creek in **Corangamite**
2. Transfer Moolap from **Corangamite** to **Corio**
3. Retain Maude in **Ballarat**
4. Fully revert transfer of part of City of Wyndham from **Lalor** to **Corio**
5. Fully revert transfer of part of City of Wyndham from **Lalor** to **Hawke**
6. Transfer the part of Tarneit north of Dry Creek and East of Derrimut Road from **Lalor** to **Gellibrand**
7. Retain Brooklyn and Spotswood in **Gellibrand**
8. Transfer Ballan and Blackwood from **Hawke** to **Ballarat**

NORTHERN VICTORIA & OUTER NORTHERN MELBOURNE

9. Fully revert transfer of part of Hepburn Shire from **Ballarat** to **Bendigo**
10. Transfer Woodend from **McEwen** to **Bendigo**
11. Fully revert transfer of Campbellfield from **Calwell** to **Scullin**
12. Transfer the part of Westmeadows south of Moonee Ponds Creek from **Calwell** to **Maribyrnong**
13. Fully revert transfer of part of Mernda from **McEwen** to **Scullin**
14. Transfer Wollert from **McEwen** to **Scullin**
15. Transfer Mernda and the part of South Morang north of Wilton Vale Road from **Scullin** to **McEwen**

INNER NORTHERN MELBOURNE

16. Fully revert transfer of part of Bundoora from **Scullin** to **Jagajaga**
17. Transfer Bundoora from **Cooper** to **Jagajaga**
18. Transfer the part of Fitzroy North south of Park Street from **Wills** to **Cooper**
19. Retain Carlton North and Princes Hill in **Melbourne**
20. Retain Glenroy and Oak Park in **Wills**
21. Transfer Keilor from **Gorton** to **Maribyrnong**
22. Adjust the boundary between **Melbourne** and **Macnamara** to follow the West Gate Freeway, Kings Way, Toorak Road and Punt Road

EASTERN MELBOURNE

23. Transfer Balwyn, Balwyn North and the parts of Canterbury and Surrey Hills north of Canterbury Road from **Kooyong** to **Menzies**
24. Transfer the part of Surrey Hills east of Highfield Road from **Kooyong** to **Chisholm**
25. Transfer the parts of Glen Iris and Ashburton west of the Alamein railway line from **Chisholm** to **Kooyong**
26. Transfer the part of Malvern East west of Belgrave Road from **Chisholm** to **Kooyong**
27. Transfer Blackburn from **Menzies** to **Deakin**

28. Transfer Blackburn South, Box Hill South and the part of Surrey Hills south of Canterbury Road from **Menzies** to **Chisholm**
29. Transfer Burwood East, Blackburn South and the part of Forest Hill south of Canterbury Road and west of Springvale Road from **Deakin** to **Chisholm**
30. Transfer the part of Vermont South south of Burwood Highway from **Deakin** to **Chisholm**

SOUTHEASTERN MELBOURNE

31. Transfer Malvern East from **Hotham** to **Chisholm**
32. Fully revert transfer of part of Bentleigh East from **Hotham** to **Goldstein**
33. Transfer the part of Noble Park east of Corrigan Road from **Hotham** to **Bruce**
34. Fully revert transfer of part of Dandenong from **Bruce** to **Isaacs**
35. Transfer the part of Noble Park north of the railway line from **Isaacs** to **Bruce**
36. Retain the areas north of Patterson River in **Isaacs**
37. Fully revert transfer of part of Mount Eliza from **Dunkley** to **Flinders**
38. Transfer Pearcedale and Tooradin from **Holt** to **Flinders**
39. Fully revert transfer of part of Cranbourne East from **Holt** to **Bruce**
40. Fully revert transfer of Nillumbik Shire from **McEwen** to **Casey**
41. Transfer Cockatoo, Dewhurst, Emerald, Gembrook, Mount Burnett and Nangana from **La Trobe** to **Casey**
42. Fully revert the transfer of part of Berwick from **La Trobe** to **Bruce**
43. Transfer the part of Berwick south of Princes Highway and north of Princes Freeway from **Bruce** to **La Trobe**

COMMENTARY ON DIVISIONS

Excluding **Gippsland**, **Indi**, **Mallee** and **Monash** which do not require changes, the remaining 34 divisions will be considered in logical order from West to East.

If all of these suggested amendments were applied, an estimated 402,040 electors will be transferred to a new division, or 9.05% of the total.

MAP KEY

- **Blue:** Current division boundaries
- **Black:** Proposed division boundaries
- **Orange:** Suggested amendments

WESTERN VICTORIA + WESTERN MELBOURNE

Wannon + Corangamite + Corio + Lalor + Gellibrand + Fraser + Gorton + Hawke + Ballarat

OBJECTION: THE PROPOSED SPLIT OF CITY OF WYNDHAM

Due to rapid growth in the City of Wyndham, a degree of compromise is needed to ensure that **Lalor** is within both enrolment tolerances.

The proposed transfer of Point Cook, Truganina and Williams Landing from **Lalor** to **Gellibrand** is sensible. Using Skeleton Creek and other locality boundaries as the boundary between these divisions is a desirable outcome.

However, the proposed transfer of those 4 large SA1s on the edge of City of Wyndham leads to a poorly defined boundary that would result in an unfortunate transfer of suburban estates currently under development in the localities of Mambourin and Manor Lakes to divisions based in Geelong and Melton. There is no numerical need for **Corio** and **Hawke** to gain these parts of City of Wyndham, and thus they should be retained within **Lalor**.

While **Lalor**'s current usage of the City of Wyndham boundary does split the locality of Little River by its namesake watercourse, it is both longstanding (since the 1996 federal election) and strongly recognised as the delineation between Metropolitan Melbourne and Greater Geelong (something that was made especially clear during the state's COVID lockdowns).

There may be an argument to transfer the locality of Eynesbury to **Hawke**, but in the absence of any clear need, it seems best to simply retain the City of Wyndham boundary for both **Lalor**'s northern and western edges instead of splitting the council area between 4 divisions.

Given that **Lalor** must lose more than just Point Cook, Truganina and Williams Landing, the only reasonable solution is a further small transfer to **Gellibrand**. There are 2 sensible solutions available:

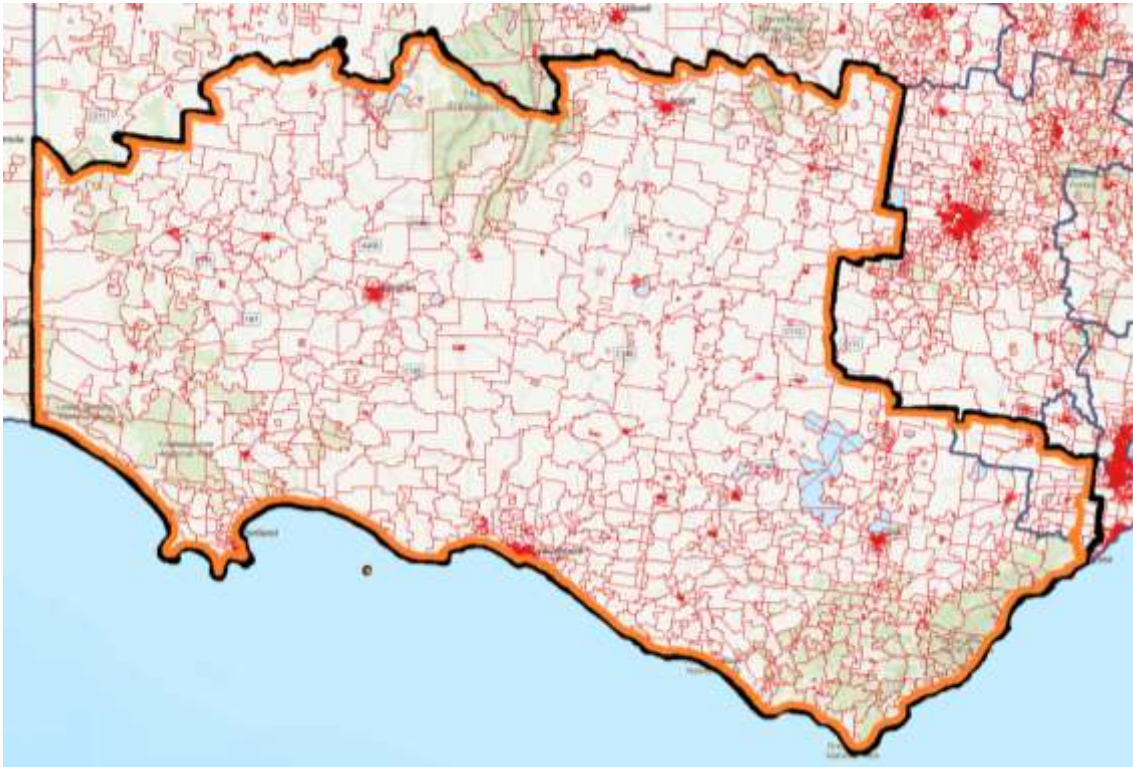
1. Transfer the part of Tarneit that is north of Dry Creek and East of Derrimut Road (to align with the boundary between the state districts of Laverton and Tarneit)
2. Transfer the part of Werribee South that is east of Duncans Road (to retain a cleaner boundary along Skeleton Creek, the Princes Freeway, and Duncans Road)

In addition to either of these changes, it is also suggested that the committee continue the Skeleton Creek boundary all the way through to the Princes Freeway, transferring a small number of electors in the eastern part of Hoppers Crossing.

None of these amendments would have further impact on the boundaries of **Corio**, **Gellibrand** or **Hawke**.

WANNON

*The proposed transfer of Inverleigh and Moriac to **Wannon** is sensible.*

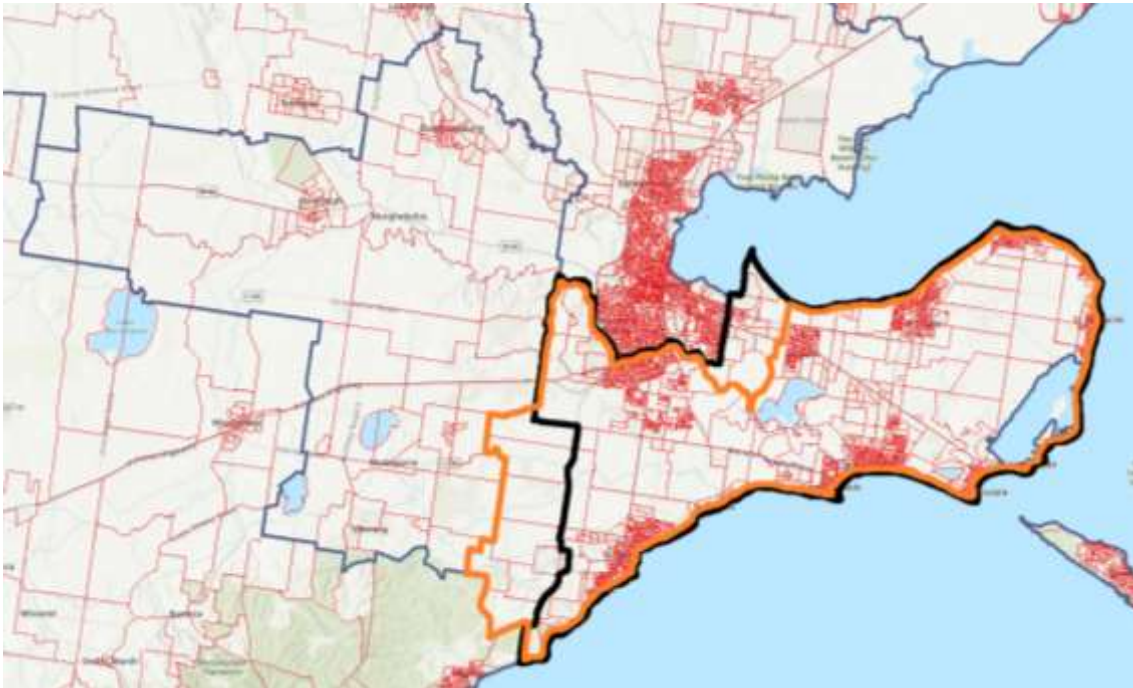


SUGGESTED AMENDMENTS

- Return Bellbrae and Freshwater Creek to **Corangamite**

CORANGAMITE

Corangamite should retain Bellbrae and Freshwater Creek.



COMMENTS

See *Wannon* for further comments.

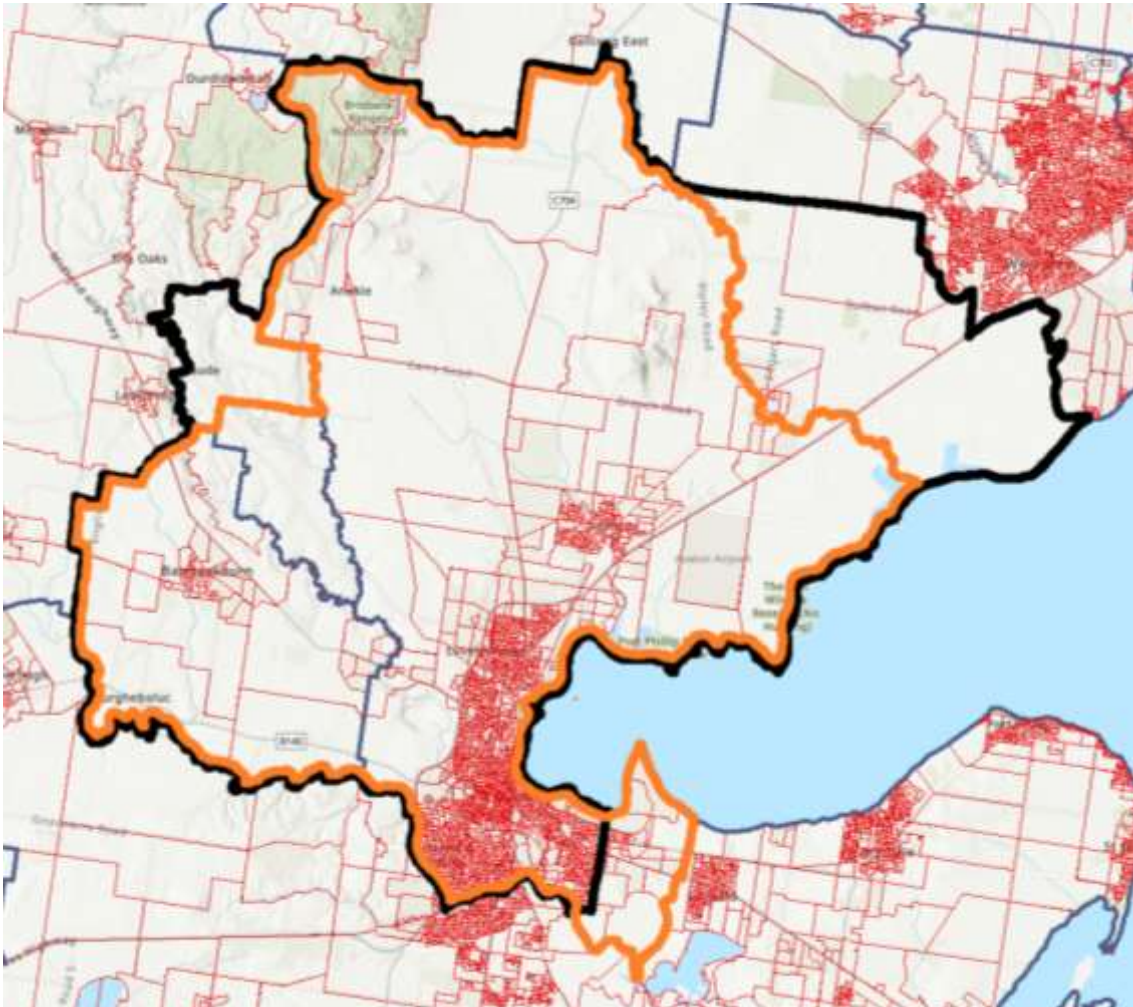
The proposed boundaries of **Corangamite** are sensible, however an opportunity also exists to transfer Moolap to **Corio** as it is more strongly linked westward, being part of Geelong's contiguous urban area. This would also align to the boundary between the state districts of Bellarine and Geelong.

SUGGESTED AMENDMENTS

- Retain Bellbrae and Freshwater Creek from **Wannon**
- Transfer Moolap to **Corangamite**

CORIO

Corio can align neatly with the boundaries of the state district of Geelong.



COMMENTS

See *Corangamite* for further comments.

The proposed transfer of Bannockburn and surrounds to **Corio** is sensible. By returning Maude to **Ballarat**, the boundary would be aligned to the boundary between the state districts of Eureka and Geelong.

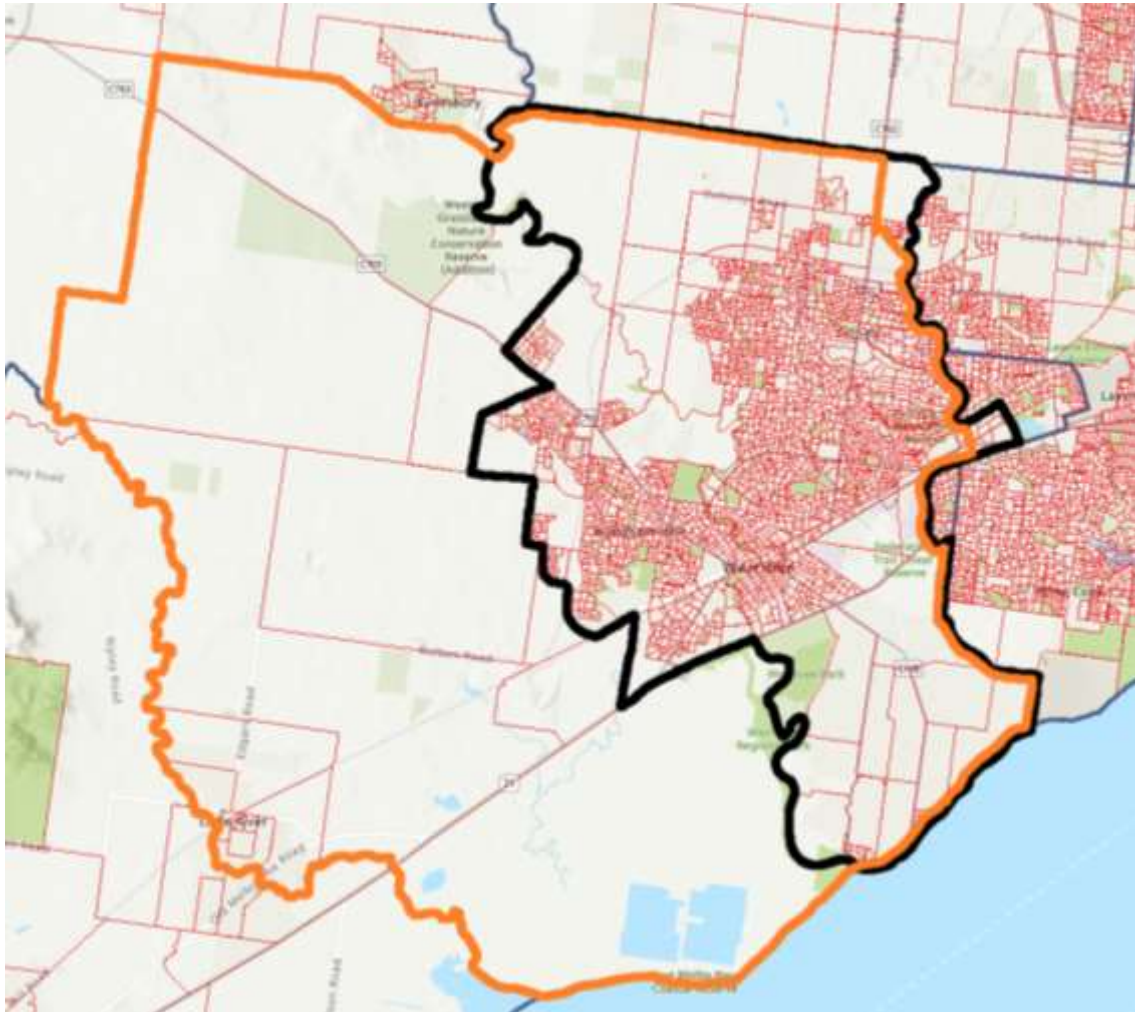
However, the proposed transfer of parts of City of Wyndham is unnecessary and would result in currently under-development suburban estates in Mambourin and Werribee being transferred into **Corio**. While the current split of Little River is not perfect, this boundary is well established and clearly delineates between Metropolitan Melbourne and Greater Geelong.

SUGGESTED AMENDMENTS

- Fully revert transfer of part of City of Wyndham from **Lalor**
- Return Maude to **Ballarat**
- Receive Moolap from **Corangamite**

LALOR

The awkward split of City of Wyndham should be avoided.



COMMENTS

See **Corio** for further comments.

The proposed transfer of Point Cook, Truganina and Williams Landing to **Gellibrand** is sensible.

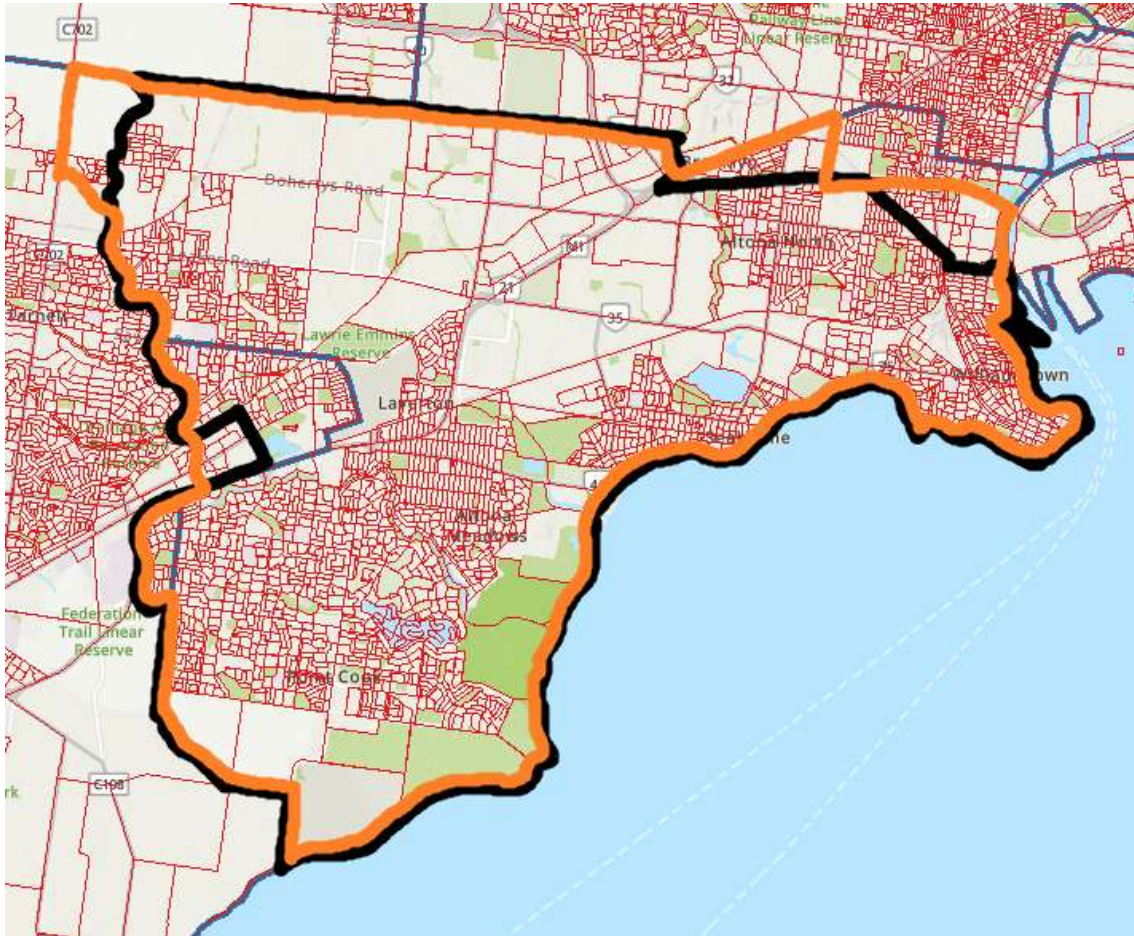
To avoid an unnecessary carve-up of City of Wyndham, **Lalor** can simply transfer to **Gellibrand** the small part of Tarneit that is in the state district of Laverton. Alternatively, it can transfer the part of Werribee South east of Duncans Road.

SUGGESTED AMENDMENTS

- Fully revert transfer of part of City of Wyndham to **Corio**
- Fully revert transfer of part of City of Wyndham to **Hawke**
- Transfer the part of Tarneit north of Dry Creek and East of Derrimut Road to **Gellibrand**
- Transfer the part of Hoppers Crossing east of Skeleton Creek to **Gellibrand**

GELLIBRAND

Gellibrand can take in a small part of Tarneit to ensure that City of Wyndham is not split.



COMMENTS

See **Lalor** for further comments.

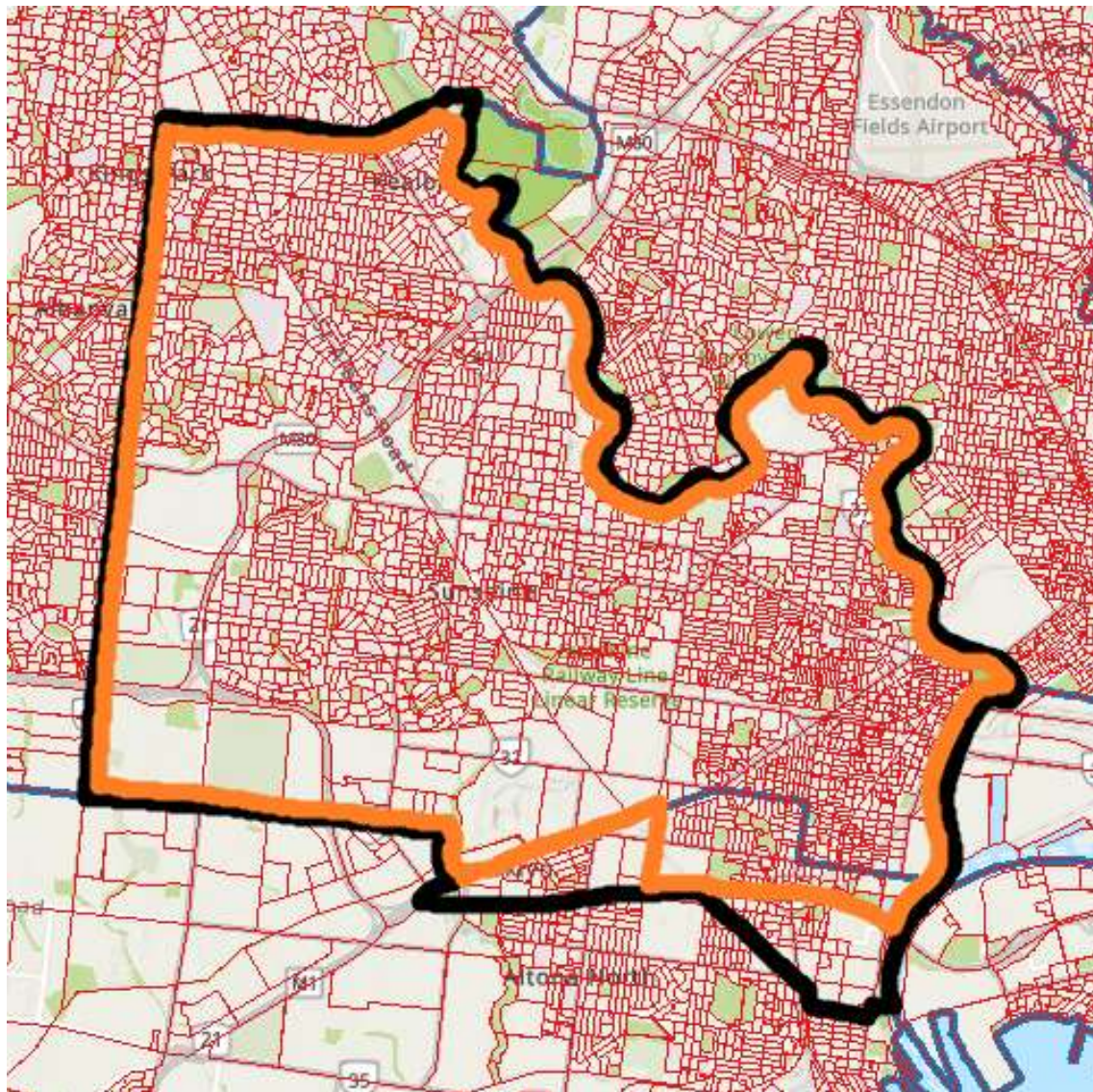
The proposed transfer of Yarraville to **Fraser** is sensible, however Spotswood should be retained in **Gellibrand** as the West Gate Freeway is the clearest boundary in this area. Brooklyn should also be retained in **Gellibrand** due to its stronger connections to the remainder of City of Hobsons Bay.

SUGGESTED AMENDMENTS

- Receive the part of Tarneit north of Dry Creek and East of Derrimut Road from **Lalor**
- Receive the part of Hoppers Crossing east of Skeleton Creek from **Lalor**
- Retain Brooklyn and Spotswood from **Fraser**

FRASER

The City of Hobsons Bay boundary and the West Gate Freeway is the best boundary here.

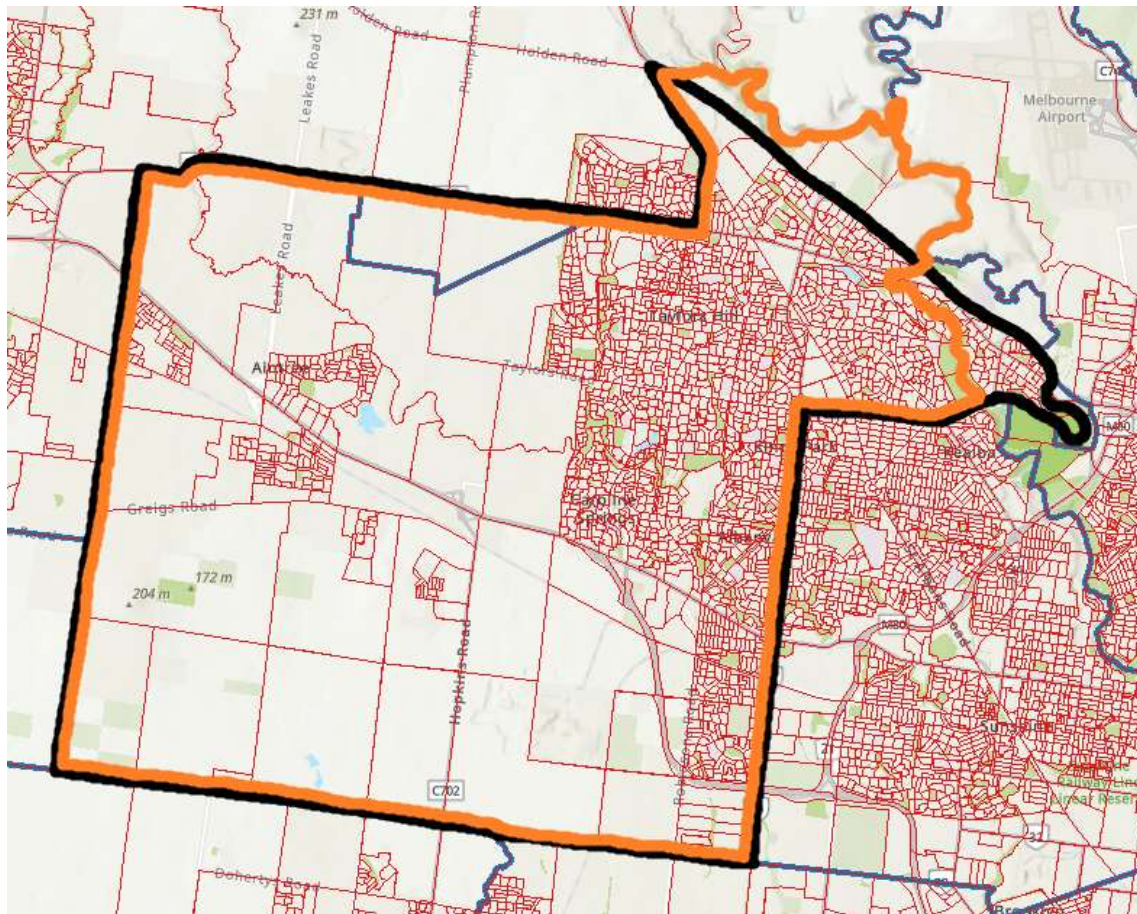


SUGGESTED AMENDMENTS

- Return Brooklyn and Spotswood to **Gellibrand**

GORTON

*Keilor is out of place in **Gorton** and would be a suitable fit in slow-growing **Maribyrnong**.*



COMMENTS

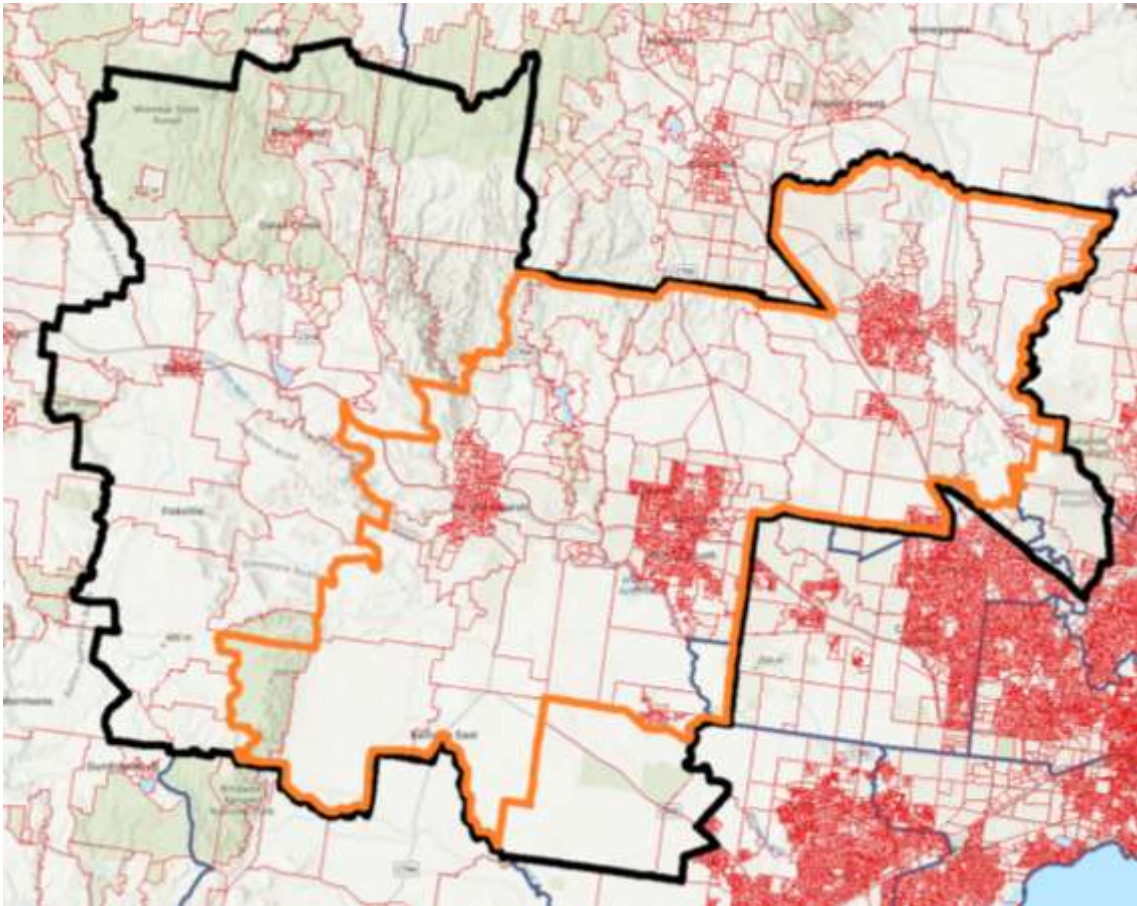
Based on gazetted enrolment on 31 May 2024, **Gorton**'s enrolment deviation is already at +4.53%. With only a very minor boundary change proposed, and an expectation that this outer-suburban division will continue to grow, it would be prudent for it to lose electors. Keilor, despite being to the west of the Maribyrnong River, it is also largely isolated by Taylors Creek and is quite demographically distinct from the remainder of the division. It would be a suitable inclusion with Keilor East in **Maribyrnong**, boosting the enrolment of this slow-growing division.

SUGGESTED AMENDMENTS

- Fully revert transfer of Keilor North to **Hawke**
- Transfer Keilor to **Maribyrnong**

HAWKE

The transfer of Ballan and Blackwood to **Ballarat** would help boost regional enrolment numbers.



COMMENTS

The proposed transfer of the area around Melbourne Airport to **Hawke** is reasonable.

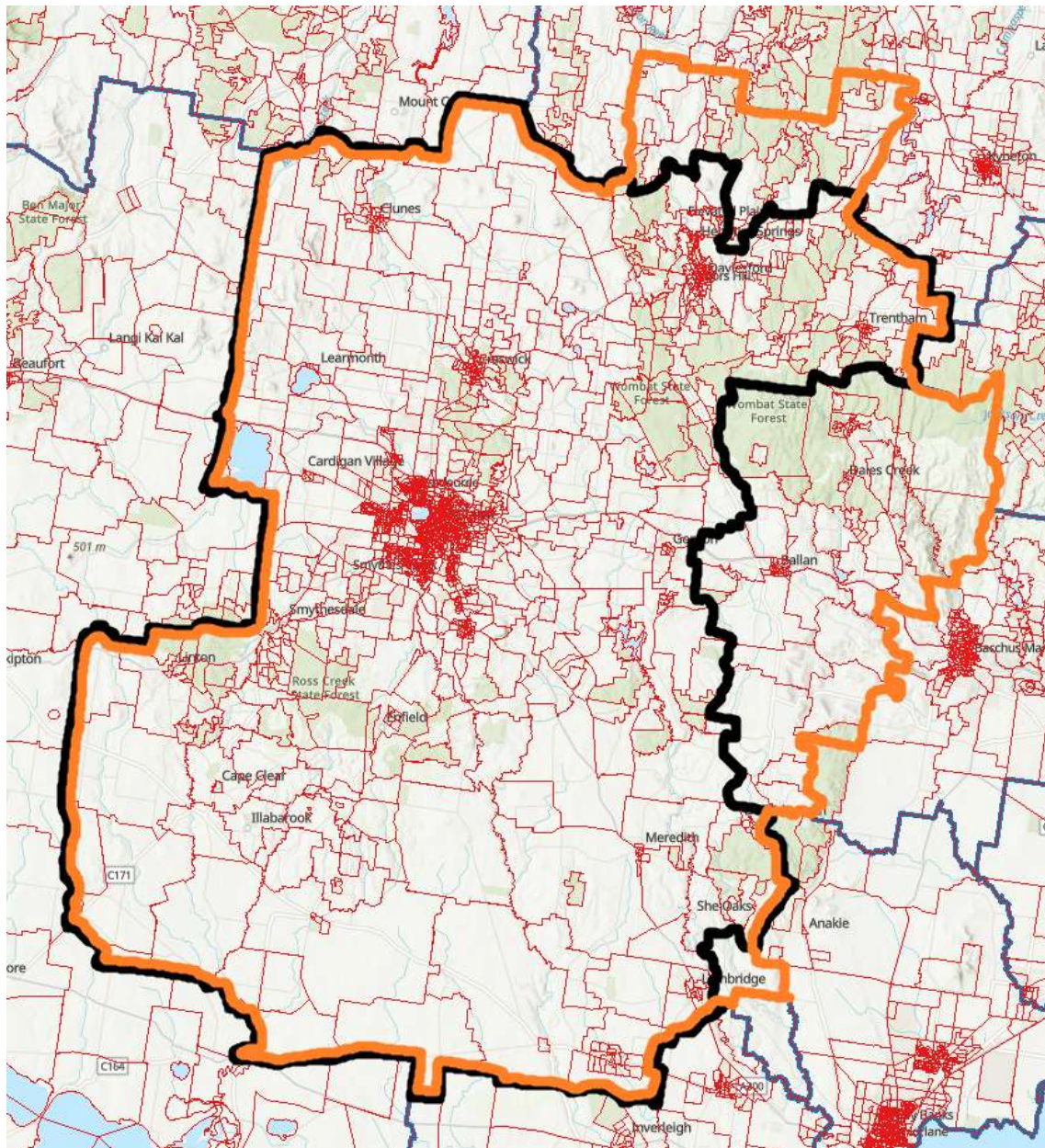
To boost elector numbers in under-quota Western Victoria, the rural communities of Ballan and Blackwood should be transferred to **Ballarat**, as they have strong connections to Ballarat, Daylesford and Trentham. This would also give **Hawke** a greater focus on its 3 core 'commuter towns' of Bacchus Marsh, Melton and Sunbury.

SUGGESTED AMENDMENTS

- Fully revert transfer of Keilor North from **Gorton**
- Fully revert transfer of Melbourne Airport from **Maribyrnong**
- Fully revert transfer of part of City of Wyndham from **Lalor**
- Transfer Ballan and Blackwood to **Ballarat**

BALLARAT

Ballarat requires no changes but should gain the rural communities of Ballan and Blackwood.



SUGGESTED AMENDMENTS

- Fully revert transfer of part of Hepburn Shire to **Bendigo**
- Receive Ballan and Blackwood from **Hawke**
- Retain Maude from **Corio**

NORTHERN VICTORIA + OUTER NORTHERN MELBOURNE

Bendigo + Nicholls + McEwen + Calwell + Scullin

OBJECTION: THE PROPOSED SPLIT OF HEPBURN SHIRE

The arbitrary split of Hepburn Shire between **Ballarat** and **Bendigo** is a poor outcome, and **Bendigo**'s shortfall would be far better addressed by the return of Woodend to the division, given its connections to Kyneton and the rest of Macedon Ranges shire already in **Bendigo**. It is entirely possible to do this by making a small and sensible modification to **McEwen**'s boundary with **Scullin** to follow the boundary of the state district of Yan Yean.

If Woodend is transferred to **Bendigo**, **McEwen** will need to gain additional electors and can do so by making an amendment to the boundary with **Scullin**, in alignment with the state district of Yan Yean:

- **Scullin** gains all of Wollert west of Epping Road instead of Mernda
- **McEwen** unites all of Mernda with Doreen, plus gains the part of South Morang that is north of Wilton Vale Road

McEwen may also optionally revert the split of Nillumbik Shire proposed for **Casey**, as well as gain Kangaroo Ground from **Jagajaga** in order to better unite this local government area.

OBJECTION: THE PROPOSED SPLIT OF CITY OF HUME

The proposed transfer of those parts of **Calwell** east of Sydney Road to **Scullin** is inappropriate, splitting Campbellfield and combining it with parts of **Scullin** that are separated from it by both Merri Creek and the Hume Freeway. The local government area boundary along Merri Creek should absolutely be retained.

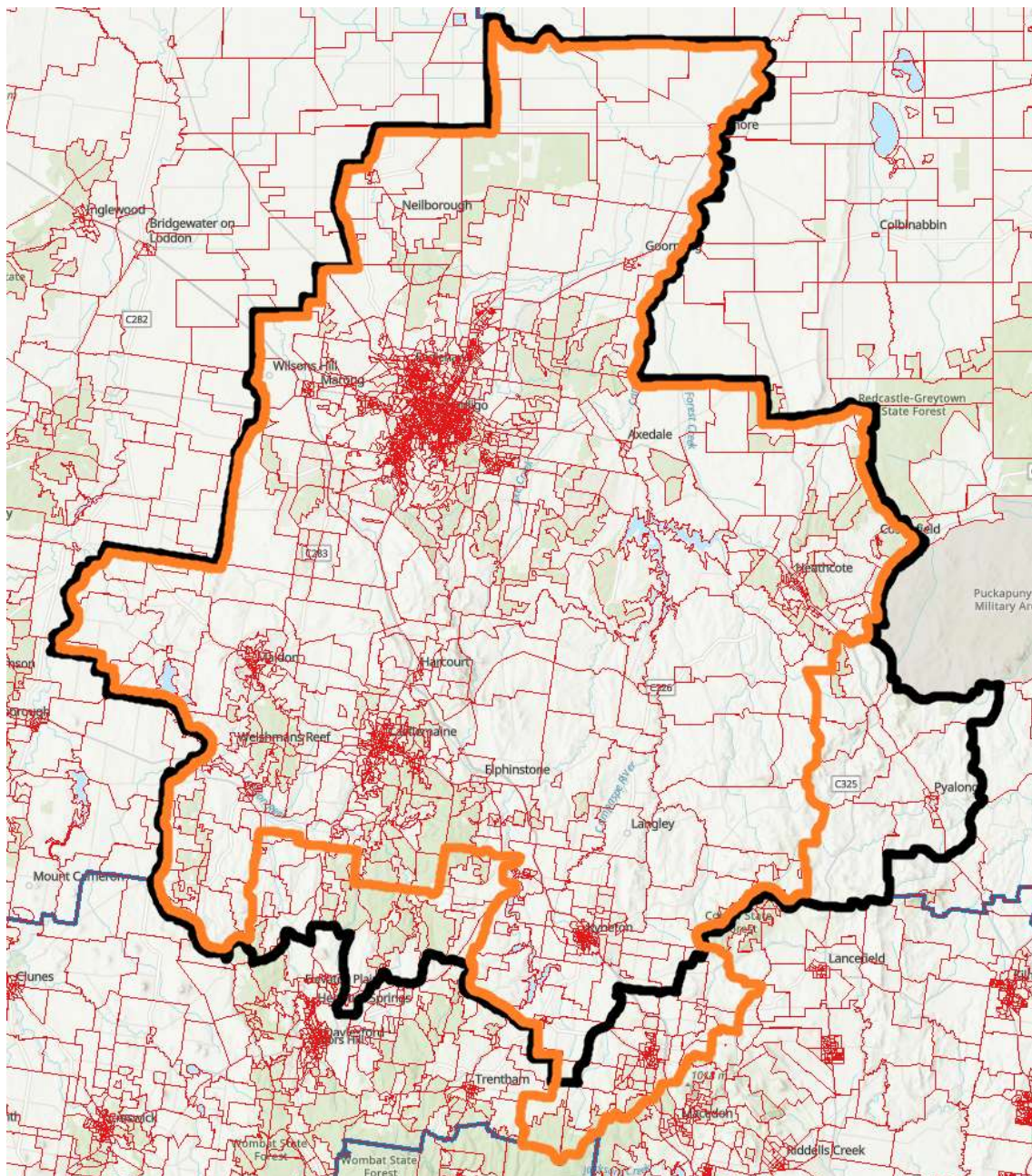
Noting that **Scullin** does not rely on this transfer to be within the enrolment quota, also note that the surplus of electors in **Calwell** can simply be addressed by the following:

- The transfer of Kalkallo to **McEwen** as proposed by the Redistribution Committee
- The transfer of the small part of Westmeadows south of Moonee Ponds Creek to **Maribyrnong** which aligns with the boundary for the state district of Greenvale

While it is agreed with the Committee's sentiment that **Maribyrnong** should not proceed further northwards into City of Hume, since it already contains Gladstone Park, this amendment would largely maintain the 'status-quo'. Certainly, it is far more suitable than the awkward split of Campbellfield from its closest neighbours.

BENDIGO

The awkward split of Hepburn Shire can be avoided if Woodend is returned to **Bendigo**.

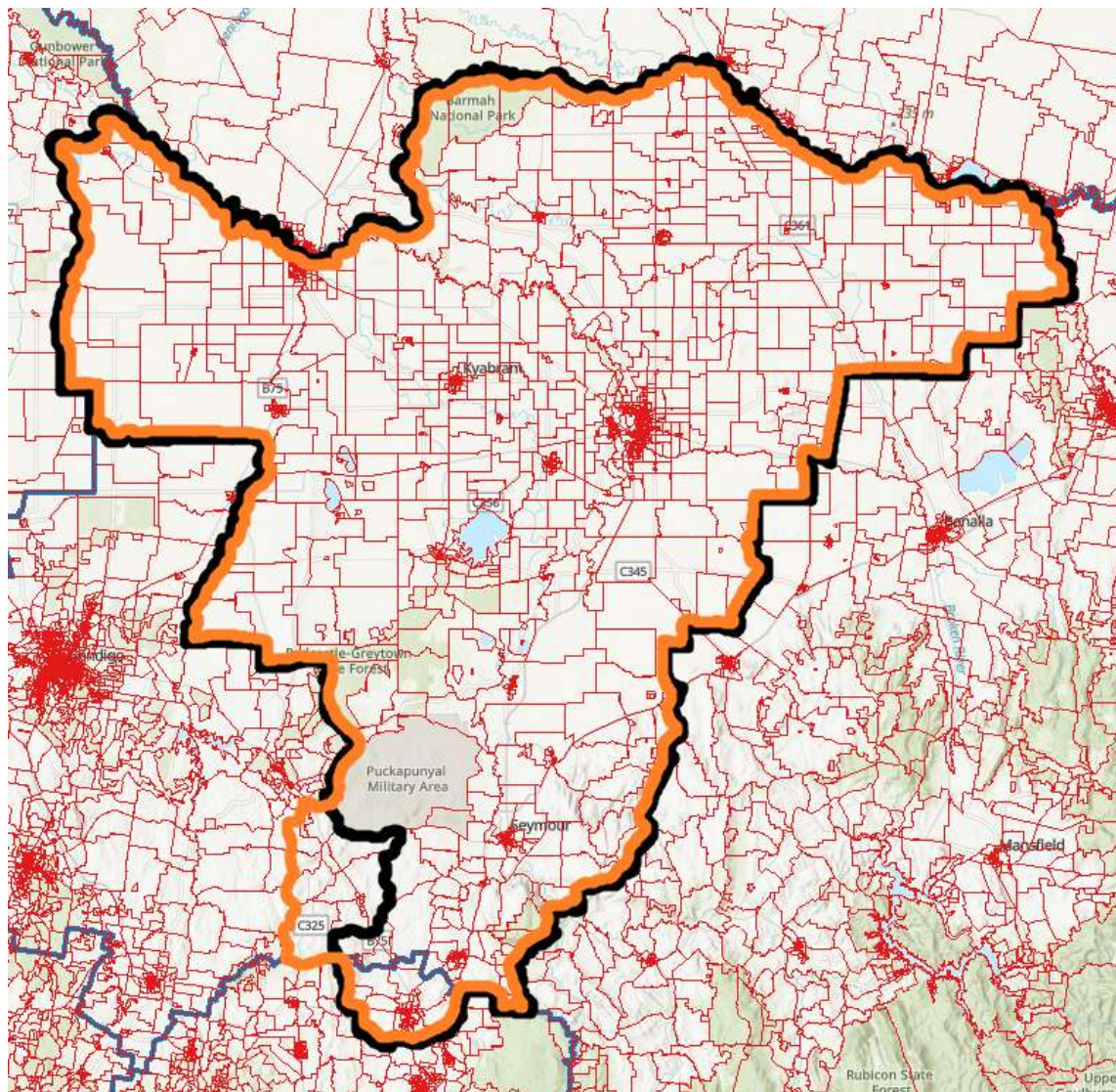


SUGGESTED AMENDMENTS

- Fully revert transfer of part of Hepburn Shire from **Ballarat**
- Fully revert transfer of part of Mitchell Shire from **Nicholls**
- Receive Woodend from **McEwen**

NICHOLLS

*The proposed transfer of Kilmore and surrounds to **Nicholls** is sensible.*

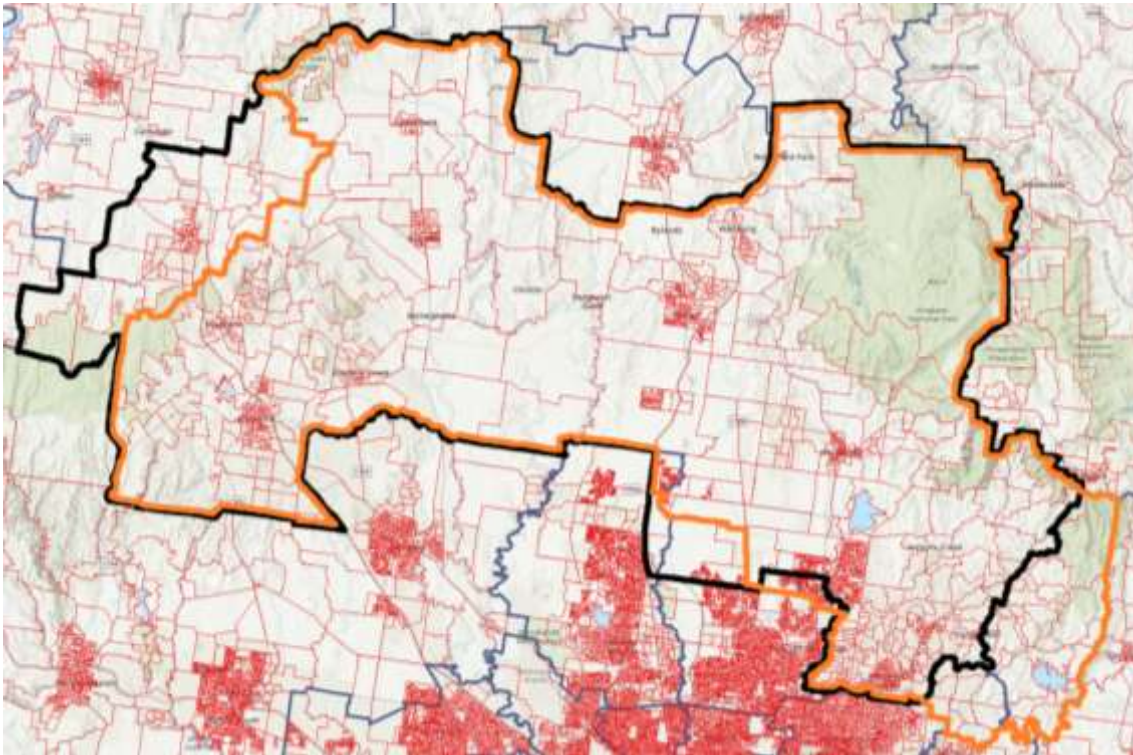


SUGGESTED AMENDMENTS

- Fully revert transfer of part of Mitchell Shire to **Bendigo**

McEWEN

*McEwen can and should transfer Woodend to **Bendigo** by adjusting the boundary with **Scullin**.*

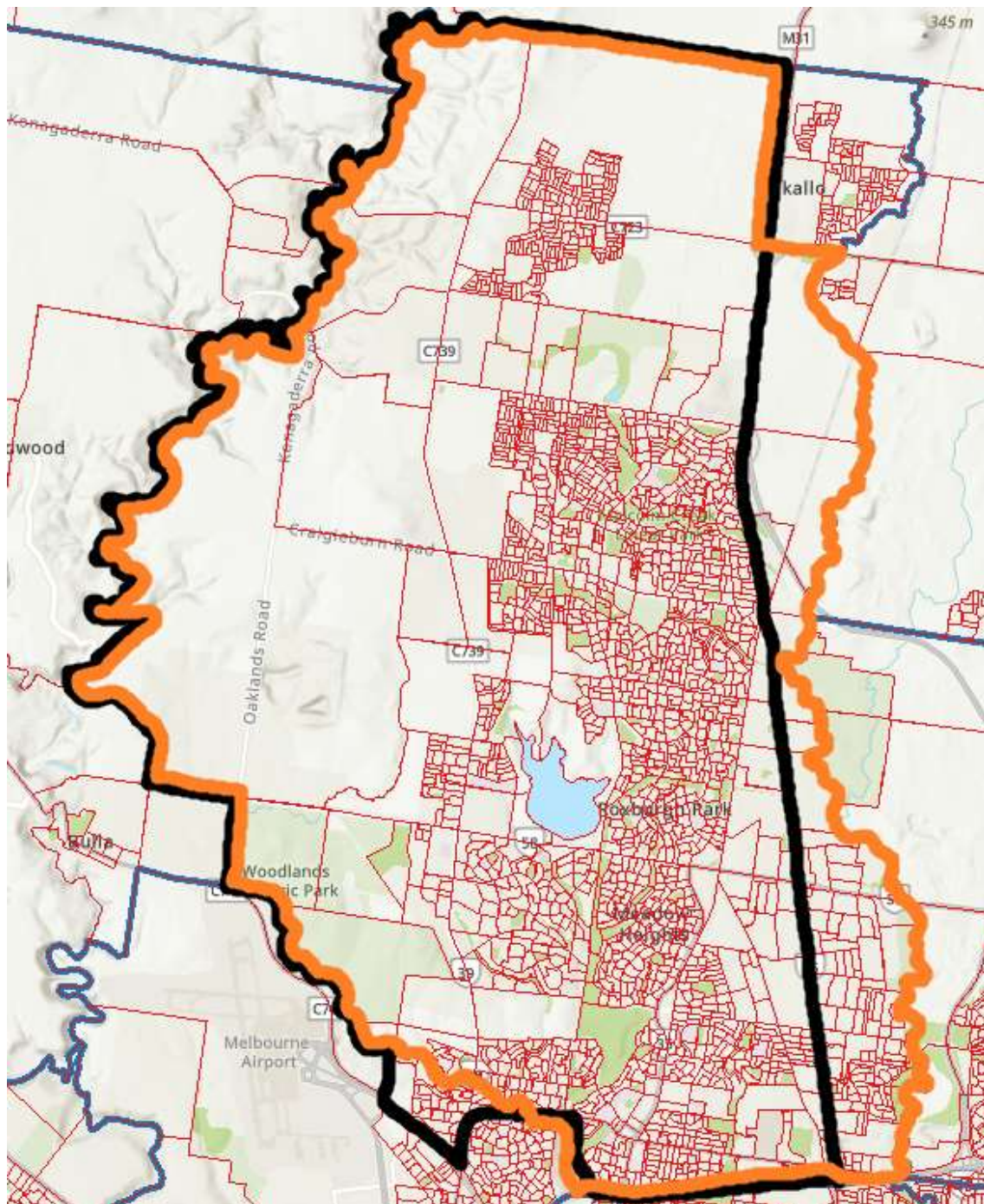


SUGGESTED AMENDMENTS

- Transfer Woodend to **Bendigo**
- Return Craigieburn to **Calwell**
- Transfer Wollert to **Scullin**
- Receive Mernda and the part of South Morang north of Wilton Vale Road from **Scullin**
- Receive Kangaroo Ground from **Jagajaga**
- Fully revert transfer of part of Nillumbik Shire to **Casey**

CALWELL

A minor boundary adjustment with **Maribyrnong** is the neatest solution to **Calwell's** surplus.

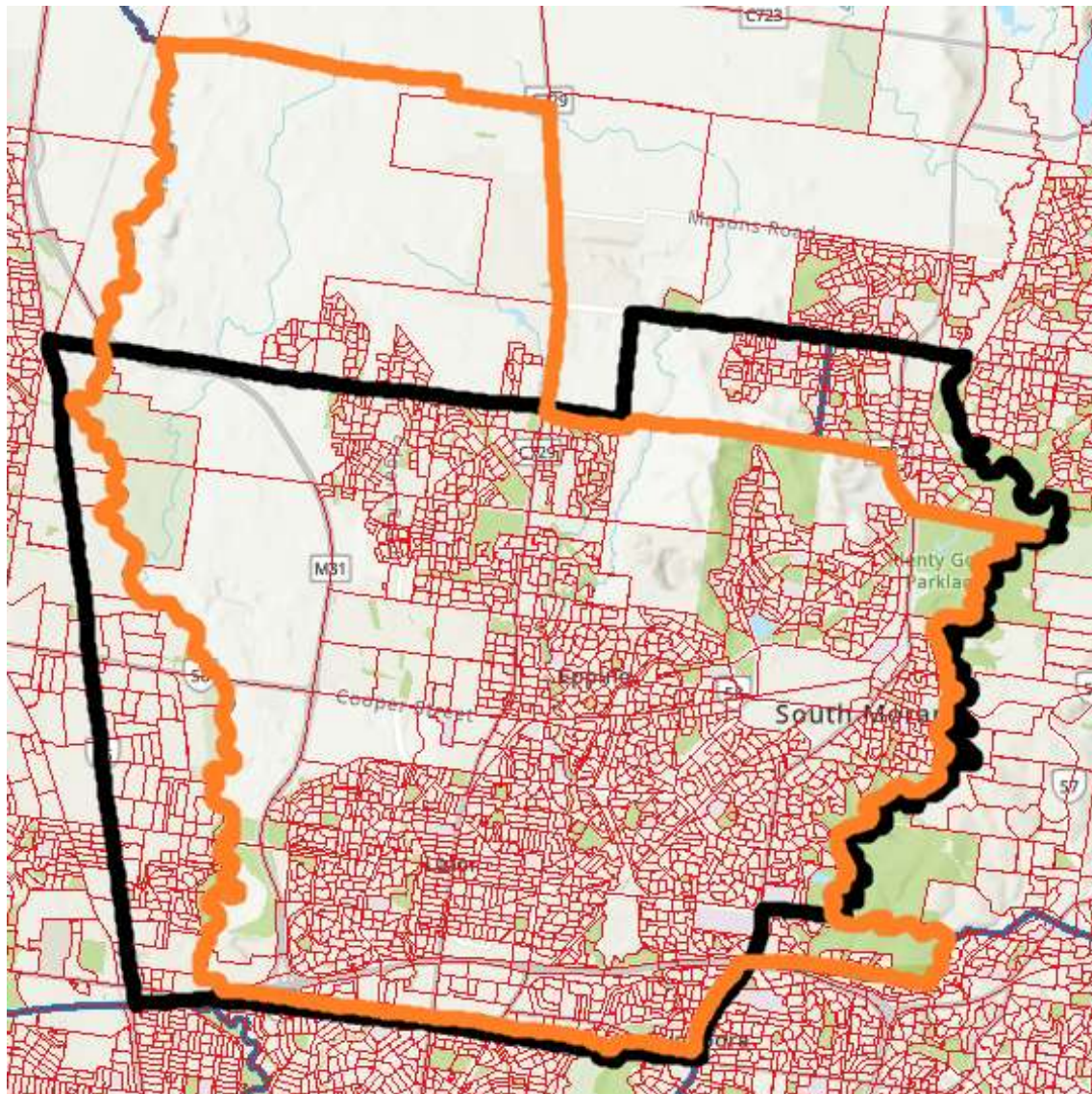


SUGGESTED AMENDMENTS

- Retain Craigieburn from **McEwen**
- Fully revert transfer of the area east of Sydney Road to **Scullin**
- Transfer the part of Westmeadows south of Moonee Ponds Creek to **Maribyrnong**

SCULLIN

*A larger realignment with **McEwen**, uniting both Wollert and Mernda has wider benefits.*



SUGGESTED AMENDMENTS

- Fully revert transfer of the area east of Sydney Road from **Calwell**
- Receive Wollert from **McEwen**
- Transfer Mernda and the part of South Morang north of Wilton Vale Road to **McEwen**
- Fully revert transfer of part of Bundoorra to **Jagajaga**

INNER NORTHERN MELBOURNE

Jagajaga + Cooper + Wills + Maribyrnong + Melbourne + Macnamara

OBJECTION: THE PROPOSED SPLIT OF CITY OF MERRI-BEK

The proposed split of Glenroy and Oak Park along Pascoe Vale Road is disruptive and is unnecessary given that **Maribyrnong** has more suitable options to gain electors from the fast-growing divisions in Western Melbourne.

Since **Melbourne** must cross the Yarra River, a surplus of electors must be transferred out of Inner Northern Melbourne in some manner, however this can occur via both **Wills** and **Cooper**.

Instead of moving **Wills** south of the clear boundary provided by Park Street and having to split Glenroy and Oak Park, it would be better to transfer the majority of **Melbourne's** surplus to **Cooper** which can more sensibly transfer Bundoora and Kingsbury to **Jagajaga**.

Fitzroy North, particularly the part east of St Georges Road is strongly connected to **Cooper** and would be a reasonable inclusion in this division. **Melbourne** can retain Carlton North and Princes Hill after some amendments to its southern boundary with **Macnamara**.

The shortfall of electors in **Maribyrnong** should instead be addressed via the transfer of Keilor from **Gorton** which has strong connections and demographic similarity to areas already in **Maribyrnong**.

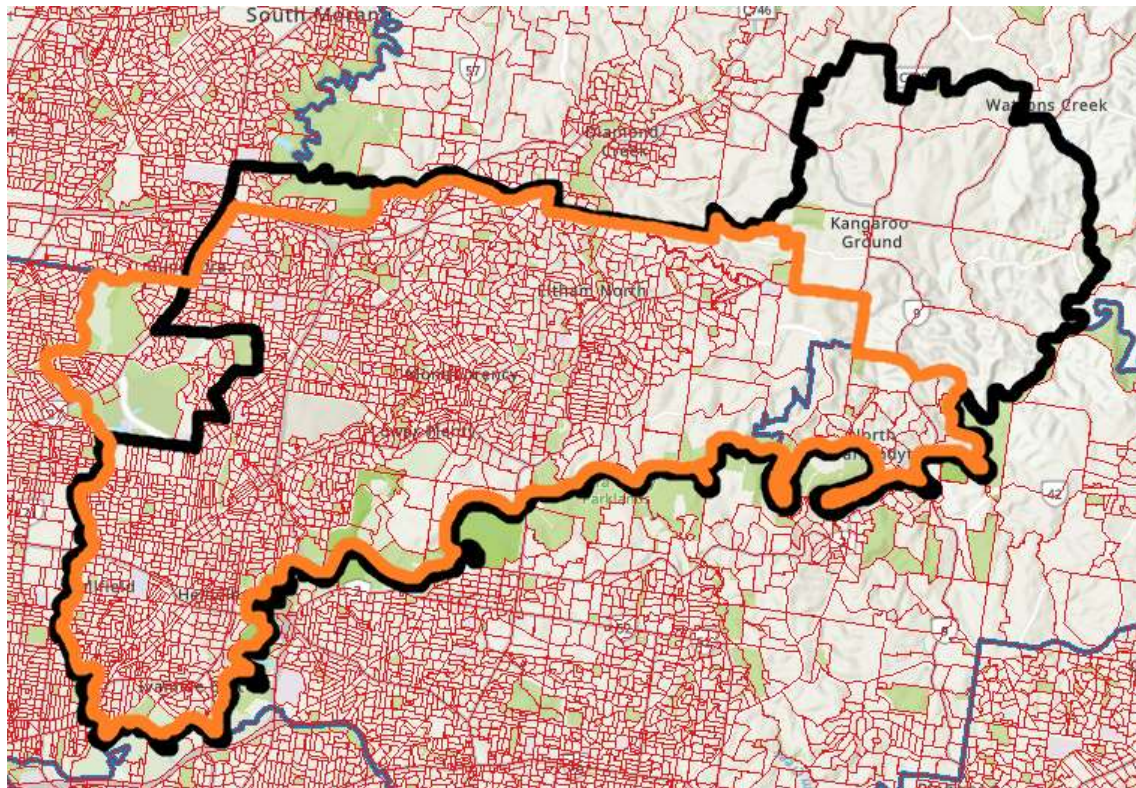
OBJECTION: THE ALIGNMENT OF MELBOURNE & MACNAMARA

The proposed boundary between **Melbourne** and **Macnamara** should be adjusted, as Southbank is a higher priority inclusion with the Melbourne CBD than the Chapel Street corridor is. It is possible for a neat boundary to be formed along the West Gate Freeway, Kings Way and Toorak Road, which does a reasonably good job at capturing the most heavily densified areas of the inner city in the division of **Melbourne**. Correspondingly, the entirety of the Chapel Street corridor in the City of Stonnington, which has strong links southward to St Kilda, can be unified in **Macnamara**.

A longstanding issue with **Macnamara** is that it contains both inner city Southbank and suburban Caulfield. Uniting Southbank with the adjacent Melbourne CBD would benefit both divisions.

JAGAJAGA

Jagajaga can better unite the Bundoora area by shifting westwards to gain a surplus in Cooper.

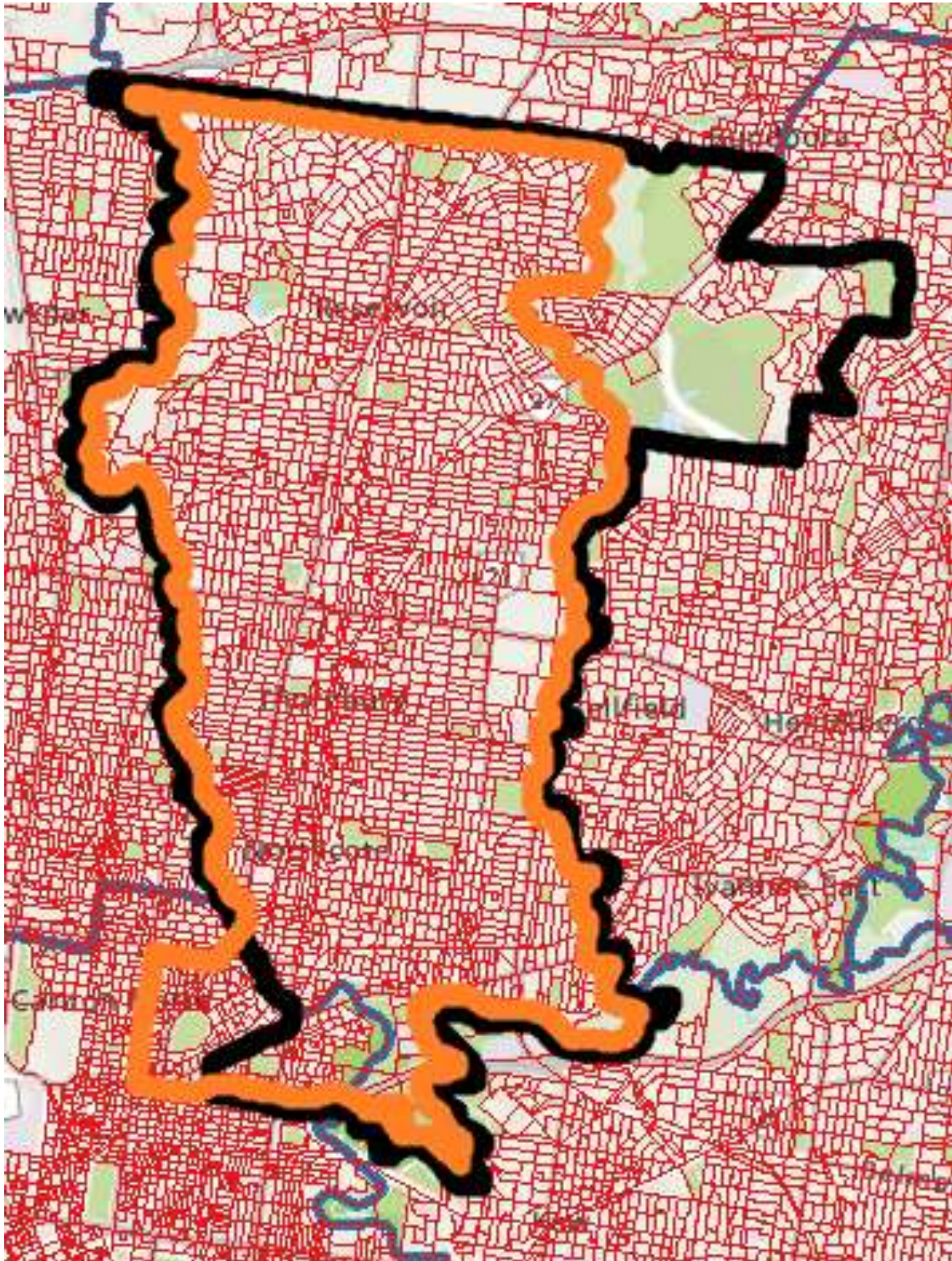


SUGGESTED AMENDMENTS

- Fully revert transfer of part of Bundoora from **Scullin**
- Receive Bundoora and Kingsbury from **Cooper**
- Transfer Kangaroo Ground to **McEwen**

COOPER

Export the Inner North's surplus of electors to **Jagajaga** via Bundoora as **Cooper** shifts south.



SUGGESTED AMENDMENTS

- Transfer Bundoora and Kingsbury to **Jagajaga**
- Receive the part of Fitzroy North south of Park Street from **Wills**

WILLS

Wills can retain a sensible alignment north of Park Street and east of Moonee Ponds Creek.

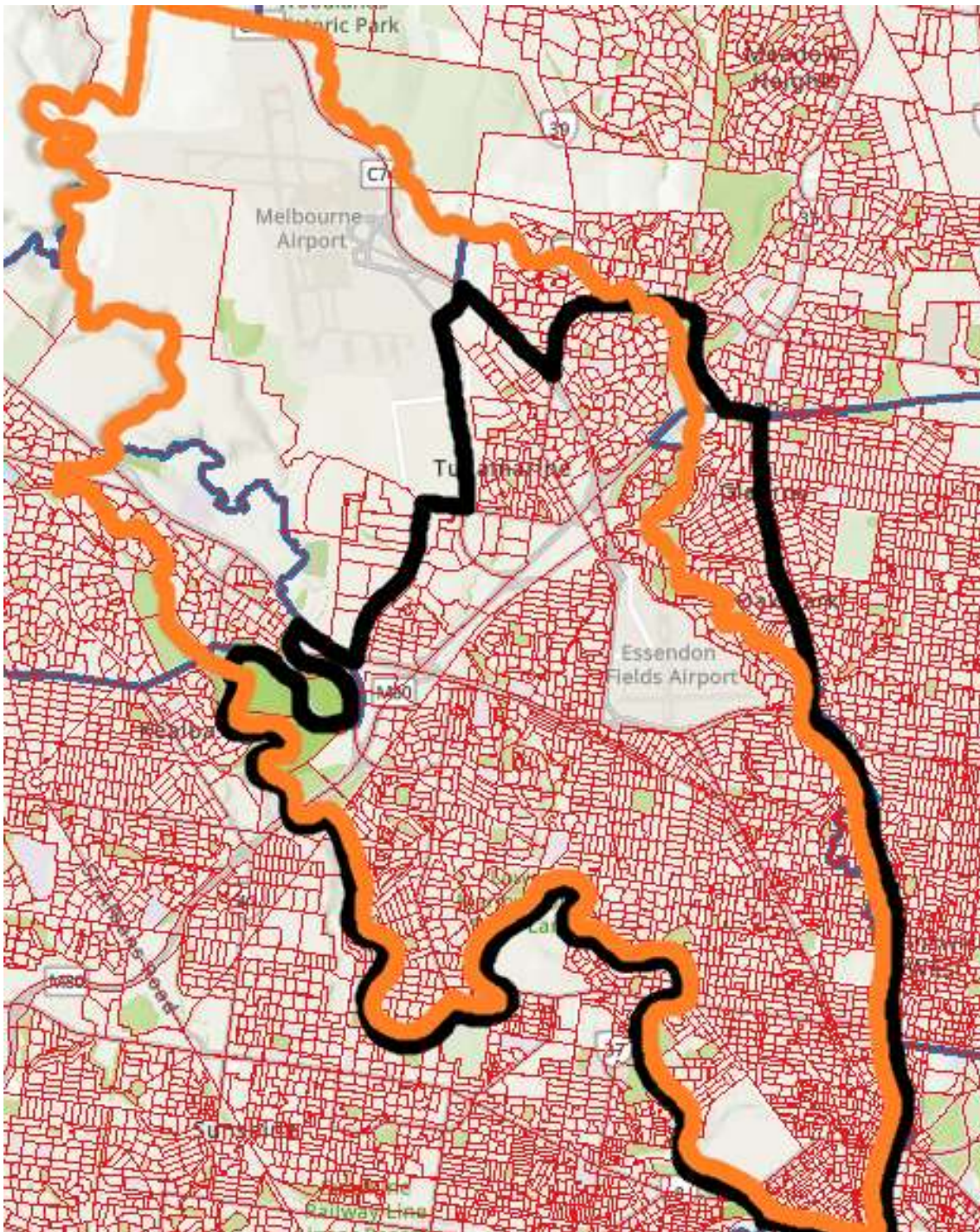


SUGGESTED AMENDMENTS

- Retain Glenroy and Oak Park from **Maribyrnong**
- Return Carlton North and Princes Hill to **Melbourne**
- Transfer the part of Fitzroy North south of Park Street to **Cooper**

MARIBYRNONG

*It is overall better if **Maribyrnong** gains electors from fast-growing **Calwell** and **Gorton**.*



SUGGESTED AMENDMENTS

- Fully revert transfer of Melbourne Airport to **Hawke**
- Return Glenroy and Oak Park to **Wills**
- Receive the part of Westmeadows south of Moonee Ponds Creek from **Calwell**
- Receive Keilor from **Gorton**

MELBOURNE

*Southbank should be prioritised for inclusion in **Melbourne** over the Chapel Street corridor.*

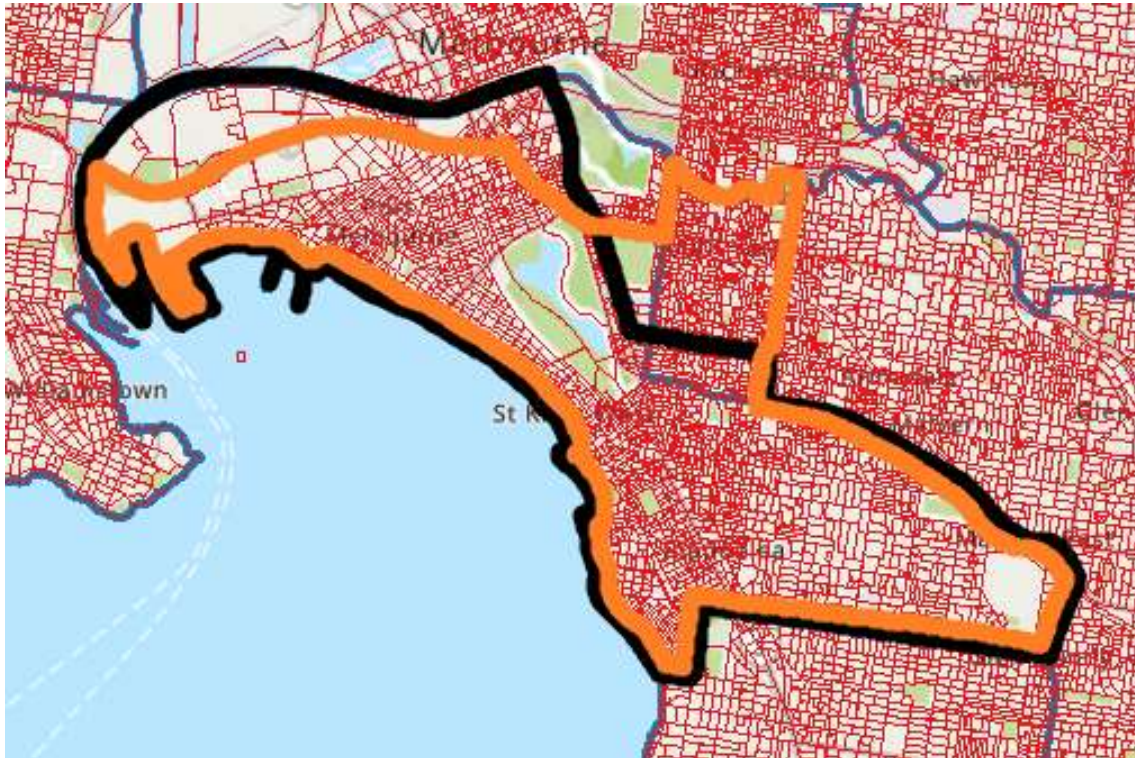


SUGGESTED AMENDMENTS

- Retain Carlton North and Princes Hill from **Wills**
- Receive the area north of West Gate Freeway, Kings Way and Toorak Road from **Macnamara**
- Transfer Prahran and the parts of South Yarra east of Punt Road or south of Toorak Road to **Macnamara**

MACNAMARA

*Uniting the Chapel Street corridor in **Macnamara** makes for a cohesive Inner South division.*



SUGGESTED AMENDMENTS

- Transfer the area north of West Gate Freeway, Kings Way and Toorak Road to **Melbourne**
- Receive Prahran and the parts of South Yarra east of Punt Road or south of Toorak Road from **Melbourne**

EASTERN MELBOURNE

Kooyong + Menzies + Deakin + Aston + Chisholm

SUGGESTION: THE ALIGNMENT OF EASTERN MELBOURNE

The proposed boundaries of **Aston** are perfect, and the expansion of **Deakin** to Surrey Road and Springvale Road is appropriate, as is the inclusion of Box Hill in **Menzies**. The new alignment of **Chisholm** is also broadly sensible.

However, the addition of a relatively disconnected chunk of City of Stonnington in **Kooyong**, connected mainly by Glenferrie Road is not a great outcome. A division that combines both Balwyn and Prahran should be avoided if possible.

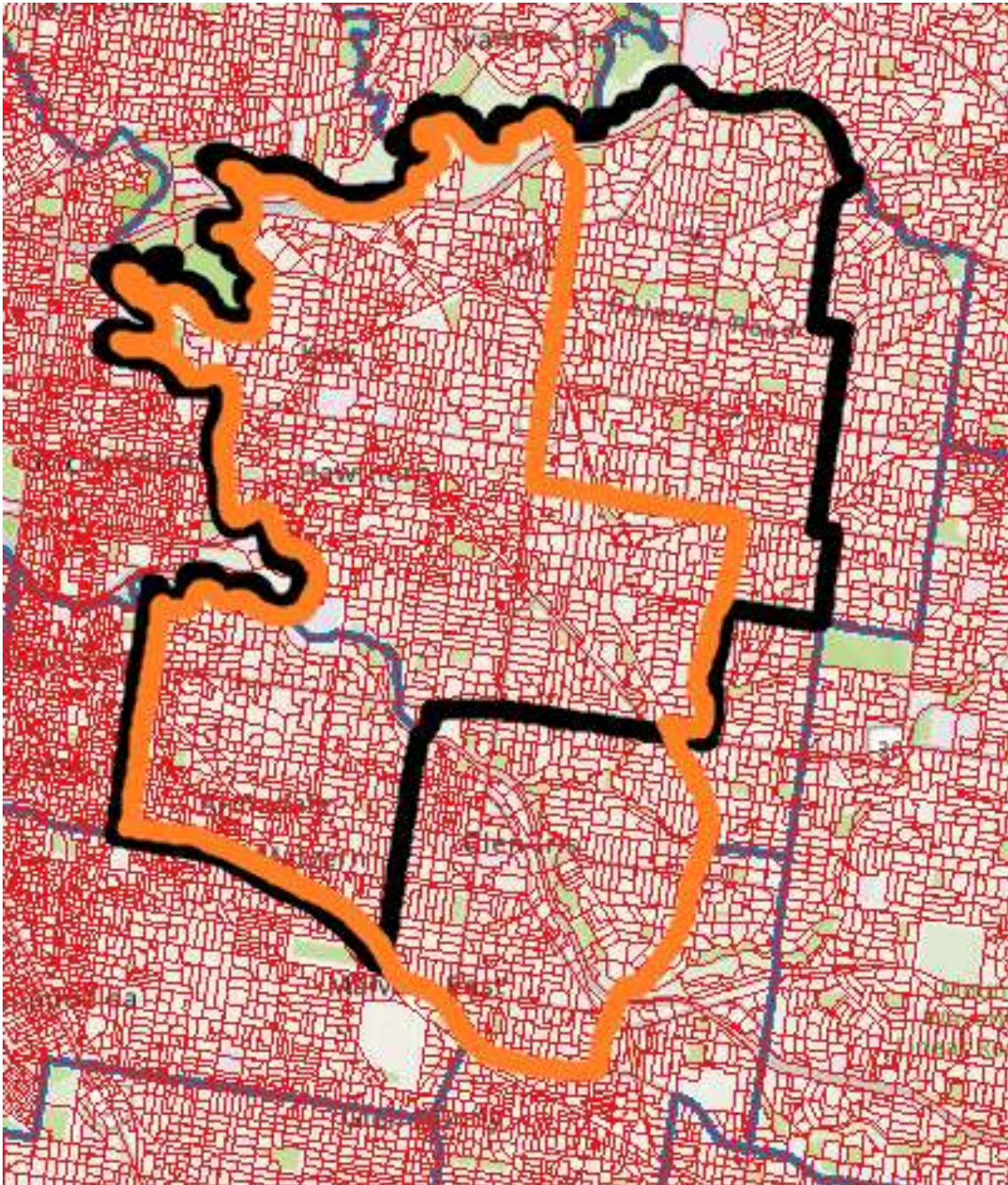
It is suggested that these divisions are rotated counterclockwise to better group similar areas together:

- Peri-urban Warrandyte is transferred out of **Menzies** to **Casey** or **Jagajaga** as it would be more suited to either of these divisions
- **Menzies** unifies the strongly connected Balwyn, Box Hill and Doncaster, with clear boundaries along Burke Road and Canterbury Road
- **Deakin** consolidates all of Blackburn rather than splitting it down the middle
- **Chisholm** contracts east of Highfield Road and the Alamein railway line, with a strong northern boundary along Canterbury Road
- **Kooyong** properly represents the most closely connected parts of City of Boroondara and City of Stonnington, now incorporating the Burke Road corridor and the route 72 tram line

Aside from the slightly complicated boundary between **Chisholm** and **Kooyong**, this arrangement would provide for more straightforward boundaries overall.

KOORYONG

*Uniting more of City of Stonnington in **Kooryong** would mean for a more cohesive division.*

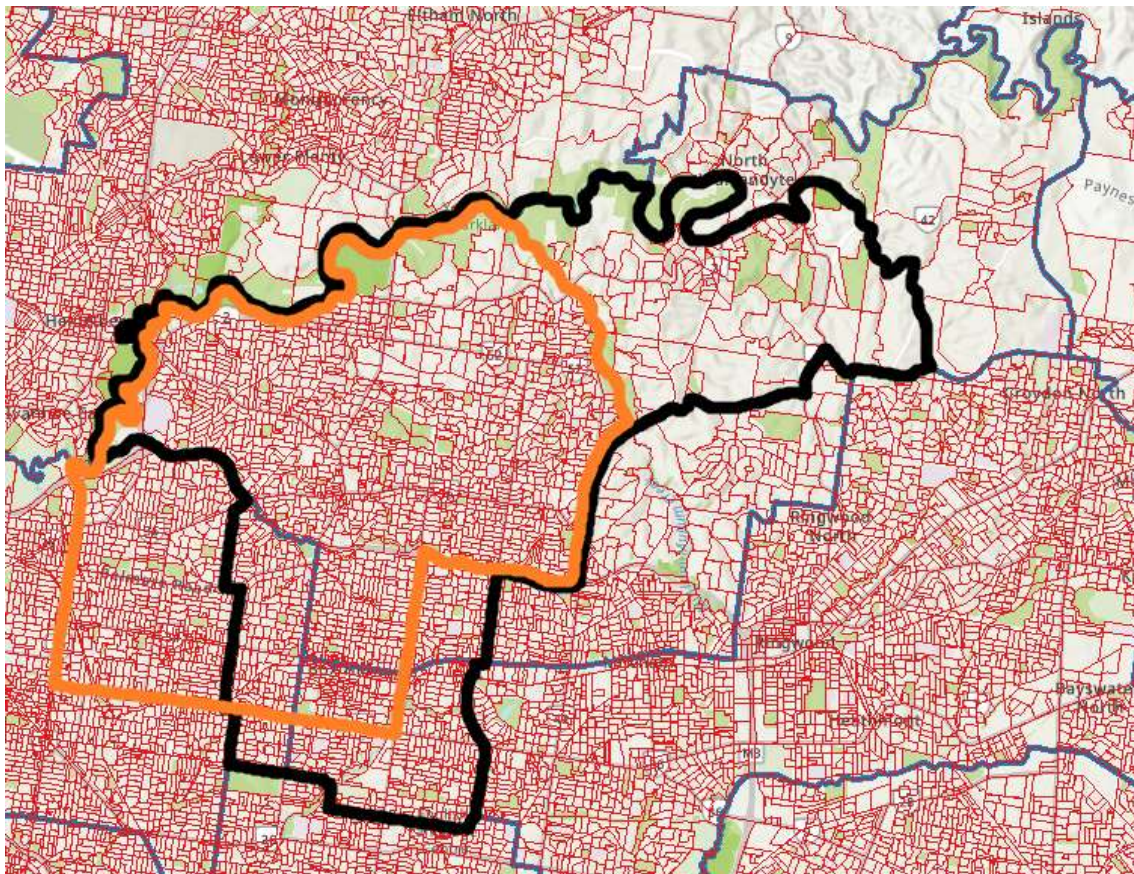


SUGGESTED AMENDMENTS

- Transfer Balwyn, Balwyn North and the parts of Canterbury and Surrey Hills north of Canterbury Road to **Menzies**
- Transfer the part of Surrey Hills east of Highfield Road to **Chisholm**
- Receive the parts of Glen Iris and Ashburton west of the Alamein railway line from **Chisholm**
- Receive the part of Malvern East west of Belgrave Road from **Chisholm**

MENZIES

The inclusion of the Balwyn area in **Menzies** would allow for clear and cohesive boundaries.

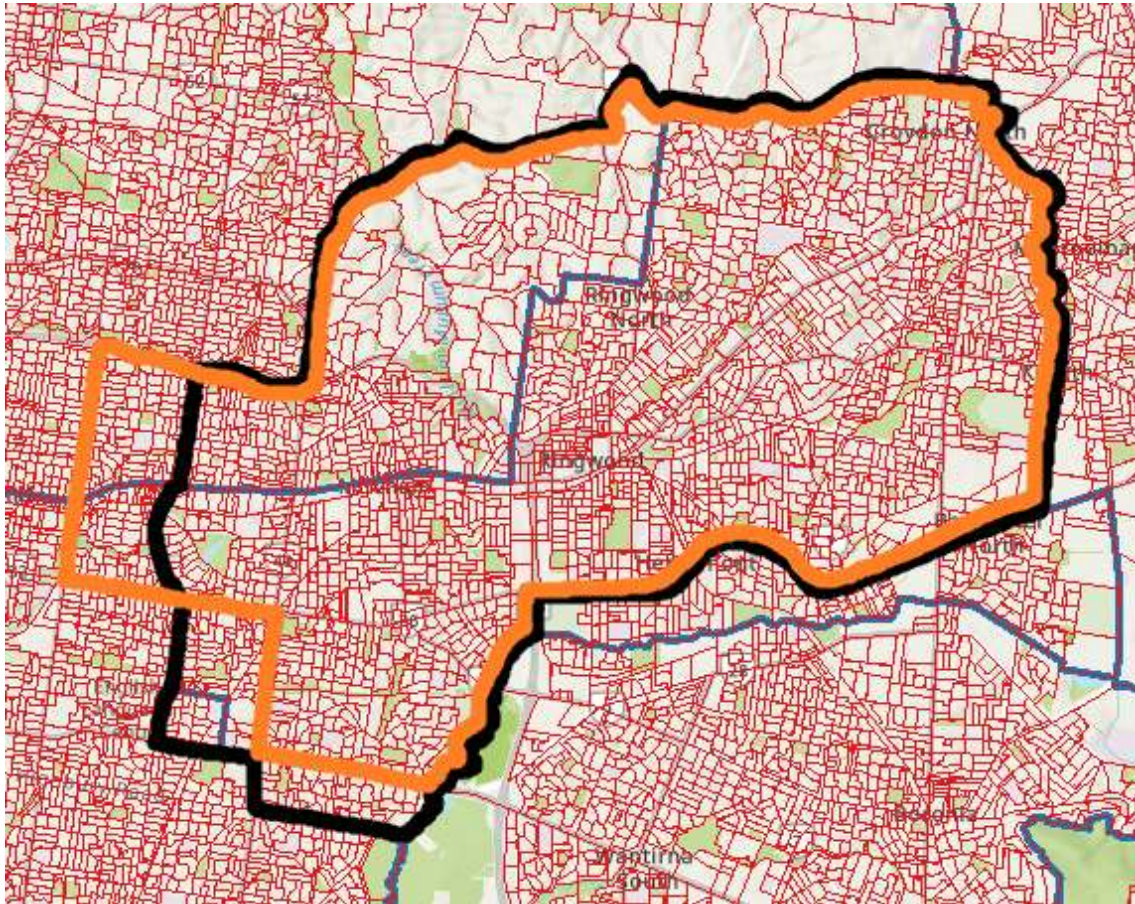


SUGGESTED AMENDMENTS

- Receive Balwyn, Balwyn North and the parts of Canterbury and Surrey Hills north of Canterbury Road from **Kooyong**
- Transfer Warrandyte to **Casey**
- Transfer Blackburn to **Deakin**
- Transfer Blackburn South, Box Hill South and the part of Surrey Hills south of Canterbury Road to **Chisholm**

DEAKIN

The proposed **Deakin** is sensible, but fully uniting Blackburn in this division would be ideal.

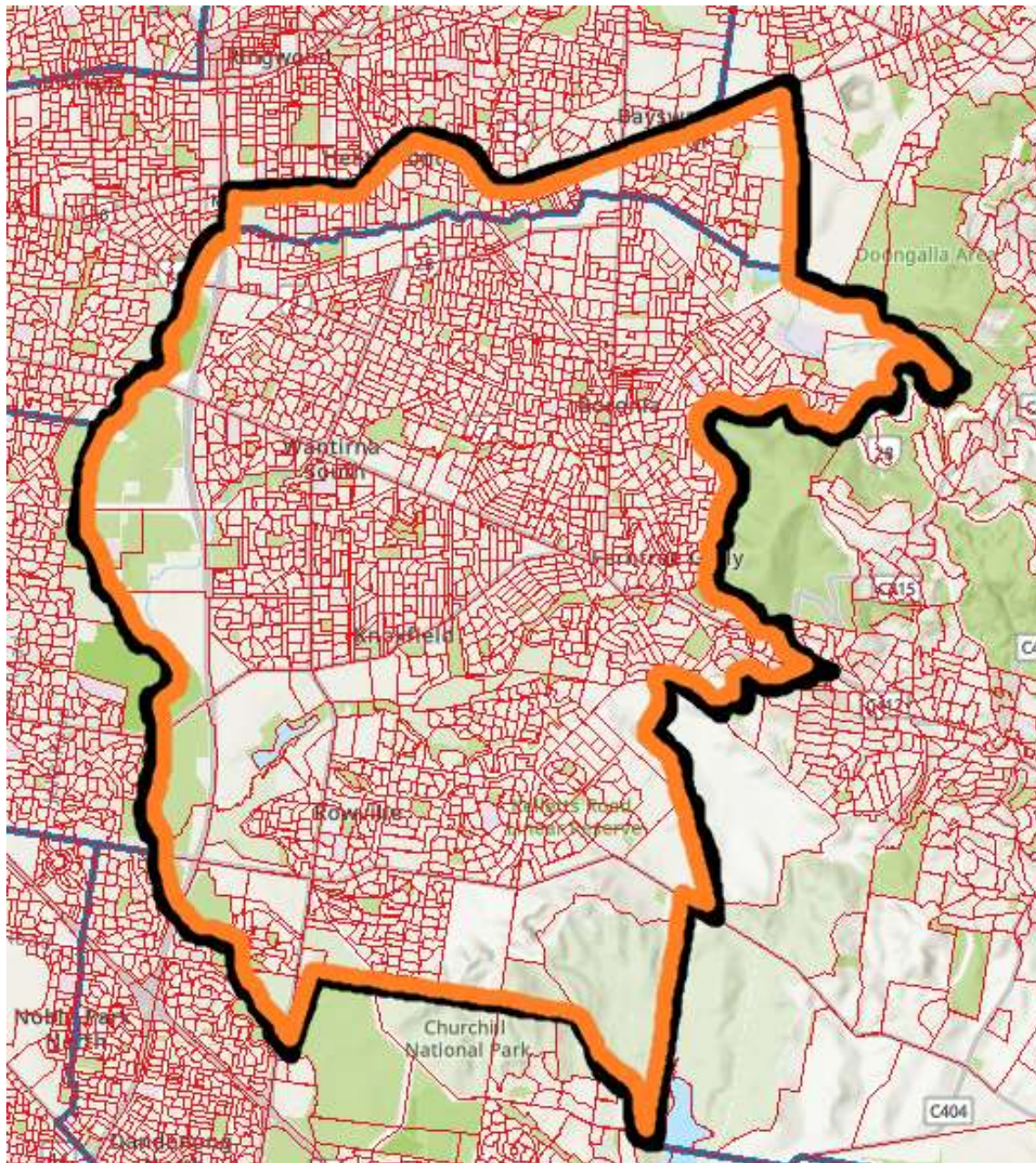


SUGGESTED AMENDMENTS

- Receive Blackburn from **Menzies**
- Transfer Burwood East, Blackburn South and the part of Forest Hill south of Canterbury Road and west of Springvale Road to **Chisholm**
- Transfer the part of Vermont South south of Burwood Highway to **Chisholm**

ASTON

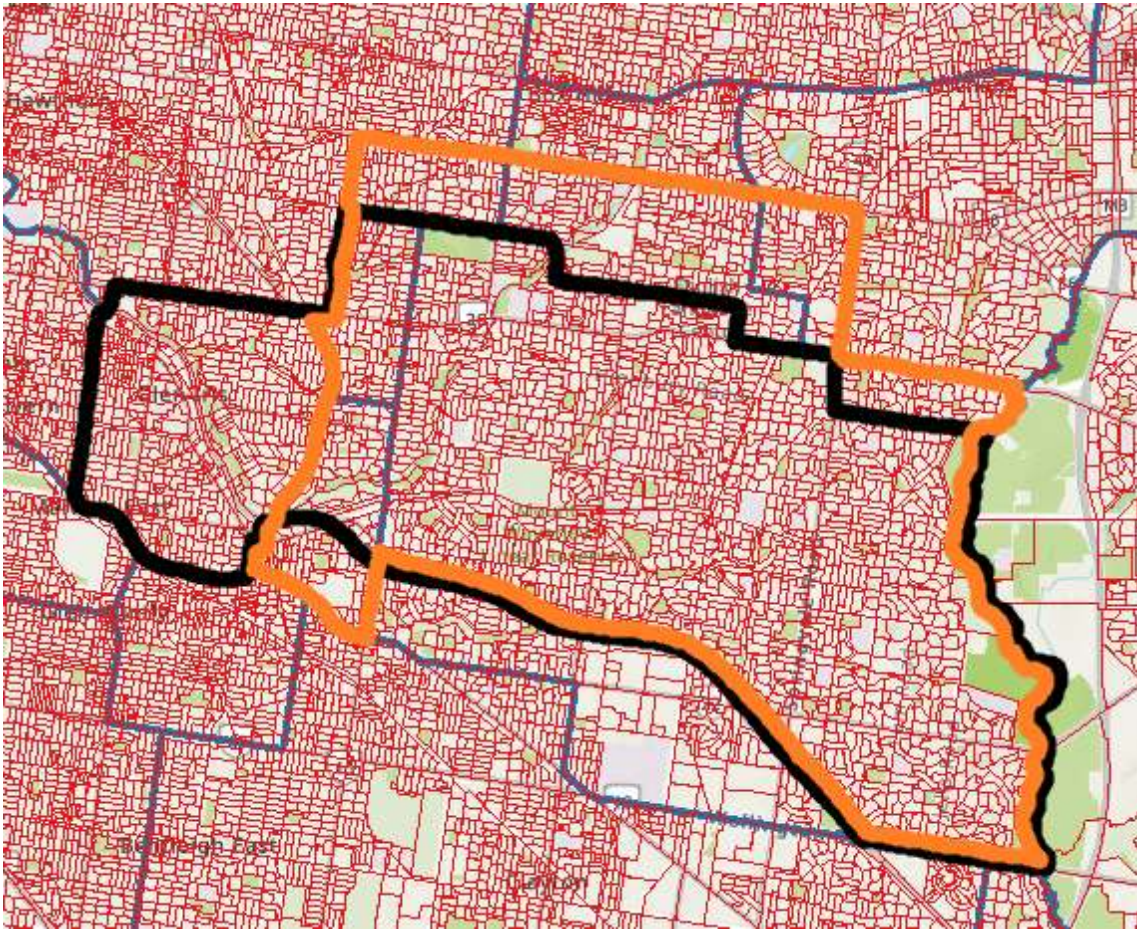
*The proposed boundaries of **Aston** are perfect – well done.*



No amendments suggested

CHISHOLM

Aligning **Chisholm's** northern boundary to Canterbury Road or Burwood Highway is useful.



SUGGESTED AMENDMENTS

- Transfer the parts of Glen Iris and Ashburton west of the Alamein railway line to **Kooyong**
- Transfer the part of Malvern East west of Belgrave Road to **Kooyong**
- Receive the part of Surrey Hills east of Highfield Road from **Kooyong**
- Receive Blackburn South, Box Hill South and the part of Surrey Hills south of Canterbury Road from **Menzies**
- Receive Burwood East, Blackburn South and the part of Forest Hill south of Canterbury Road and west of Springvale Road from **Deakin**
- Receive the part of Vermont South south of Burwood Highway from **Deakin**
- Receive Malvern East from **Hotham**

SOUTHEASTERN MELBOURNE

Hotham + Goldstein + Isaacs + Dunkley + Flinders + Holt + Bruce + La Trobe + Casey

OBJECTION: THE PROPOSED INCLUSION OF MOUNT ELIZA IN FLINDERS

The seemingly logical transfer of Mount Eliza to Flinders leads to suboptimal splits of Chelsea, Dandenong and Cranbourne North, and disrupts more electors than is necessary, for little overall benefit. A better alternative would be to transfer the Western Port Bay communities of Pearcedale and Tooradin, an area which also has a strong claim to be included in Flinders.

Mount Eliza is a desirable inclusion in **Flinders**, however this decision must be considered in the broader context of neighbouring divisions, as it affects areas as far away as Dandenong.

While many will see Mount Eliza as the obvious solution to addressing the shortfall of electors in **Flinders**, it is not the only solution. If **Flinders** does not gain Mount Eliza from **Dunkley**, then the alternative is for it to gain Pearcedale and Tooradin from **Holt**.

Many of the arguments that could be made for the transfer of Mount Eliza to **Flinders** could also be made for the transfer of Pearcedale and Tooradin.

While Mount Eliza has a strong connection to **Flinders** via its membership in Mornington Peninsula Shire, the communities adjacent to Western Port Bay also have a strong connection to **Flinders**, having been in the division prior to the 2019 federal election.

On the other hand, Mount Eliza is also part of the contiguous urban area of Greater Frankston, separated from Mornington by farmland, and in some parts is indistinguishable from Frankston South. Retaining the well-defined current boundary between **Dunkley** and **Flinders** would be entirely suitable given these factors.

What is more clear is that the transfer of Pearcedale and Tooradin would result in better boundaries for the neighbouring divisions of **Bruce**, **Dunkley** and **Isaacs**, with fewer electors transferred overall.

Observe the following:

- The surplus of electors in **La Trobe** can fully offset the shortfall of electors in **Bruce** via the transfer proposed by the Redistribution Committee
- Likewise, the surplus of electors in **Holt** can fully offset the shortfall of electors in **Flinders** via the transfer of the Pearcedale – Tooradin SA2
- Finally, the shortfall of electors in **Dunkley** can simply be addressed by transferring the area south of the Patterson River from **Isaacs**

The transfer of Pearcedale and Tooradin from **Holt** to **Flinders** results in the movement of fewer electors and retains clearer boundaries overall.

Bruce would be able to maintain its current boundaries with both **Isaacs** and **Holt**. In particular, the proposed split of Dandenong along the Princes Highway is an awkward outcome, and **Bruce** should not lose any part of Dandenong to **Isaacs** while it still retains Dandenong North and surrounding areas.

For **Dunkley**, the retention of Mount Eliza means that it can utilise the strong northern boundary of the Patterson River instead of Thames Promenade, which is less clear.

The removal of **Holt's** rural southern components to **Flinders** would help to consolidate **Holt** as a suburban-focused division based on Cranbourne. Pearcedale and Tooradin would be a logical fit with the rural components of **Flinders**, also adjacent to Western Port Bay.

If **Holt** does not transfer Pearcedale and Tooradin to **Flinders**, then it must transfer its surplus northwards to **Bruce**. This requires **Bruce** to transfer this surplus onwards to **Isaacs** (or **Hotham**), which must then transfer more electors to **Dunkley** than otherwise, finally arriving at **Flinders** with the transfer of Mount Eliza. In effect, the current proposal does already transfer **Holt's** surplus to **Flinders**, but does so by taking a circuitous route via Cranbourne North, Dandenong, Chelsea and Mount Eliza, splitting each of these areas in ways which are not particularly beneficial. So it'd be far more straightforward to simply make a direct transfer and not have to amend multiple boundaries.

In conclusion, while it would be nice to include Mount Eliza in **Flinders**, it is not the right decision at the present moment. The equally suitable inclusion of Pearcedale and Tooradin allows for a far neater distribution of boundaries across Southeastern Melbourne.

SUGGESTION: A BETTER ARRANGEMENT OF THE PRINCES HIGHWAY DIVISIONS

The proposed boundaries for Bruce and Hotham are considerably stretched, pairing parts of Greater Dandenong with areas that are quite distinct. Relatedly, the split of northern Cardinia Shire can be sensibly resolved by being transferred into Casey, which would allow for La Trobe, Bruce and Hotham to shift westward, and better unite Greater Dandenong in Bruce.

The proposed transfer of Wonga Park from **Menzies** to **Casey** is reasonable, as this part of City of Manningham has strong connections eastward and is relatively isolated from the remainder of the council area.

However, the proposed transfer from **McEwen** of parts of Nillumbik Shire is illogical, as it breaches a well-defined region boundary and splits the localities of Panton Hill and St Andrews along arbitrary SA1 lines.

The boundary between Nillumbik Shire and Yarra Ranges Shire has served as a clear delineation between Outer Northern Melbourne (**McEwen**) and Outer Eastern Melbourne (**Casey**) since the 2013 federal election and shouldn't be crossed unless absolutely necessary.

Since the inclusion of Wonga Park is not enough to bring **Casey** within quota, **Casey** must find another source of electors. Splitting City of Knox or further splitting City of Maroondah is unsuitable and the Committee is correct in retaining the current boundaries between **Casey** and **Aston**, and **Casey** and **Deakin**. Thus, **Casey** can only realistically expand further into City of Manningham or into Cardinia Shire.

In the context of other proposed changes, the most straightforward solution would be an additional transfer of Warrandyte from **Menzies** to **Casey**. While Warrandyte is less connected to Yarra Ranges Shire, it is also somewhat out of place in a suburban **Menzies** based on Doncaster and Box Hill.

However, the Commission should be giving strong consideration to the inclusion of the townships of northern Cardinia Shire, which is awkwardly carved up at present. The townships of Emerald, Cockatoo and Gembrook have a strong connection to the remainder of the Yarra Ranges via the iconic Puffing Billy railway and are more similar in character to the rural areas in **Casey** than to the remainder of **La Trobe**, which is rapidly becoming an outer-suburban division.

Given the rapid rate of growth in Berwick, Clyde North and Pakenham, it is difficult to draw boundaries for **La Trobe** that ensure that it remains within both enrolment tolerances. The proposed transfer of part of Berwick and Beaconsfield to **Bruce** is a sensible solution to this problem.

However, an alternative arrangement exists that would arguably lead to clearer identities for the divisions of **Bruce**, **Casey** and **La Trobe**:

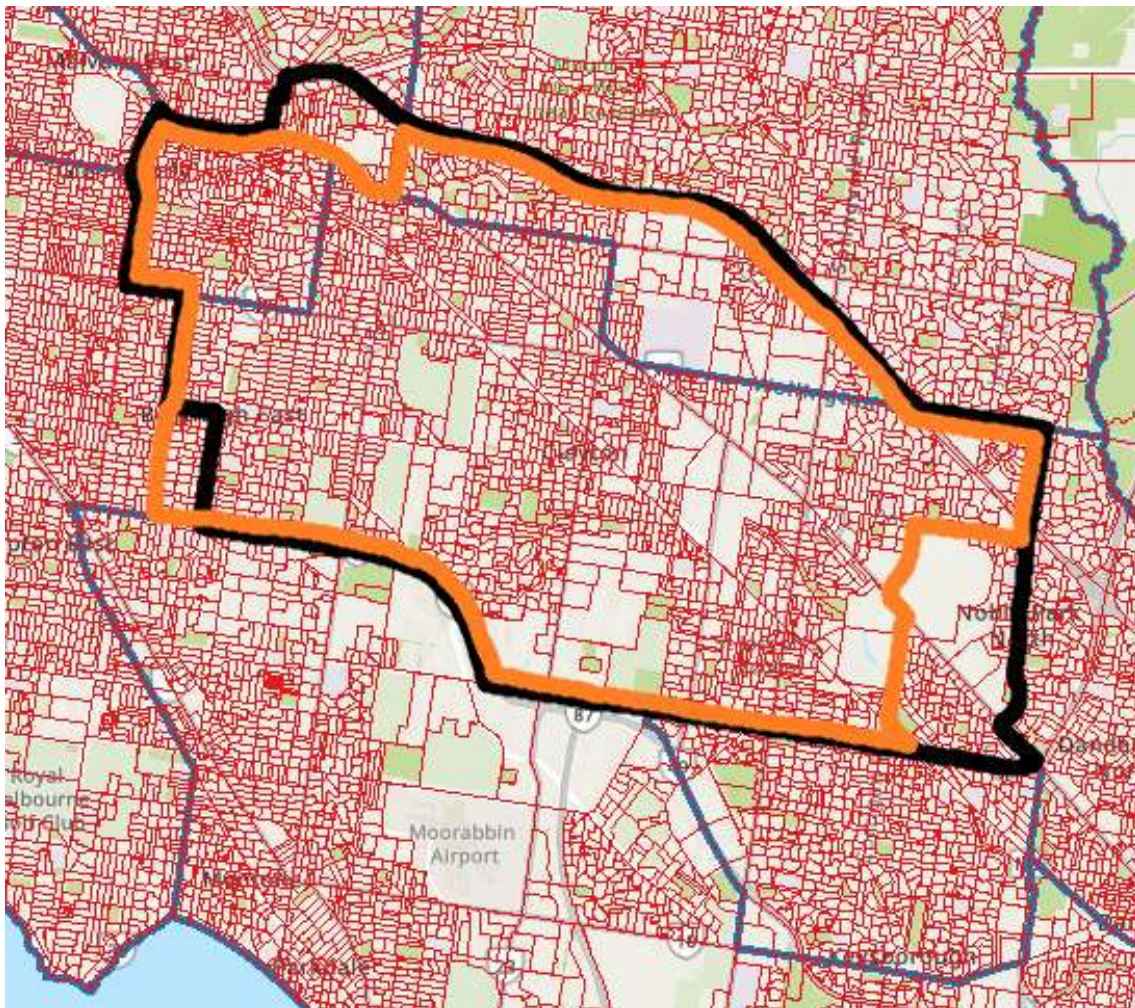
- **La Trobe** can transfer the 6 rural localities of Cockatoo, Dewhurst, Emerald, Gembrook, Mount Burnett and Nangana to **Casey**
- **La Trobe** would then gain from **Bruce** the small part of Berwick between Princes Highway and Princes Freeway

This would allow **La Trobe** to retain its clear western boundary along Clyde Road and Harkaway Road for the most part while transferring away areas that are more suited to **Casey**. Such a change would also allow for **Bruce** to retain a more westerly and compact orientation, allowing it to consolidate the majority of Noble Park so that **Hotham** does not need to stretch all the way from Malvern East to the Eastlink Freeway, a relatively large cultural divide.

This set of amendments would have no effect on the boundaries of **Dunkley**, **Flinders**, **Holt** and **Isaacs**, as per the previous section.

HOTHAM

Hotham would be made more cohesive by the removal of both Malvern East and Noble Park.

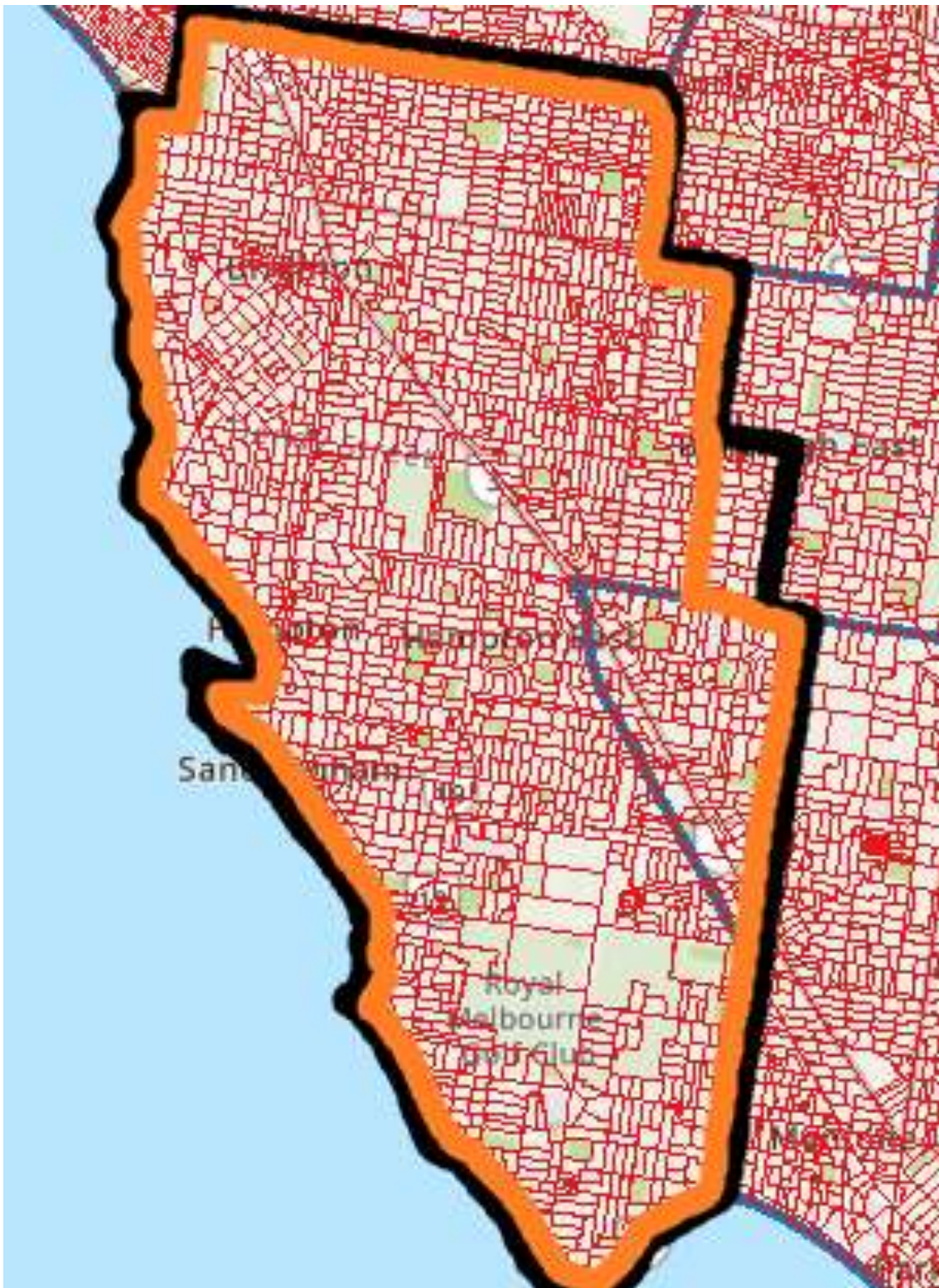


SUGGESTED AMENDMENTS

- Transfer Malvern East to **Chisholm**
- Fully revert the transfer of part of Bentleigh East to **Goldstein**
- Transfer the part of Noble Park east of Corrigan Road to **Bruce**

GOLDSTEIN

Goldstein's use of Chesterville Road is good, but the transfer of Bentleigh East is unnecessary.

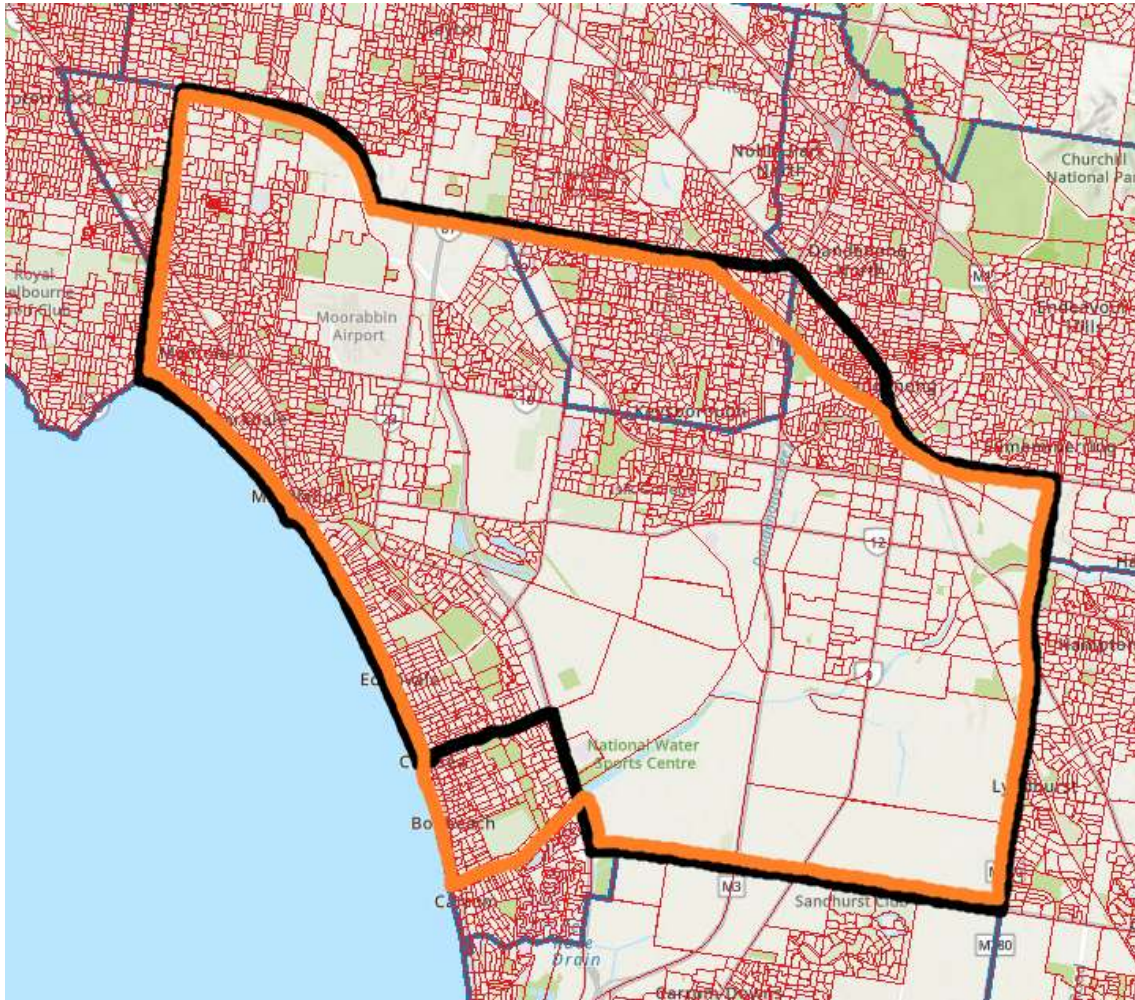


SUGGESTED AMENDMENTS

- Fully revert the transfer of part of Bentleigh East from **Hotham**

ISAACS

Isaacs does not need to cut further into Dandenong if it retains Chelsea and Bonbeach.

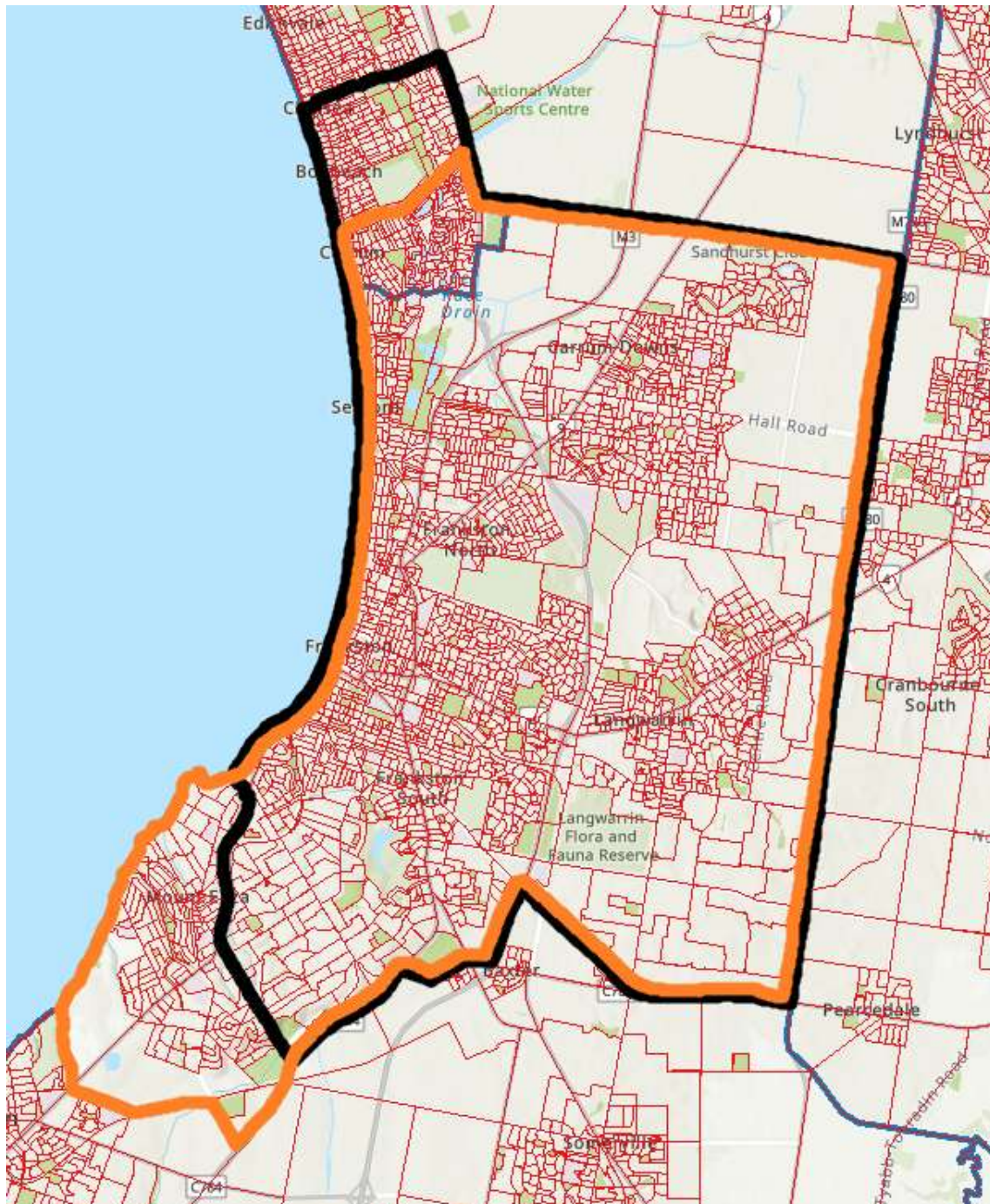


SUGGESTED AMENDMENTS

- Retain the areas north of Patterson River from **Dunkley**
- Fully revert the transfer of part of Dandenong from **Bruce**
- Transfer the part of Noble Park north of the railway line to **Bruce**

DUNKLEY

*It is better for **Dunkley** to retain Mount Eliza and utilise Patterson River as a strong boundary.*

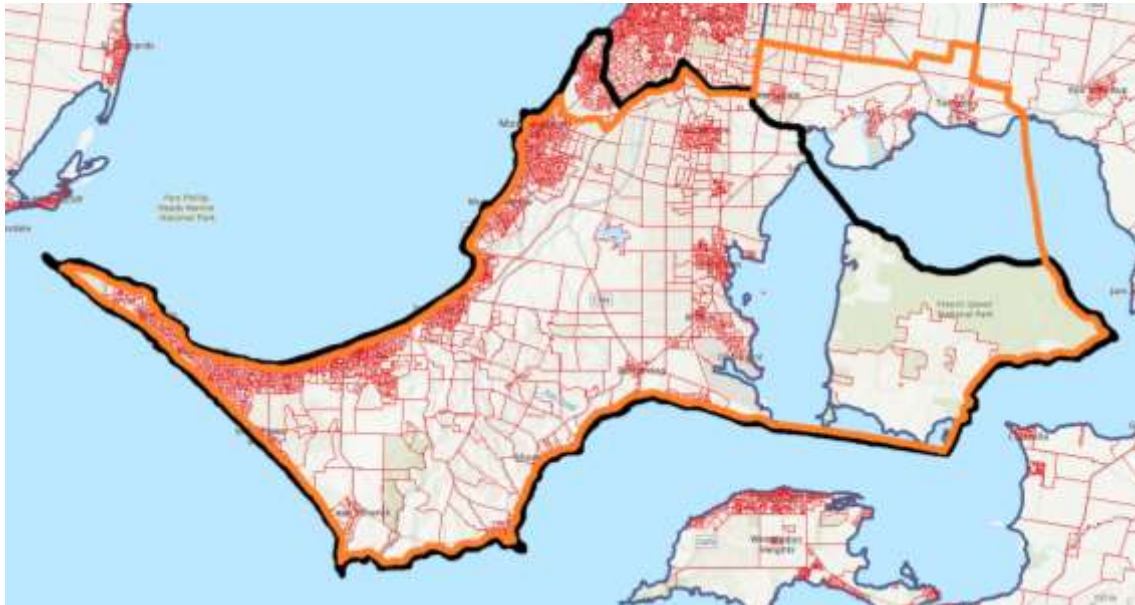


SUGGESTED AMENDMENTS

- Return the areas north of Patterson River to **Isaacs**
- Fully revert the transfer of part of Mount Eliza to **Flinders**

FLINDERS

*The transfer of Pearcedale and Tooradin to **Flinders** instead of Mount Eliza is better overall.*

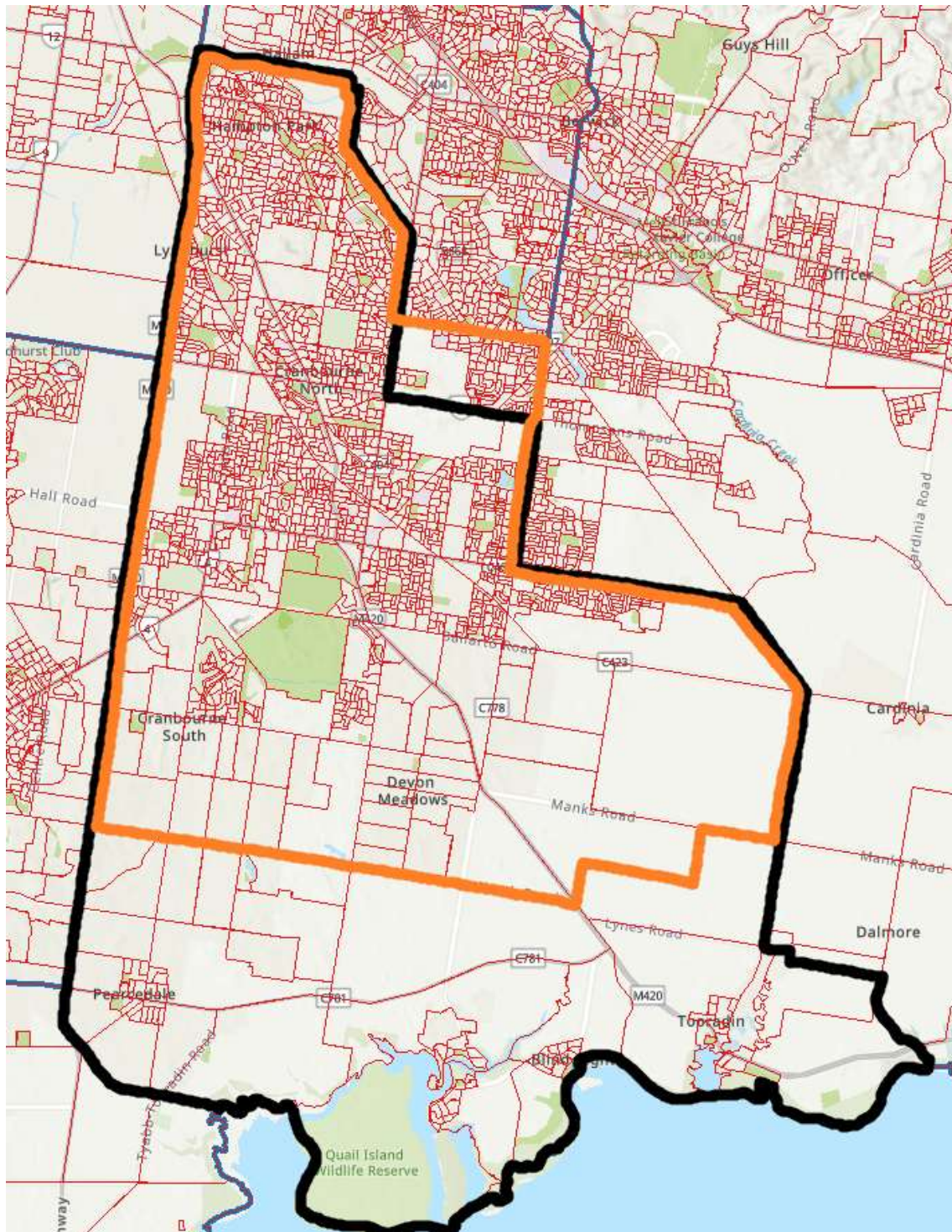


SUGGESTED AMENDMENTS

- Fully revert the transfer of part of Mount Eliza from **Dunkley**
- Receive Pearcedale and Tooradin from **Holt**

HOLT

The removal of Pearcedale and Tooradin allows **Holt** to solely focus on suburban Cranbourne.

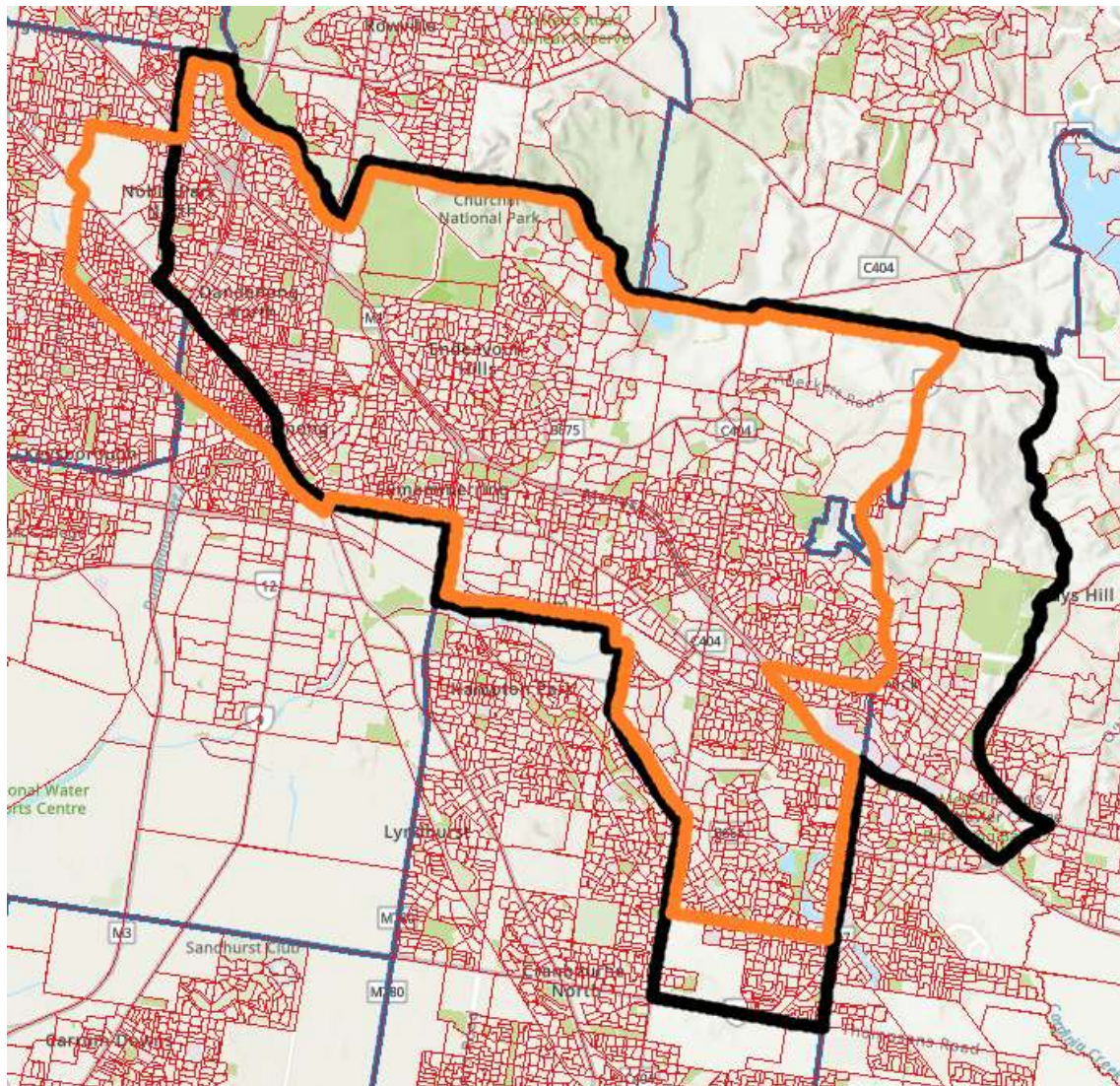


SUGGESTED AMENDMENTS

- Fully revert the transfer of part of Cranbourne North to **Bruce**
- Transfer Pearcedale and Tooradin to **Flinders**

BRUCE

*Bruce can retain more of Greater Dandenong so that **Hotham** can remain more compact.*

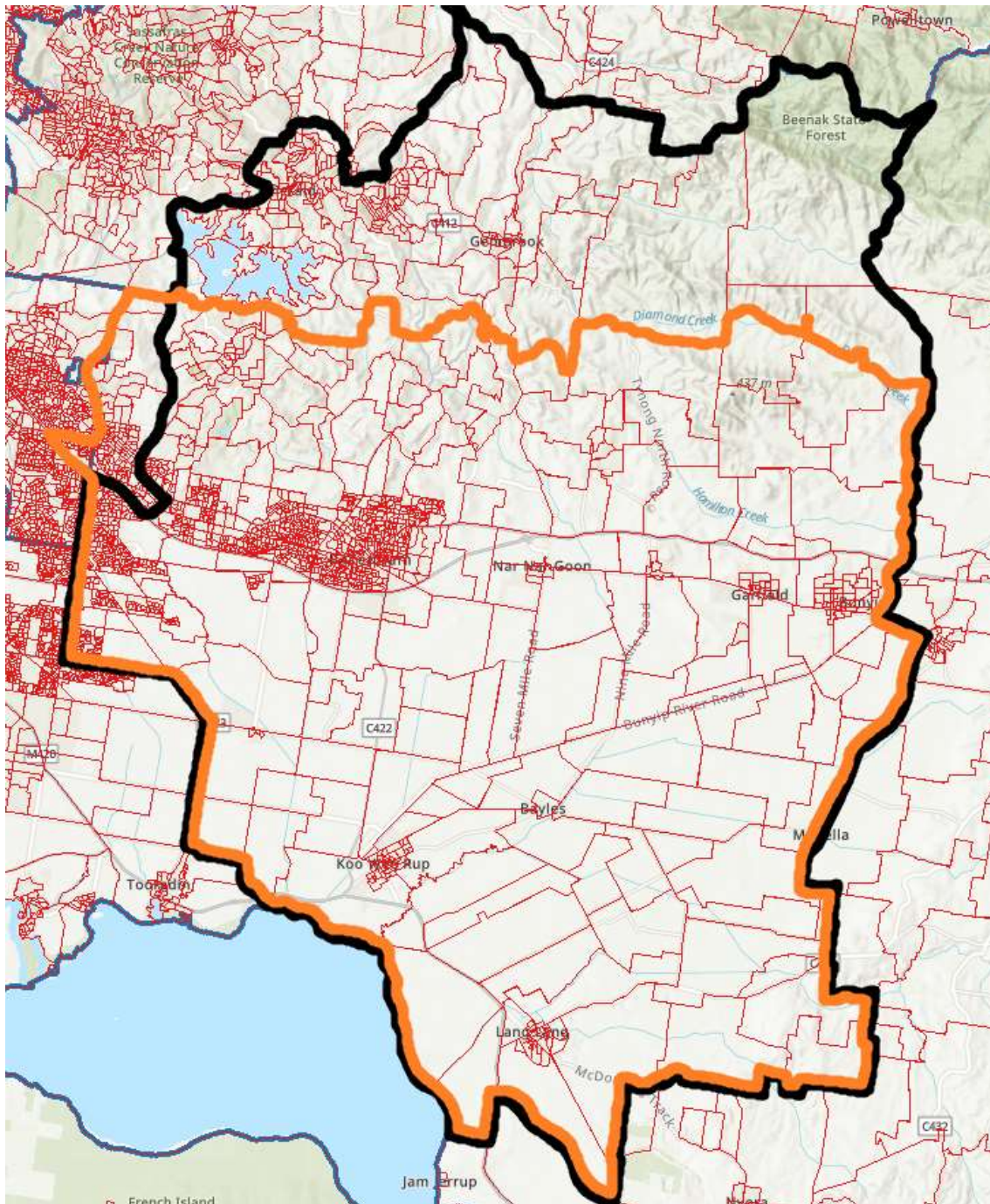


SUGGESTED AMENDMENTS

- Receive the part of Noble Park east of Corrigan Road from **Hotham**
- Fully revert the transfer of part of Dandenong to **Isaacs**
- Receive the part of Noble Park north of the railway line from **Isaacs**
- Fully revert the transfer of part of Cranbourne North from **Holt**
- Fully revert the transfer of part of Berwick from **La Trobe**
- Transfer the part of Berwick south of Princes Highway and north of Princes Freeway to **La Trobe**

LA TROBE

*La Trobe can alternatively cede northern Cardinia Shire to **Casey** to obtain a cohesive identity.*

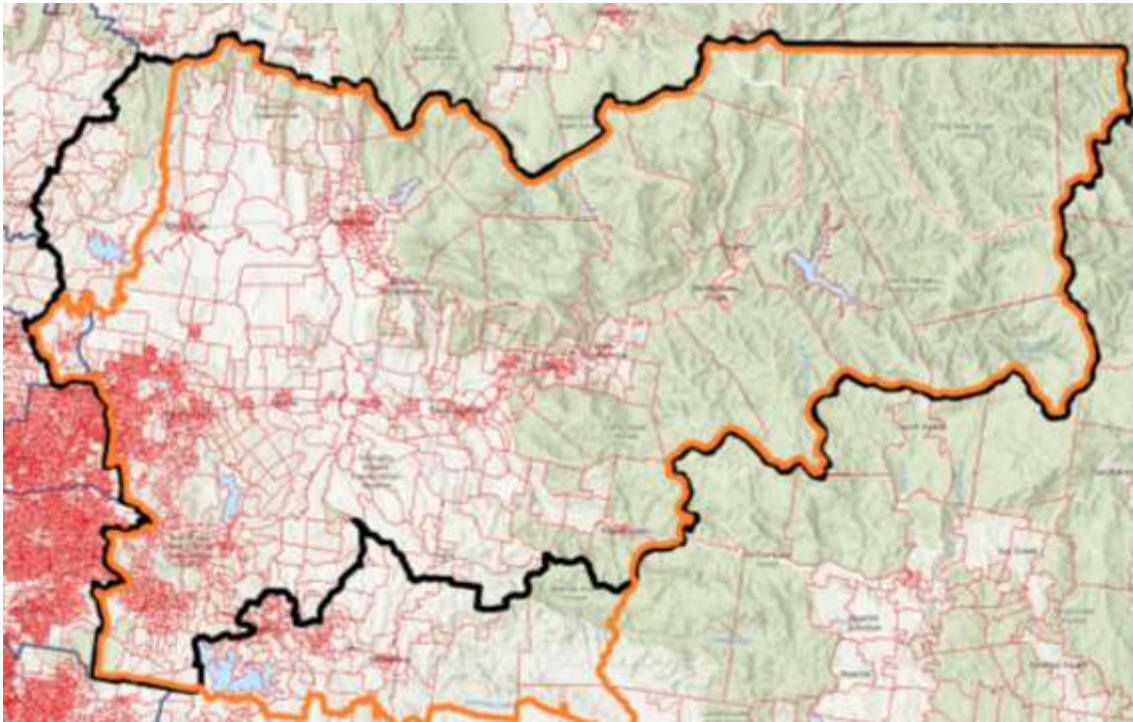


SUGGESTED AMENDMENTS

- Fully revert the transfer of part of Berwick to **Bruce**
- Receive the part of Berwick south of Princes Highway and north of Princes Freeway to **La Trobe**
- Transfer Cockatoo, Dewhurst, Emerald, Gembrook, Mount Burnett and Nangana to **Casey**

CASEY

*The rural northern parts of Cardinia Shire would be the most sensible addition to **Casey**.*



SUGGESTED AMENDMENTS

- Fully revert the transfer of part of Nillumbik Shire from **McEwen**
- Receive Cockatoo, Dewhurst, Emerald, Gembrook, Mount Burnett and Nangana to **Casey**

WAS HIGGINS THE WRONG DIVISION TO ABOLISH?

The proposal to abolish **Higgins** and the corresponding crossing of the Yarra River in inner-city Melbourne is a missed opportunity to achieve compact and well-defined boundaries for the inner metropolitan divisions with only minor compromise needed for those in Eastern Melbourne.

If **Higgins** was retained, the following could occur:

- **Melbourne** could avoid crossing the Yarra River and would only need to transfer Brunswick East to **Wills**
- **Macnamara** could be consolidated as a compact Inner South division comprising South Melbourne, South Yarra and St Kilda
- **Higgins** could unite all of Caulfield with the area similar areas to the north
- **Goldstein** could unite all of Bentleigh and Moorabbin
- **Kooyong** could remain as a City of Boroondara-focused division with a small expansion southward
- **Hotham** would likely be abolished, with **Chisholm** forming a division that combines Clayton and Waverley
- With some careful boundary changes, Greater Dandenong could be completely split between **Isaacs** and **Bruce**
- However, Burwood would have to be placed in either **Menzies** or **Deakin** and a small transfer of electors would be required from **Menzies** to **Jagajaga**

In comparison, the proposal to abolish **Higgins** – while efficient in terms of electors transferred – leads a more dramatic carve-up of local government areas, particularly City of Stonnington which increases from 1 division to 5 divisions.

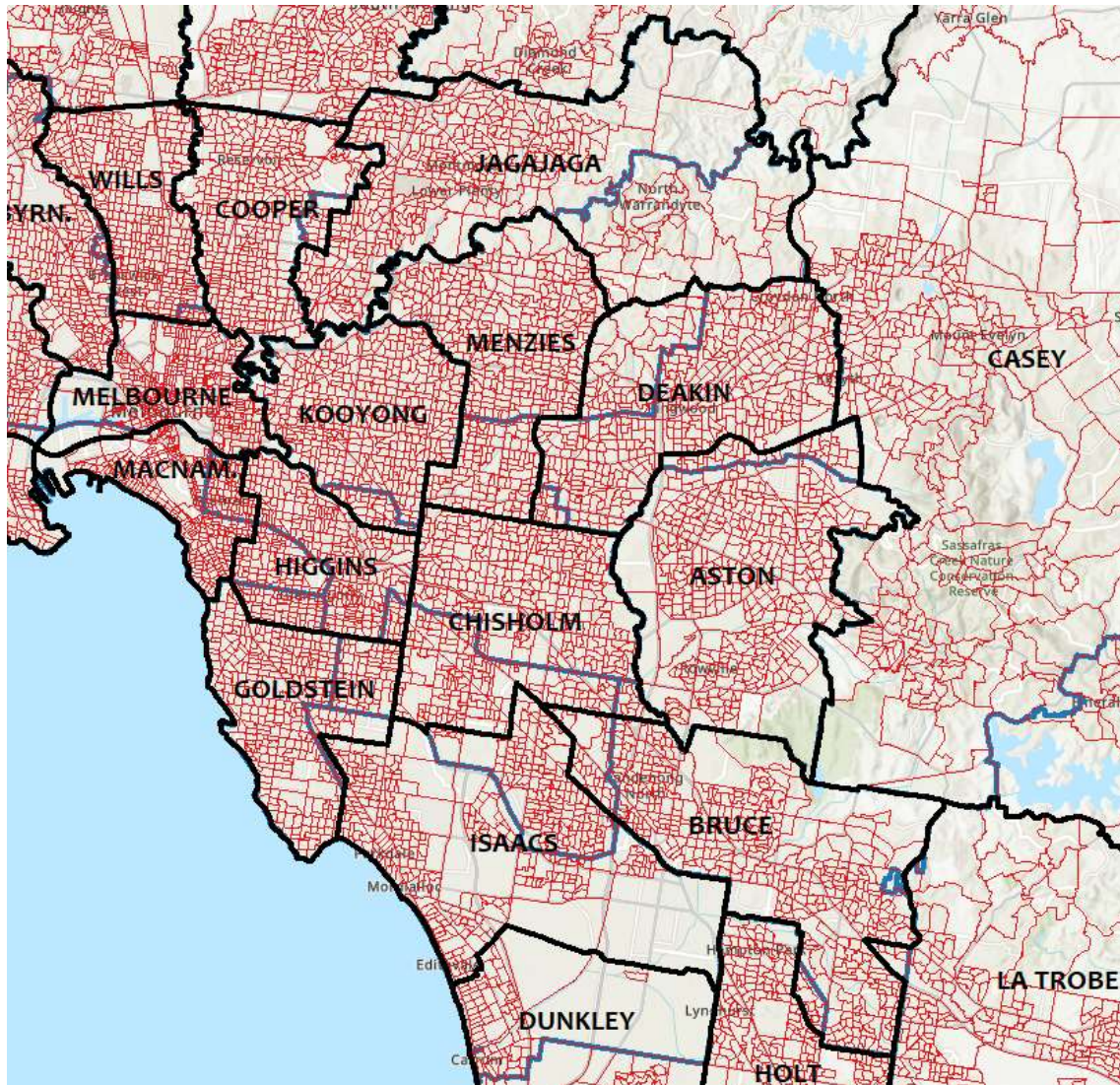
For many of the same reasons that one would choose to abolish **Higgins**, the same applies to **Hotham**:

- In its current form, it contains a variety of different demographics and local government areas, being centred on the hollow industrial tract between Clayton and Springvale
- It is surrounded by at multiple divisions which need to gain electors and would be reasonable to do so

On the next page is a map showing how an alternative abolition of **Hotham** could look:

- Hughesdale is returned to **Higgins**
- Bentleigh East is transferred to **Goldstein**
- Greater Dandenong can be fully split between **Isaacs** and **Bruce**
- **Chisholm** takes the remainder of **Hotham**, mainly City of Monash with some parts of City of Kingston

MAP – EASTERN MELBOURNE ALTERNATIVE



ON THE ENROLMENT PROJECTIONS

With the error in the original enrolment projections becoming the defining issue of this redistribution, a wider conversation needs to be held regarding how there needs to be more transparency around how the ABS arrives at the projections they do, and how the AEC and the Redistribution Committee ensure that the figures are viable.

The updated enrolment projections are now largely in accordance with the community's expectations that outer-suburban growth zones are going to have a larger natural rate of growth than well-established suburbs and regional areas.

However, it would be reasonable to assert that while the enrolment projections are now free from error, they are likely still underestimating the growth of outer-suburban areas in a way that will bias the drawing of divisions towards Melbourne's South and East.

Taking **Gorton** as an example since it is proposed to undergo minimal change and so can be compared against its current enrolment figures. On April 30 2024, **Gorton** had an enrolment of 123,755 electors, or an enrolment deviation of +4.18% (for a 38-division quota), having gained 3.35% in enrolment deviation over the last 12 months. Given that this positive trend is almost certain to continue, it would mean that **Gorton** will be outside of the 3.5% enrolment tolerance at April 2028 despite the ABS enrolment figures saying otherwise. It is not clear if the Redistribution Committee's requirements under Section 66 of the Electoral Act require them to take this into account in the drawing of their boundaries. **Gellibrand** too, is growing at significantly faster rate than predicted.

While enrolment numbers and projections for individual divisions can be uncertain, what is very clear is the consistent long-term trend towards a higher share of enrolment in the divisions to the North and West of the Yarra River. Since 2015, when the divisions in the North and West contained 20.00 (out of 38) quotas worth of divisions, this region has gained approximately 0.08 of a quota per year from the South and East, a trend which persisted even during COVID lockdowns.

At the commencement of this redistribution, the North and West held 20.55 quotas. At the most recent enrolment count, the North and West was equal to 20.62 quotas. On the projected enrolment figures for April 2028, the North and West is projected to be at only 20.72 quotas, before any transfers occur. That accounts for a significantly slower rate of growth than has occurred over the last decade. If the current trend continued, it would be expected that the North and West would be at approximately 20.95 quotas by April 2028.

The implications of this are interesting. While it is certainly possible to arrange the divisions so that no crossing of the Yarra River needs to occur, if the Committee relies solely on the projected enrolments, they will likely have been encouraged to make such a crossing, as they have done with the division of **Melbourne**. However, this suggests that the average enrolment of the 17 divisions South and East of the Yarra will be significantly lower than that of the 21 divisions to the North and West by April 2028. Since the Yarra River has long remained as a strong and recognisable border, the need (whether rightly or wrongly) the cross it makes for significant disruption to a number of well-established divisions.

As long as the Redistribution Committee can meet the numerical tolerances, they are well within their remit to acknowledge the disruption caused by drawing a division straddling the Yarra and could choose to keep this as a strong boundary. Indeed, before any transfers occur, the divisions to the North and West have an average enrolment deviation of -1.32%, and divisions to the South and East assuming the deletion of one division, have an average enrolment deviation of +1.63%. It is entirely possible for the Committee to use the full range of tolerance available to maintain established and distinct communities of interest on either side of the Yarra River rather than being forced to disrupt them.