

SUGGESTIONS FOR THE NEW SOUTH WALES STATE REDISTRIBUTION 2020



INTRODUCTION

I am grateful to be able to contribute to the 2020 NSW state redistribution. I am an independent person, with no connections to any political party or organization. I hope that my contributions can be of benefit to the Redistribution Committee.

Over the past decade or so, there has emerged a small group of independent people like myself, who are interested in the redistribution process but are not affiliated with political parties, and have no requirement to engineer a partisan outcome. I hope that the Committee receives a number of these independent submission, and I encourage the Committee to take note of our suggestions.

MY GENERAL STRATEGY

The enrolment figures for NSW show a mixed bag of growth patterns, with only a few hotspots of extremely strong growth. The Hunter Valley, and some patches of Outer Western Sydney have most of the over-quota Districts, but they tend to be close to areas with slower growth and under-quota seats, so a radical redrawing of the state is not required.

In keeping with the practice of previous redistributions, I suggest that the existing excess in the Hunter and Lower North Coast be fed through the Upper Hunter to top up the inland Districts. Combined with the transfer of Tenterfield, this provides enough electors to resolve the deficit west of the Great Divide, without the need to encroach on metropolitan Sydney or jump the escarpment elsewhere.

In Northern Sydney, I am recommending that the District of Davidson be replaced by a new Windsor/Richmond based seat, to soak up the existing growth in the north-western suburbs. This replaces a seat in a stagnant area with one in an area of strong growth, and also improves the boundaries of the other Northern Sydney seats. There is a general eastward movement of all the seats in this region, filling the void created by Davidson and donating electors for the eventual creation of Windsor.

In southern and western Sydney, I am recommending a new seat in the Edmonson Park area, replacing the existing seat of Holsworthy. The existing Holsworthy is something of a bits-and-pieces seat stretching from Prestons to Menai, and I suggest it be replaced by a more coherent District in one of the south-western growth areas.

Inner Sydney seats generally expand westwards as far as Liverpool, while the Outer Sydney seats are pushed southwards by the creation of the new Windsor-based District. These movements, plus

the replacement of Holsworthy by Edmonson Park, eventually combine to soak up the excess around Camden and western Liverpool.

ENROLMENT

I have made full use of the tolerance when it comes to drawing my Districts. I think it is always a good idea to allow a District to be at the top or bottom of tolerance if it means improving the community of interest.

As a very general rule, I have tried to set rapidly-growing Districts towards the bottom of tolerance, and the stagnant Districts towards the top, to allow them both to drift towards the quota over time. However, this is not always possible or desired. For example, it makes sense to leave Northern Tablelands at the low end of quota despite its sluggish growth, as it allows whole LGAs to be united, and results in much clearer boundaries for neighbouring seats.

BOUNDARIES

As much as possible, I have tried to straighten any existing dog-leg boundaries or improve boundaries than run along minor streets.

Even if a District requires no change, the Committee could still look at opportunities for small transfers and exchanges, if it helps improve a boundary or better unite a community of interest.

In rural areas, I have used LGA boundaries (or failing that, SA2s) wherever possible. In some coastal parts of NSW, there are also major rivers that can be used as clear on-the-ground boundaries. With the exception of the Hunter Valley and Hume Highway corridor, I do not propose crossing the escarpment between the coast and inland NSW.

In Sydney, I have tried to make use of major roads, and natural features such as rivers and open space. Suburb and council boundaries can sometimes be useful for District boundaries, but I have tried to avoid them when they run along minor streets or property lines.

POLITICAL IMPLICATIONS

There are no political fairness or similar criteria in NSW; however, the political implications of proposed new boundaries are always going to attract interest.

At a glance, my proposals don't appear to favour one side over the other. The patchy nature of the growth in NSW means that there is no distinct area that undergoes massive changes. The more significant changes tend to be in areas like the Hunter Valley or Outer Western Sydney, where the seats are generally safe for one party or another, and I think any partisan shifts will end up balancing each other out.

My proposals replace one safe Liberal seat (Davidson) with another presumably safe seat (Windsor). In the south-west, marginal Liberal Holsworthy is replaced by a seat that will probably be stronger for Labor; however both my Edmonson Park and Ingleburn Districts would probably be less safe for Labor than the existing Macquarie Fields.

I have been happy to leave seats at the top or bottom of tolerance if it means creating a strong boundary, but there doesn't seem to be any partisan pattern to this. Unlike in South Australia, I don't think the Committee will need to worry about accusations of enrolment patterns 'favouring' one side or the other.

CENTRAL AND INNER WESTERN SYDNEY

Many of the seats in this area are slightly on the lower side of quota. The booming growth in Heffron is sufficient to top all of these Districts up without the need for major changes elsewhere.

I would not recommend any change that pushes Strathfield westward. The railway yards and Rookwood Cemetery are strong divides in this part of Sydney, and should not be crossed unless absolutely necessary. I have proposed a neat way to adjust all of these seats within their existing arrangements, maintaining the current western boundary of Strathfield.

VAUCLUSE

Vaucluse lies towards the lower end of tolerance, and geographical constraints mean it can only gain electors from to the south or west. Given the strong southern boundary along Bondi Road, I think an expansion to the west is most appropriate.

I suggest that Vaucluse gain the balance of Edgecliff and Woollahra from the District of Sydney. The vast majority of these two suburbs are already contained within Vaucluse, so it is logical to unite them in a single seat. Both Edgecliff and Woollahra fit better with the eastern suburbs in Vaucluse than with the 'inner city' areas contained within Sydney.

VAUCLUSE	CURRENT	PROJECTED
EXISTING	56046	57445
From Sydney Woollahra and Edgecliff)	2622	2683
FINAL	58668	60128

SYDNEY

Sydney has surprisingly low enrolment and weak growth, and is expected to be below quota after the losses to Vaucluse.

However, it can logically be compensated by simply expanding its western boundary to follow Bay Street and Wattle Street. This unites all of Ultimo and Pyrmont in the District, transferring around 2500 electors from Balmain.

Both Ultimo and Pyrmont are immediately adjacent to the Sydney CBD, and have an 'inner city' character that makes them a good fit with the remainder of the District.

SYDNEY	CURRENT	PROJECTED
EXISTING	55296	56716
From Balmain (Ultimo and Pyrmont)	2492	2513
To Vaucluse (Woollahra and Edgecliff)	2622	2683
FINAL	55166	56546

COOGEE

Another eastern suburbs seat at the lower end of tolerance, Coogee can logically expand westwards to Anzac Parade, taking all of Moore Park and Centennial Park, plus further parts of Kensington and Kingsford. Anzac Parade is a significant road that would serve as a strong boundary in the area.

Ideally, Kensington and Kingsford would be united in a single seat. If the Committee wanted to explore more extensive changes for Coogee, Maroubra and Heffron, this might be possible. On balance, I think it is better to make relatively minor changes in this area.

COOGEE	CURRENT	PROJECTED
EXISTING	54810	55467
From Heffron (east of Anzac Parade)	5142	5147
FINAL	59952	60614

HEFFRON

Heffron is well over quota and has strong growth, and its excess can be used to top up some of the slower-growing seats surrounding it.

In addition to losing electors to Coogee, I strongly recommend that Heffron's share of Inner West Council (the old Marrickville LGA) be transferred to the District of Summer Hill. This area is largely cut off from the rest of Heffron by industrial areas and Alexandria Canal, and fits much better with Marrickville and surrounds in an Inner West based District.

These losses take Heffron slightly outside tolerance, so I recommend a minor adjustment with Newtown to bring all of Alexandria and Waterloo within Heffron. This transfers around 1500 electors and straightens the boundary along Philip Street.

Heffron is left at the very bottom of tolerance, to allow to predicted strong growth in the future.

HEFFRON	CURRENT	PROJECTED
EXISTING	61546	67334
From Newtown (Alexandria/Waterloo)	1476	1624
To Coogee (east of Anzac Parade)	5142	5147
To Summer Hill (Marrickville LGA)	6040	6507
FINAL	51840	57304

MAROUBRA

I am proposing that Maroubra remain unchanged.

MAROUBRA	CURRENT	PROJECTED
EXISTING	57064	57734

NEWTOWN

Newtown remains within tolerance after the small adjustment with Heffron, although at the lower end. I suggest a small adjustment in the west, to bring all of the suburb of Petersham within Newtown. This transfers around 1500 electors and brings Newtown close to quota.

NEWTOWN	CURRENT	PROJECTED
EXISTING	56338	56886
From Summer Hill (Petersham)	1553	1573
To Heffron (Alexandria and Waterloo)	1476	1624
FINAL	56415	56835

SUMMER HILL

The existing District of Summer Hill stretches in a fairly narrow north-south band, extending from the Cooks River to Iron Cove. With the gains from Heffron, I suggest the opportunity be taken to redraw this District to lie completely south of Parramatta Road.

Gaining all of the St Peters, Tempe and Sydenham areas from Heffron takes Summer Hill well over quota, but it can logically shed all of Haberfield and Dobroyd Point to the District of Drummoyne. This allows the use of Parramatta Road as a clear and obvious boundary in the area. While part of Inner West Council, the Haberfield area also fits well with Canada Bay, and has good links to areas currently within Drummoyne.

I also recommend straightening the boundary with Strathfield to run along King and Milton Streets. This transfers around 1700 electors in Ashbury and Croydon Park into Strathfield.

These changes all allow Summer Hill to consolidate as a more clearly 'Inner West' based District. Given the reorientation southwards to focus more on Marrickville, the Committee may wish to return to the former name of 'Marrickville'.

SUMMER HILL	CURRENT	PROJECTED
EXISTING	57190	59503
From Heffron (Marrickville)	6040	6507
To Drummoyne (Haberfield)	4883	4856
To Strathfield (west of Kings Road)	1695	1709
To Newtown (Petersham)	1553	1573
FINAL	55099	57872

BALMAIN

Loss of Ultimo leaves Balmain towards the lower end of tolerance, but it has clear and strong boundaries on all sides. Given its reasonable projected growth, I suggest Balmain be left unchanged.

BALMAIN	CURRENT	PROJECTED
EXISTING	57805	59054
To Sydney (Ultimo and Pyrmont)	2492	2513
FINAL	55313	56541

DRUMMOYNE

With the gain of Haberfield, this District is brought close to quota and requires no further change.

There may be a case to transfer parts of Concord West and Rhodes to the District of Strathfield, but I am not able to find a strong boundary in this area.

DRUMMOYNE	CURRENT	PROJECTED
EXISTING	54154	55307
From Summer Hill (Haberfield)	4883	4856
FINAL	59037	60163

STRATHFIELD

Currently at the low end of tolerance, Strathfield is projected to undergo reasonable growth, and has strong and clear boundaries on almost every side, so I would not support making major changes here. My proposed small adjustment with Summer Hill, to bring in a small number of electors west of King Street, is all that is needed.

STRATHFIELD	CURRENT	PROJECTED
EXISTING	53950	55735
From Summer Hill (West of King St)	1695	1709
FINAL	55645	57444

GEORGES RIVER, CANTERBURY AND BANKSTOWN

Again, many Districts here are towards the lower end of quota, and there is limited room for these seats to gain electors. In particular, the seats along the Georges River are quite constrained, with various roads and waterways serving as strong barriers to expansion.

I am recommending that the District of Holsworthy be replaced by a new seat further west, based on the Edmonson Park area. With this change, some of the former Holsworthy electors could become available for transfer to a Canterbury/Bankstown based seat.

I suggest that all of Holsworthy itself plus Wattle Grove and Hammondville should be transferred to the District of East Hills. I think that this is the best way to provide a substantial injection of electors, without causing massive impact elsewhere. It also provides a clearer boundary between East Hills and Bankstown, with all of the area immediately surrounding Bankstown CBD united in a single seat.

With this change to East Hills, other Districts in this area generally shuffle west and south, but all can retain their basic identities very clearly.

CANTERBURY

Canterbury is within tolerance and very close to quota, and does not require any changes.

There may be a case for transferring Hurlstone Park to the District of Summer Hill, allowing the use of the Cooks River for much more of the eastern boundary. However, this would split Canterbury itself, and leave significant parts of the suburb on the eastern bank removed from the District of that name.

CANTERBURY	CURRENT	PROJECTED
EXISTING	57473	58536

OATLEY

Oatley is toward the low end of quota, with limited options to expand.

I suggest the most logical gain is to push north to the South Western Motorway, gaining ~6600 electors in Riverwood and Narwee from the District of Lakemba. The motorway is a very strong boundary, and this change unites all of Riverwood and Narwee in a single seat.

This takes Oatley to the higher end of tolerance. Numerically, it would be possible for Oatley to donate some of its new excess to Rockdale or Kogarah, but this would likely split Blakehurst or Hurstville Grove along minor streets. King Georges Road is a very strong eastern boundary for Oatley, and I suggest it be maintained.

OATLEY	CURRENT	PROJECTED
EXISTING	54351	54546
From Lakemba (South of the M5)	6663	6777
FINAL	61014	61323

KOGARAH

Assuming no changes with Oatley or Canterbury, any adjustment to the District of Kogarah can only be with Rockdale. Given Rockdale is expected to undergo stronger growth than Kogarah, I suggest a small change to boost the numbers in Kogarah closer to quota.

I recommend the entire suburb of Kogarah Bay be transferred, using Rocky Point Road, Ramsgate Road, and Kogarah Bay as the new boundary with Rockdale.

The Committee may wish to explore a more extensive adjustment between Kogarah and Rockdale into a 'bayside' District and an 'inland' District. This might improve community of interest in the area, but would involve a large transfer of electors.

KOGARAH	CURRENT	PROJECTED
EXISTING	53419	54077
From Rockdale (Kogarah Bay)	3321	3313
FINAL	56740	57390

ROCKDALE

Rockdale is left at the lower end of tolerance with the losses to Kogarah, but it has reasonable growth. I suggest no further change.

ROCKDALE	CURRENT	PROJECTED
EXISTING	56609	59229
To Kogarah (Kogarah Bay)	3321	3313
FINAL	53288	55916

LAKEMBA

With the losses to Oatley south of the M5, Lakemba needs to gain electors. One issue is that many of its existing boundaries (Stacey Street, unpopulated industrial areas) are very strong, so any changes will result in one of these boundaries being breached. The proximity of Bankstown CBD in the west is also an important factor to consider.

I suggest that the boundary with Bankstown be moved west from Rookwood Road to the railway line, north of Hume Highway. This transfers 5500-6000 electors in Yagoona, Potts Hill, and the eastern parts of Birrong. While Rookwood Road is a strong boundary, the railway is also a clear divide in the area. Yagoona has previously been part of Districts containing Chullora and Greenacre.

LAKEMBA	CURRENT	PROJECTED
EXISTING	55449	56921
From Bankstown (Yagoona, Potts Hill)	5627	5937
To Oatley (South of M5)	6663	6777
FINAL	54413	56081

BANKSTOWN

One significant issue with the existing Bankstown is that the southern boundary runs very close to the Bankstown CBD, and leaves parts of the suburb of that name in a different District. In my opinion, any adjustment to the boundaries of this District should involve pushing southwards, to unite all of Bankstown in one seat.

The losses to Lakemba take Bankstown under quota, so this is the perfect opportunity to correct the southern boundary. I suggest using Milperra Road as the new boundary, transferring the remainder of Bankstown itself plus the Condell Park area from the District of East Hills. Milperra Road is a major road, and much clearer than the existing southern boundary.

Bankstown would be left at the higher end of tolerance with this change, but is a very clear District uniting almost all of the Greater Bankstown area in a single seat.

BANKSTOWN	CURRENT	PROJECTED
EXISTING	54774	57207
From East Hills (north Milperra Road)	11732	11798
To Lakemba (Yagoona, Potts Hill)	5627	5937
FINAL	60879	63068

AUBURN

Almost exactly on quota, and with no need to accommodate adjustments elsewhere, Auburn can remain unchanged.

The Committee could investigate a small adjustment to straighten the boundary with Granville in the South Granville area, but transferring all of this area to Granville would push Auburn under quota.

AUBURN	CURRENT	PROJECTED
EXISTING	56274	59374

EAST HILLS

Assuming the above changes are made, then East Hills needs to expand to gain electors elsewhere.

As noted, I am proposing to abolish the District of Holsworthy. This District has become more and more stretched over the years, with the links between the east and west becoming increasingly tenuous. While Heathcote Road provides a strong link between western Sutherland and eastern Liverpool, the previous redistribution pushed the seat even further west as far as Prestons.

If Holsworthy was abolished, then all of the suburbs of Holsworthy, Wattle Grove, and Hammondville can be transferred to East Hills. This provides a neat way to provide a significant injection of electors without encroaching on central Bankstown or Fairfield.

I acknowledge that crossing the Georges River is not ideal, but the existing Holsworthy already does this anyway, and it seems likely that at least one District in this area will need to span the river. The M5, Milperra Road, and railway line would all provide good links back to East Hills, Milperra, and other suburbs already within the District.

EAST HILLS	CURRENT	PROJECTED
EXISTING	55754	56282
From Holsworthy (Holsworthy & surrounds)	13811	13753
To Bankstown Nth Milperra Road)	11732	11798
FINAL	57833	58237

NORTHERN SYDNEY

Northern Sydney is characterized by strong growth in the west, along the Windsor Road corridor, and fairly stagnant change elsewhere. The aim is to donate electors from the over-quota Districts of Castle Hill and Hawkesbury to the slow-growing Districts further east.

I suggest that the best way to achieve this is to abolish the District of Davidson, and create a new District around Windsor. With this, the existing seats all move in a generally eastern direction.

It would be possible to address the imbalance in this area by simply expanding the existing Districts west, until Hawkesbury and Castle Hill were brought within quota. However, I think the existing boundaries are already pushed as far west as they can possibly be. The existing boundaries already run very close to Hornsby, Ryde, Epping, and Castle Hill. In fact, parts of these suburbs are already detached from the Districts bearing their name. Any further westward movement of Districts would result in these major centres being split completely down the middle.

In contrast, abolishing Davidson allows these Districts to move eastwards, re-uniting these centres; e.g. Hornsby can be united in the District of Hornsby, most of Ryde can be placed within Ryde. I believe that this results in a better community of interest outcome, and more sustainable boundaries over the long term.

PITTWATER

Like many northern Sydney Districts, Pittwater is at the low end of tolerance and expected to decline further.

I suggest Pittwater expand southwards to take in all of Collaroy, including Collaroy Beach and Collaroy Plateau. This allows the use of Dee Why Lagoon as the southern boundary, with most of the new boundary with Wakehurst following creeks and unpopulated areas.

Around 5400 electors are added, leaving Pittwater towards the top of tolerance.

PITTWATER	CURRENT	PROJECTED
EXISTING	56327	56914
From Wakehurst (Collaroy)	5402	5393
FINAL	61729	62307

MANLY

Manly is another District towards the lower end of tolerance. Due to geographic constraints, the most logical expansion appears to be northwards along the coast. I suggest that Manly gain the balance of Dee Why that lies east of Pittwater Road, bringing the northern boundary up to Dee Why Lagoon. Pittwater Road is already used for part of the boundary, so this is simply an extension.

MANLY	CURRENT	PROJECTED
EXISTING	55930	56715
From Wakehurst (east Pittwater Road)	3930	4048
FINAL	59860	60763

WAKEHURST

With the transfers to Manly and Pittwater, the District of Wakehurst loses its coastal frontage and becomes a completely ‘hinterland’ seat. It also falls well below quota, and needs to make significant gains.

The logical transfer is all of the District of Davidson that lies east of Middle Creek. This includes Forestville, Frenchs Forest, Belrose, and Davidson itself. All of these areas would fit well within the existing Wakehurst, which already contains parts of Forestville and Frenchs Forest anyway. The Wakehurst Parkway, Forest Way, and Warringah Road would provide strong links throughout the District.

Middle Creek is a very strong boundary, serving as a municipal boundary and being surrounded by parkland for most of its length. Middle Creek/Harbour also clearly serves as the general border of the ‘Northern Beaches’ area.

These changes take Wakehurst to the top of tolerance, which I think is justifiable given the strong boundaries. Relative decline will see Wakehurst drift down towards quota in the future.

WAKEHURST	CURRENT	PROJECTED
EXISTING	56227	56577
To Manly (east Pittwater Road)	3930	4048
To Pittwater (Collaroy)	5402	5393
From Davidson (east of Middle Creek)	15313	15204
FINAL	62208	62340

NORTH SHORE

Another under-quota northern seat, North Shore seems to have more robust predicted growth than many of its neighbours. I suggest that the balance of Cremorne and Neutral Bay be transferred from Willoughby, uniting these two suburbs in North Shore. Both of these suburbs have strong links to both North Sydney and to Mosman, which form the core of the North Shore District.

I also recommend a small adjustment in the St Leonards area to remove the current ‘kink’ in the boundary. The area north of the Pacific Highway (around 1200 electors) should be placed in the District of Lane Cove.

NORTH SHORE	CURRENT	PROJECTED
EXISTING	55380	57575
From Willoughby (Cremorne/Neutral Bay)	6102	6238
To Lane Cove (Nth Pacific Hwy)	1277	1423
FINAL	60205	62390

“CHATSWOOD” (WILLOUGHBY)

I am proposing a decisive northward movement of this District, to take in part of the excess from the abolished Davidson. I recommend that all of Castle Cove, Lindfield, and Roseville be transferred. This allows the use of Gordon Creek, which runs through parklands, for part of the boundary. All of these suburbs fit well with Chatswood, which is the major focus of Willoughby, with the Pacific Highway and railway forming a strong link to Roseville and Lindfield.

This gain plus the losses to North Shore still leaves Willoughby over quota, so I suggest an exchange with Lane Cove in the south. I recommend that Willoughby adopt Gore Hill Freeway and Flat Rock Creek as its new southern boundary, gaining the small part of Artarmon currently in Lane Cove, while shedding all of its share of Crows Nest, Naremburn, and Cammeray.

Willoughby becomes more clearly focused on Chatswood and surrounding areas. With its move partly outside Willoughby Council, the Committee may wish to rename this District as “Chatswood”.

CHATSWOOD	CURRENT	PROJECTED
EXISTING	54933	55511
From Davidson	17902	17958
From Lane Cove	2033	2088
To North Shore	6102	6238
To Lane Cove	11740	12016
FINAL	57026	57303

KU-RING-GAI

The remaining parts of Davidson (Gordon, Killara and St Ives) are then absorbed into this District. The suburbs of Gordon and Killara are currently split, so it is logical to unite them in a single District. The St Ives area also fits well in Ku-Ring-Gai, with Mona Vale Road being a strong link back to Pymble and Gordon.

This gain takes Ku-Ring-Gai over quota, but it can very logically shed its share of Hornsby LGA to the District of that name. Uniting Hornsby and Waitara makes enormous sense, and following the LGA boundary along the F3 Freeway is a significant improvement on the existing boundary through the middle of Hornsby.

In addition, I suggest that the part of Wahroonga south of the Pacific Highway (the ‘Fox Valley’ area) be transferred to Hornsby. This allows the use of parklands and Pacific Highway as a clear boundary in the area.

Despite significant changes, Ku-Ring-Gai remains firmly centered on the LGA of that name.

KU-RING-GAI	CURRENT	PROJECTED
EXISTING	55296	55599
From Davidson (Gordon, Killara, St Ives)	21913	21863
To Hornsby (Hornsby LGA, Fox Valley)	15030	15004
FINAL	62179	62458

HORNSBY

Hornsby is pushed over quota by the gains from Ku-Ring-Gai, and can shed electors in two distinct areas.

I suggest everything west of Berowra Creek (around 7000 electors) be transferred to Hawkesbury. While part of Hornsby LGA, this area is largely cut off from the rest of Hornsby by Galston Gorge, and would seem to fit better with the semi-rural parts of the Hills Shire.

I also recommend a small adjustment in the south, to transfer all of Pennant Hills and the small part of Thornleigh that lies east of Pennant Hills Road, into the District of Epping. This removes the existing south-eastern ‘tail’ on Hornsby.

In all, these changes focus the District more clearly on the Hornsby CBD and surrounding suburbs, with the Pacific Highway, Pennant Hills Road, and several railway lines forming very strong north-south links within the seat.

HORNSBY	CURRENT	PROJECTED
EXISTING	56016	56954
From Ku-ring-gai (Hornsby LGA, Fox Valley)	15030	15004
To Hawkesbury (west Galston Gorge)	6832	7226
To Epping (Pennant Hills)	5215	5496
FINAL	58999	59236

LANE COVE

In its existing form, this District straddles the Lane Cove River, and pushes its western boundary very close to central Ryde. Previously described changes do not allow Lane Cove to move completely east of the river, but they do at least allow most of its Ryde council component to be removed to the District of that name.

I suggest adopting the Lane Cove River, Buffalo Creek, and the Ryde and Putney suburb boundaries as the new western boundary for Lane Cove. This boundary runs mostly through creeks, parklands and empty space, and would allow all of North Ryde, East Ryde, Putney and Ryde itself to be united in the District of Ryde.

LANE COVE	CURRENT	PROJECTED
EXISTING	58499	59857
From Willoughby (Camberay, Crows Nest)	9707	9928
From North Shore (St Leonards nth Hwy)	12030	12547
To Ryde (Ryde, Putney)	1277	1423
FINAL	57453	58661

RYDE

With the gain from Lane Cove, the District of Ryde consolidates much more clearly on central Ryde and surrounding suburbs. It is also taken over quota and needs to shed around 8000-9000 electors.

A neat way to do this is to transfer the majority of Eastwood to the District of Epping. I suggest using Rutledge Street, Blaxland Road, Lovell Road, Tallwood Avenue, and Abuklea Road as the new boundary. This area has previously been part of Epping-based seats, and there are very strong links between the suburbs of Eastwood and Epping.

This arrangement also helps ensure that the strong northern and southern boundaries of Ryde are maintained.

RYDE	CURRENT	PROJECTED
EXISTING	56313	58285
From Lane Cove	12030	12547
To Epping (Eastwood)	8289	8331
FINAL	60054	62501

EPPING

In its current form, Epping is something of a 'bits and pieces' District, extending in a narrow band from Epping to Cherrybrook. The gains from Hornsby and Ryde mean that the District will need to undergo some redrawing, and I suggest the opportunity be taken to consolidate it as a more compact and coherent seat. Logically, this should involve retracting its northern boundary.

I suggest that the new northern boundary follow County Drive, New Line Road, Boundary Road, and Nynpin Creek. This removes a significant part of Cherrybrook and the balance of Castle Hill, a total of around 13,500 electors.

I suggest everything north of New Line and Boundary Roads be transferred to the District of Hawkesbury, and everything south be placed in the District of Castle Hill.

With these changes, Epping consolidates more clearly along the railway line from Eastwood to Pennant Hills, forming a stronger community of interest than the existing District.

EPPING	CURRENT	PROJECTED
EXISTING	55243	56568
From Ryde (Eastwood)	8289	8331
From Hornsby (Pennant Hills)	5215	5496
To Castle Hill (Castle Hill)	8333	8139
To Hawkesbury (Cherrybrook north)	5381	5326
FINAL	55033	56930

CASTLE HILL

One anomaly in the existing boundaries is that parts of the suburb of Castle Hill are not located in the District of that name. With some significant changes needed in this area, the opportunity exists to unite Castle Hill in a single seat.

I suggest this District gains all of the remaining parts of Castle Hill that are currently in Epping and Baulkham Hills. Combined with the existing excess, this allows Castle Hill to shed all of Rouse Hill, Annangrove, and the Dural area to the District of Hawkesbury. Using the Rouse Hill suburb boundary seems to be the best way to split the Rouse Hill/Kellyville growth area between different seats, so that all the growth is not bottled up in Castle Hill.

With these changes, the District becomes more focused on Castle Hill and Kellyville, shedding some of its semi-rural and urban fringe territory to become a more compact seat.

CASTLE HILL	CURRENT	PROJECTED
EXISTING	61104	68782
From Epping (Castle Hill)	5381	5326
From Baulkham Hills (Castle Hill)	4591	4599
To Hawkesbury (Rouse Hill, Annangrove)	13579	18482
FINAL	57497	60225

BAULKHAM HILLS

The loss of Castle Hill requires Baulkham Hills to gain additional electors. Assuming the strong western boundary along Old Windsor Road is maintained, the most logical gain is from Parramatta in the south.

The existing boundary through Carlingford and North Rocks is rather jagged, and I suggest it could be straightened to run along Cumberland Highway as far as the Kings School. All of Carlingford north of the highway and the balance of North Rocks are transferred.

BAULKHAM HILLS	CURRENT	PROJECTED
EXISTING	56371	58554
From Parramatta (nth Cumberland Hwy)	7325	8614
To Castle Hill (Castle Hill)	4591	4599
FINAL	59105	62569

HAWKESBURY

Hawkesbury bears the brunt of the changes in Northern Sydney, shifting decisively eastwards to become a more Hornsby and Baulkham Hills based District.

In summary Hawkesbury gains:

- All of the District of Hornsby that lies west of Berowra Creek (Galston and Dural area)
- Parts of Cherrybrook that lie north of New Line Road and Boundary Road, from the District of Epping.
- Rouse Hill, plus the Annangrove-Kenthurst area, from Castle Hill.

This adds over 30,000 electors at the projection time, and requires a significant loss to neighbouring seats. Previous changes mean that the only losses can be in the Hawkesbury area around Richmond and Windsor.

I am proposing a new 'Windsor' District be created to soak up the excess in this part of Sydney. Therefore, I recommend that all of:

- Greater Windsor, incorporating everything south of the river and west of Windsor Road (Windsor, South Windsor and Bligh Park)
- Richmond and Clarendon
- All of the Bells Line of Road corridor from North Richmond to Bilpin, incorporating Kurrajong, Grose Vale, Bowen Mountain, Yarramundi and surrounds

should be transferred to this new Windsor-based District.

The Putty Road corridor and surrounding areas north of the river remain within Hawkesbury. This ensures there are still north-south links between the two banks of the river within the District.

HAWKESBURY	CURRENT	PROJECTED
EXISTING	55910	57177
From Hornsby (west Galston Gorge)	6832	7226
From Castle Hill (Rouse Hill, Annangrove)	13579	18482
From Epping (Cherrybrook north)	8333	8139
To Windsor (Richmond, Windsor, Kurrajong)	29938	30097
FINAL	54716	60927

OUTER WESTERN SYDNEY

This area contains some of the state's strongest growth pockets, in the north around Riverstone and in the south around Camden. The main issue in this area is that all of the growth is bottled up in a small number of over-quota seats (Londonderry, Riverstone, and especially Camden). As well as creating new seat(s) to deal with the projected growth, I have tried to spread the growth areas around between several different Districts.

I am proposing a new seat based on Windsor, taking in the Riverstone growth area as well as some more stable semi-rural regions. This neatly soaks up the excess from Riverstone and Hawkesbury, and results in a general southward movement of Districts in this area. The flow-on effects allow Blacktown and Seven Hills to make extensive use of the M4 as their southern boundary, as well as helping to tidy up the boundaries of Prospect and Mulgoa.

In the south, I propose replacing Holsworthy with a new Edmonson Park based District, to take in the excess from the growth areas south-west of Liverpool. The resulting southward movement of Macquarie Fields can then be used to bring Camden back within tolerance.

Finally, I propose a re-arrangement of Cabramatta and Fairfield. While not necessary for quota, I think this change allows for more logical boundary changes elsewhere.

BLUE MOUNTAINS

Blue Mountains LGA in its entirety has sufficient electors for a District to be within tolerance. Therefore, it seems sensible for the seat of Blue Mountains to gain all of Glenbrook and Lapstone from the District of Penrith. This unites all of the LGA in a single seat, and brings Blue Mountains close to quota.

BLUE MOUNTAINS	CURRENT	PROJECTED
EXISTING	54385	54744
From Penrith (Lapstone and Glenbrook)	4599	4606
FINAL	58984	59350

“WINDSOR”

I am proposing a new District of Windsor, taking in the existing excess in the outer north-west, and the excess in the northern suburbs caused by the abolition of Davidson.

I suggest this District incorporate:

- All of Windsor, Richmond, and the Bells Line of Road corridor from Hawkesbury (described previously)
- All of Riverstone and Schofields, plus the small part of Quakers Hill west of the railway, from the District of Riverstone.
- The community of Londonderry, from the District of Londonderry.

These areas form a fairly strong community of interest, and there are good links between the northern parts of Blacktown council and the more suburban areas of the Hawkesbury.

I have deliberately constructed this District so that it combines part of the Riverstone growth corridor with more stable, semi-rural areas further north. While it would be projected to experience some strong growth, the seat would remain well within tolerance.

WINDSOR	CURRENT	PROJECTED
EXISTING	New seat	
From Hawkesbury (Richmond, Windsor, Kurrajong)	29938	30097
From Riverstone (Riverstone, Schofields)	18623	27233
From Londonderry (Londonderry)	3304	3269
FINAL	51865	60599

PENRITH

With the loss to Blue Mountains, the District of Penrith needs to gain electors. Given the strong growth in neighbouring Londonderry, I suggest the most logical change is to make gains to the east, to take population pressure of this District.

I suggest that all of Jordan Springs, Llandilo, plus the balance of Cranebrook and Castlereagh be transferred. All of these areas relate well to Penrith itself, and would look to Penrith CBD as their major centre. This change also ensures that the Jordan Springs and Ropes Crossing growth areas are split between different seats, instead of being bottled up in a single over-quota District.

PENRITH	CURRENT	PROJECTED
EXISTING	56970	58703
From Londonderry (Jordan Springs, Castlereagh, Cranebrook)	7939	9280
To Blue Mountains (Lapstone and Glenbrook)	4599	4606
FINAL	60310	63377

“ST MARYS” (LONDONDERRY)

Currently over quota, the losses to Windsor and Penrith bring this District back within tolerance, and I suggest no further changes. The current split of the Mount Druitt area remains, but I cannot find a way to unite this area in a single seat without major changes elsewhere.

With the loss of Londonderry itself, I suggest ‘St Marys’ as a new name for this District, as a more accurate reflection of its location.

ST MARYS	CURRENT	PROJECTED
LONDONDERRY	67090	72165
To Penrith (Jordan Springs, Castlereagh, Cranebrook)	7939	9280
To Windsor (Londonderry)	3304	3269
FINAL	55847	59616

MOUNT DRUITT

I suggest Mount Druitt remain unchanged. The District continues to focus on the eastern parts of Mount Druitt and surrounding areas.

MOUNT DRUITT	CURRENT	PROJECTED
EXISTING	56950	57925

“PARKLEA” (RIVERSTONE)

The existing District of Riverstone has high growth and is well over quota, but my proposals have transferred most of the growth areas, including the suburb of Riverstone itself, to other seats.

To compensate for these losses, I suggest the District push south of the M7 to gain Kings Park (from Blacktown) and Kings Langley (from Seven Hills). Both of these suburbs have previously been joined with areas to the north, at both state and federal level. The railway, Breakfast Creek, Sunnyholt Road, Vardys Road, Johnson Avenue, and Seven Hills Road would form the new southern boundary.

With the loss of Riverstone itself, I suggest this District be renamed “Parklea”.

PARKLEA	CURRENT	PROJECTED
RIVERSTONE	63379	72253
From Blacktown (Kings Park)	2369	2306
From Seven Hills (Kings Langley)	7556	7423
To Windsor (Riverstone, Schofields)	18623	27233
FINAL	54681	54749

BLACKTOWN

Blacktown is taken under quota with the loss of Kings Park, but there is a very neat way to bring it close to quota. I suggest straightening the rather ragged southern boundary along the Western Motorway, west of Prospect Highway. This transfers around 6000 electors in southern Blacktown and Prospect, as well as the mostly unpopulated Huntingwood area.

Blacktown remains a seat clearly based on the Blacktown CBD and surrounding suburbs, with a much stronger and clearer southern boundary.

BLACKTOWN	CURRENT	PROJECTED
EXISTING	55408	56454
From Prospect (north of M4)	6142	6115
To Parklea (Kings Park)	2369	2306
FINAL	59181	60263

SEVEN HILLS

With the loss of Kings Langley, the District of Seven Hills can very logically expand southwards to the M4 Motorway, between the Prospect and Cumberland Highways. This transfers over 12,500 electors from the District of Prospect, and results in a much clearer boundary in the local area.

While not necessary for quota, I also suggest that the eastern boundary with Parramatta be redrawn along the Cumberland Highway, transferring Westmead plus the western part of Wentworthville to Parramatta. These areas are geographically very close to the Parramatta CBD, and Cumberland Highway is a strong boundary.

These changes leave Seven Hills at the very bottom of tolerance, but with very clear boundaries. I think this is defensible, but there are other options available if the Committee wanted to boost the numbers. For example, further parts of Lalor Park could be transferred from Blacktown (although this would bring the boundary close to the Blacktown CBD).

SEVEN HILLS	CURRENT	PROJECTED
EXISTING	53790	55130
From Prospect (Girrawheen, Pendle Hill)	12790	13138
To Parklea (Kings Langley)	7556	7423
To Parramatta (SE of Cumberland Hwy)	5637	7008
FINAL	53387	53837

PARRAMATTA

The exchanges with Baulkham Hills and Seven Hills leave Parramatta within tolerance, with strong boundaries and focused clearly on the Greater Parramatta area.

PARRAMATTA	CURRENT	PROJECTED
EXISTING	57894	62363
From Seven Hills (SE of Cumberland Hwy)	5637	7008
To Baulkham Hills (Carlingford, Nth Rocks)	7325	8614
FINAL	56206	60757

PROSPECT

Aligning the northern boundary to the M4 Motorway leaves Prospect well short of quota, and it can only make gains to the south or east.

As a starting point, I suggest moving the boundary with Granville to the Cumberland Highway, uniting all of Greystanes within the seat. The existing boundary runs right through the middle of Greystanes, splitting the suburb along minor streets, so aligning the boundary to Cumberland Highway makes enormous sense.

In the south, I suggest running the boundary along Smithfield Road, Elizabeth Drive, and the M7. This transfers Abbotsbury, Greenfield Park, and Edensor Park, all of which were in the former District of Smithfield. My proposed boundaries would in fact be very similar to the old Smithfield, using strong roads and freeways as boundaries, and forming a strong community of interest.

The District would still retain Prospect Reservoir, but would lose parts of the suburb of Prospect. For this reason, perhaps the Committee could consider returning to the former name of 'Smithfield'.

PROSPECT	CURRENT	PROJECTED
EXISTING	54810	55146
From Granville (Greystanes)	5195	5207
From Cabramatta (Edensor & Greenfield Pk)	10368	10232
From Mulgoa (Abbotsbury)	3336	3275
To Blacktown (nth m4)	6142	6115
To Seven Hills (nth M4)	12790	13138
FINAL	54777	54607

GRANVILLE

With the loss of Greystanes, the District of Granville can then push southwards to Prospect Creek, gaining Guildford West and Yennora from Fairfield. The creek and the railway line serve as the Cumberland LGA boundary, making them particularly suitable as a boundary in this area. This gain also unites Guildford West with Guildford itself in the same seat.

GRANVILLE	CURRENT	PROJECTED
EXISTING	53986	56842
From Fairfield (Guildford West)	5104	5165
To Prospect (Greystanes)	5195	5207
FINAL	53895	56800

FAIRFIELD

I am proposing a significant redraw of Fairfield, partly for community of interest reasons and partly due to changes elsewhere.

Fairfield is already under quota with sluggish growth, and with the losses to Granville it needs to gain around 10,000 electors. Expanding south-west into the District of Cabramatta (e.g. the Bonnyrigg area) would result in a long and skinny District, while also severely limiting how Cabramatta could move around to gain electors. My proposed changes to Mulgoa, discussed later, are also relevant.

Instead, I suggest that both Fairfield and Cabramatta should be constructed as more north-south aligned Districts, with one seat covering central Fairfield and Cabramatta, and the other covering suburbs further west. This arrangement removes the western 'tails' on both Cabramatta and Liverpool, while also allowing Mulgoa and my proposed new Edmonson Park-based seat to be drawn as more coherent Districts.

I suggest that Fairfield and Cabramatta swap territory on either side of Cumberland Highway. Fairfield would gain Cabramatta itself plus Lansvale and the balance of Canley Vale. In exchange, Wakeley plus parts of Canley Heights and Fairfield West would be removed and placed in Cabramatta.

My proposed District would have strong links, especially along the railway lines. Cabramatta station would serve as the focal point from lines to the north and east, throughout the District.

FAIRFIELD	CURRENT	PROJECTED
EXISTING	54028	54492
From Cabramatta (Cabramatta, Canley Vale)	17154	16936
To Cabramatta (west Cumberland Hwy)	10721	10609
To Granville (Guildford West)	5104	5165
FINAL	55357	55654

“BONNYRIGG” (CABRAMATTA)

The existing seat of Cabramatta would lose a net ~17,000 electors with the transfers to Prospect and Fairfield.

I suggest a logical expansion is to the west and south, transferring all of Cecil Hills, Elizabeth Hills, Middleton Grange from Mulgoa, plus the suburbs of Green Valley and Hinchinbrook from Liverpool.

This makes use of the M7 Motorway for most of the boundary, and while it does split the Green Valley area, it does so along a significant road (Banks Road/Rundle Road). I acknowledge that splitting Green Valley is not ideal, but the entire area contains a large number of electors, and I think it will be difficult for any arrangement to keep this united in a single seat given the changes necessary in this area.

My proposed District would balance some of the newer suburbs around the M7 with older areas west of Cabramatta and Fairfield. Major roads such as Elizabeth Drive, Cowpasture Road, and North Liverpool Road would provide strong connections through the different parts of the seat. With the loss of Cabramatta itself, I suggest ‘Bonnyrigg’ as a suitable new name, as a fairly central suburb in the new District.

BONNYRIGG	CURRENT	PROJECTED
CABRAMATTA	55194	54922
From Liverpool (Green Valley)	15401	15368
From Mulgoa (Cecil Hills, Elizabeth Hills)	6919	6772
From Fairfield (west Cumberland Hwy)	10721	10609
To Fairfield (Cabramatta, Canley Vale)	17154	16936
To Prospect (Edensor & Greenfield Pk)	10368	10232
FINAL	60713	60503

LIVERPOOL

With the abolition of Holsworthy, I suggest the opportunity be taken to unite all of the areas around the Liverpool CBD in the seat of that name.

A very neat boundary can be formed by using the M5 Motorway, M7, and Cabramatta Creek. This transfers all of Chipping Norton, Moorebank, Lurnea, the balance of Liverpool itself, and a part of Prestons. All of these areas relate strongly to Liverpool CBD and would look to Liverpool as their major centre, with strong road and rail links throughout the area.

Liverpool has already lost over 15,000 Green Valley electors to Cabramatta, and I suggest it also shed all of West Hoxton and Hoxton Park to my proposed new Edmonson Park-based seat. This allows the M7 and Cabramatta Creek to be used as the new western boundary, and the Hoxton Park area probably fits better with Prestons and Edmonson Park than with central Liverpool.

LIVERPOOL	CURRENT	PROJECTED
EXISTING	58340	60083
From Holsworthy (Chipping Norton, Lurnea, Moorebank, Liverpool)	24387	24745
To Cabramatta (Green Valley)	15401	15368
To Edmonson Park (Hoxton Park, W Hoxton)	14554	14716
FINAL	52772	54744

“EDMONSON PARK”

I propose this new seat as a replacement of Holsworthy, taking in some of the newer growth areas in western Liverpool.

I suggest this seat contain:

- Casula and the part of Prestons west of the M7 Motorway, from Holsworthy.
- Hoxton Park and West Hoxton, from Liverpool
- The small part of West Hoxton currently in Mulgoa
- All of Edmonson Park, Bardia, Glenfield, Macquarie Links and Macquarie Fields, from the District of Macquarie Fields.

This District would have a strong community of interest, straddling southern and western Liverpool and northern Campbelltown, and providing a good balance between growth areas and more established suburbs. My proposed seat would have strong boundaries on all sides.

While the seat does still contain Macquarie Fields, I think ‘Edmonson Park’ is a better name as a more accurate reflection of its location.

EDMONSON PARK	CURRENT	PROJECTED
EXISTING	New Seat	
From Holsworthy (Casula, Prestons)	15825	15864
From Liverpool (Hoxton Park, W Hoxton)	14554	14716
From Macquarie Fields (Edmonson Pk, Glenfield, Macquarie Fields)	22771	27125
From Mulgoa (West Hoxton)	15	16
FINAL	53150	57705

“INGLEBURN”

My second new seat in this area combines most of the remaining parts of the Macquarie Fields District with some of the growth areas north of Camden.

I suggest this seat include:

- The remainder of the existing Macquarie Fields, north of Ben Lomond Road.
- All of the existing Campbelltown west of the M5 (Claymore/Eagle Vale area)
- The part of Camden east of Camden Valley Way and north of Narellan Road (Gregory Hills, Gledswood Hills, Curran Hill and Smeaton Grange).

This District would have strong boundaries on all sides, and takes some significant population pressure off Camden with the transfer of the Gregory Hills area. Transferring the Claymore area helps round out the boundary, and makes use of the M5 as a very clear boundary with Campbelltown.

The gains from Campbelltown and Camden do push the seat slightly over quota, so I suggest the balance of Lurmeah plus the southern part of Minto (south of Ben Lomond Road) be placed in Campbelltown. This unites Lurmeah, and while Minto is split, there are good links to the south, and Ben Lomond Road is a fairly clear boundary in the area.

INGLEBURN	CURRENT	PROJECTED
EXISTING	64849	71093
From Camden (Gregorys Hill)	12533	16954
From Campbelltown (Claymore, Eagle Vale)	5736	5767
To Campbelltown (Lurmeah, Minto)	7926	7876
To Macquarie Fields	22771	27125
FINAL	52421	58813

CAMPBELLTOWN

The exchange with Ingleburn leaves the District of Campbelltown completely east of the M5. It remains a District taking in the southern and eastern parts of Campbelltown LGA.

CAMPBELLTOWN	CURRENT	PROJECTED
EXISTING	54810	56136
From Macquarie Fields (Lurmeah, Minto)	7926	7876
To Ingleburn (Claymore, Eagle Vale)	5736	5767
FINAL	57000	58245

CAMDEN

The main issue with the existing Camden is that most of the growth is bottled up in a single seat. My proposed creation of a new seat immediately to the north helps resolve this problem, removing a major growth area around Gregory Hills.

However, this still leaves Camden outside tolerance, and further losses are needed. I do not support a rural seat pushing up into Camden itself, so the only remaining option is to lose electors to Mulgoa.

I suggest that all of the remaining semi-rural territory in Camden be united in Mulgoa. This transfers all of Bringelly, Badgereys Creek, Cobbitty, Astral, and those parts of Leppington that lie west of Camden Valley Way. This contracts the northern boundary, and focusses Camden more clearly on Camden, Narellan, and Oran Park.

With these changes, the growth area in this part of Sydney is now split between several seats. Camden is now projected to undergo reasonable but not excessive growth, and would remain well within tolerance at the projection time. Longer term, removing the remaining rural areas to Mulgoa will prevent new developments from blowing out the enrolment in Camden in the future.

CAMDEN	CURRENT	PROJECTED
EXISTING	75379	90387
To Ingleburn (Gregory Hills)	12533	16954
To Mulgoa (remnant semi-rural)	9113	12373
FINAL	53733	61060

MULGOA

In its existing form, Mulgoa is a 'bits and pieces' District, taking in different patches of suburbs around Penrith, Blacktown, Fairfield, and Liverpool.

My proposed changes still leave it as a District of two parts; however, I think it is more coherent than before. All of the suburban territory in Fairfield and Liverpool has been removed to other seats, and the District now joins southern Penrith with northern Camden, and taking in all of the semi-rural territory in between.

The Northern Road would form a strong north-south link throughout the whole seat, with other significant roads also providing links through the different parts of the District.

MULGOA	CURRENT	PROJECTED
EXISTING	58802	60850
From Camden (remnant semi-rural)	9113	12373
To Bonnyrigg (Cecil Hills, Elizabeth Hills)	6919	6772
To Prospect (Abbotsbury)	3336	3275
To Edmonson Park (West Hoxton)	15	16
FINAL	57645	63160

(NOTE: some high growth areas spread across SA1s, so the transfers from Camden to Mulgoa may be estimates. However, both Districts would be well within tolerance even with some changes to these numbers)

NORTH COAST

This area has reasonable growth, and most Districts are well within quota and do not require major change.

I suggest two small deletions to help boost the numbers in inland NSW, but there is no need for any radical redrawing of these seats.

TWEED

Tweed is well within tolerance, but to facilitate transfers elsewhere, I suggest that the remaining parts of Murwillumbah be removed and placed in the District of Lismore. The existing boundary runs quite close to Murwillumbah itself, and seems to split nearby areas off from the township itself.

Removing all of this area also allows greater use of the Pacific Highway in this area, which seems to be a stronger boundary than the existing one.

TWEED	CURRENT	PROJECTED
EXISTING	57412	59202
To Lismore (Murwillumbah)	2586	2604
FINAL	54826	56598

BALLINA

Ballina has very logical boundaries in containing all of Ballina and Byron LGAs. I suggest it be left unchanged.

BALLINA	CURRENT	PROJECTED
EXISTING	59417	61991

LISMORE

To supplement the numbers west of the Great Divide, I am recommending that Tenterfield LGA be returned to the District of Northern Tablelands. Tenterfield fits just as well with an inland District as it does with the North Coast, with the New England Highway providing a very strong north-south link to the remainder of Northern Tablelands.

With this loss and the gain of further parts of Murwillumbah, Lismore is left towards the lower end of tolerance. Given the state border and the proximity of Casino, there is very limited option to expand, and I suggest no further changes.

LISMORE	CURRENT	PROJECTED
EXISTING	55989	57759
From Tweed (Murwillumbah)	2586	2604
To Northern Tablelands (Tenterfield LGA)	4908	5053
FINAL	53667	55310

CLARENCE

Clarence is almost exactly on quota both now and at the projection time. Given its strong boundaries, I recommend no change.

CLARENCE	CURRENT	PROJECTED
EXISTING	56937	59193

COFFS HARBOUR

The District of Coffs Harbour is aligned to the LGA boundary, uniting all of the greater Coffs area and forming a very strong community of interest. I suggest no changes.

COFFS HARBOUR	CURRENT	PROJECTED
EXISTING	55449	57541

OXLEY

Oxley is within tolerance and requires no change.

Ideally, there may be a case for Wauchope and the Hastings Valley to be united with Port Macquarie, but the numbers don't seem to work this time.

OXLEY	CURRENT	PROJECTED
EXISTING	57268	59209

PORT MACQUARIE

Currently, this District consists of Port Macquarie LGA plus a small part of Taree LGA. Since the numbers allow, it seems logical to transfer this District's Taree component to Myall Lakes, uniting the LGA in a single seat. Port Macquarie is currently at the high end of tolerance, and can easily lose these electors while remaining fairly close to quota.

PORT MACQUARIE	CURRENT	PROJECTED
EXISTING	60580	63710
To Myall Lakes (Taree LGA)	5415	5621
FINAL	55165	58089

MYALL LAKES

Gaining ~5500 electors from Port Macquarie takes the District of Myall Lakes over quota. With the escarpment to the west, the most logical transfer is to Port Stephens in the south.

I suggest adopting Booti Booti Park, Wallis Lake, Coolongolook River, Wang Wauk River, and the LGA boundary as the new southern boundary for Myall Lakes. This transfers Bulahdelah and Coolongolook as well as nearby coastal communities into Port Stephens. The lake and rivers are clear boundaries on the ground in the local area, and the Pacific Highway and Lakes Way provide good north-south links to the remainder of Port Stephens.

MYALL LAKES	CURRENT	PROJECTED
EXISTING	57649	60292
From Port Macquarie (Taree LGA)	5415	5621
To Port Stephens (Bulahdelah/Coolongolook)	5147	5367
FINAL	57917	60546

PORT STEPHENS

Port Stephens is taken to the top of tolerance with the gains from Myall Lakes, and I suggest that it shed the Seaham area to the District of Upper Hunter.

Seaham and surrounds have good links with Raymond Terrace, currently in Port Stephens, but they also fit quite well with areas in the south-east of the existing Upper Hunter, such as Dungog. Most of this area was only added to Port Stephens at the last redistribution, and had previously been part of other Hunter-based seats.

PORT STEPHENS	CURRENT	PROJECTED
EXISTING	56892	58970
From Myall Lakes (Bulahdelah/Coolongolook)	5147	5367
To Upper Hunter (Seaham)	4218	4380
FINAL	57821	59957

CENTRAL COAST AND HUNTER

The Central Coast itself does not require major changes, but there are some strong growth pockets in the Hunter Valley.

I am proposing that the excess in this area should be fed into the existing District of Upper Hunter, pulling it southwards to become a more Singleton-based seat. The Upper Hunter LGAs can then be donated to the inland Districts, to boost their numbers.

GOSFORD

Gosford is very close to quota and has strong boundaries, so I recommend no change.

GOSFORD	CURRENT	PROJECTED
EXISTING	56715	58949

TERRIGAL

As with Gosford, this seat is close to quota and has strong and clear boundaries, so no changes are needed.

TERRIGAL	CURRENT	PROJECTED
EXISTING	57511	58864

WYONG

In theory, Wyong could be left untouched; however, as it is projected to push towards the higher end of quota, it could potentially lose a few thousand electors.

I suggest the opportunity be taken to extend the boundary with The Entrance along Ourimbah Creek into Tuggerah Lake. This transfers just under 4000 electors in Chittaway Bay and Berkeley Vale into The Entrance, and provides a much cleaner boundary in the area.

WYONG	CURRENT	PROJECTED
EXISTING	57913	61379
To The Entrance (sth Ourimbah Creek)	3860	3979
FINAL	54053	57400

THE ENTRANCE

The gains from Wyong leave The Entrance within tolerance, and I suggest no further changes.

The District's rather awkward straddle of coastal towns and the northern suburbs of Gosford remains, but to resolve this would probably involve too many changes to surrounding seats.

THE ENTRANCE	CURRENT	PROJECTED
EXISTING	56026	57793
From Wyong (sth Ourimbah Creek)	3860	3979
FINAL	59886	61772

SWANSEA

Swansea is within tolerance, however I suggest that it re-gain the suburb of Redhead. This allows the greater use of parklands and open space for the Swansea/Charlestown boundary.

Around 2800 electors are transferred, leaving Swansea fairly close to quota.

SWANSEA	CURRENT	PROJECTED
EXISTING	56603	58074
From Charlestown (Redhead)	2779	2774
FINAL	59382	60848

CHARLESTOWN

The loss of Redhead allows Charlestown to make gains from Lake Macquarie, which is towards the higher end of tolerance.

I suggest that all of Lake Macquarie's share of Cardiff, Cardiff South, and Macquarie Hills be transferred to Charlestown. This reduces the number of Districts into which the Cardiff area is split, and allows the use of mostly open space and unpopulated areas as the new boundary.

CHARLESTOWN	CURRENT	PROJECTED
EXISTING	55665	56401
To Swansea (Redhead)	2779	2774
From Lake Macquarie (Cardiff, Macquarie Hills)	5901	6034
FINAL	58787	59661

LAKE MACQUARIE

As noted above, my suggestion is that a small removal of Cardiff is all that is needed for this District.

Lake Macquarie is left at the lower end of tolerance, but has stronger growth prospects than some other surrounding seats, so I think this is justifiable.

LAKE MACQUARIE	CURRENT	PROJECTED
EXISTING	58541	62018
To Charlestown (Cardiff, Macquarie Hills)	5901	6034
FINAL	52640	55984

NEWCASTLE

Toward the higher end of tolerance and with reasonable growth, Newcastle could be left unchanged, but I propose a small adjustment to straighten the boundary with Wallsend to run along Bridges and Turton Roads. This eliminates the small deviation the boundary makes in the New Lambton area, instead using two major roads as a much clearer divide.

I also suggest a very small adjustment to transfer Sandgate into Wallsend. This only involves a small number of electors, but removes part of the current north-western 'tail' on Newcastle.

NEWCASTLE	CURRENT	PROJECTED
EXISTING	59435	61920
To Wallsend	1499	1511
FINAL	57936	60409

WALLSEND

Wallsend gains ~1500 electors from Newcastle, which leaves it within tolerance although at the higher end.

WALLSEND	CURRENT	PROJECTED
EXISTING	59509	61033
From Newcastle	1499	1511
FINAL	61008	62544

MAITLAND

With strong project growth, Maitland will be outside tolerance at the projection time, and needs to lose several thousand electors.

I suggest a very neat boundary can be formed by using the Hunter River in its entirety, transferring everything north of the river (Bolwarra, Largs, Maitland Vale, Hillsborough and surrounds) to the District of Upper Hunter. The river is a very clear and obvious boundary in the area, and this arrangement allows all of Maitland itself and most of its suburbs to remain united in a single seat.

MAITLAND	CURRENT	PROJECTED
EXISTING	61476	65682
To Upper Hunter (north of Hunter River)	6357	6536
FINAL	55119	59146

CESSNOCK

Another seat with strong projected growth, I suggest Cessnock shed the remaining parts of Singleton LGA to the District of Upper Hunter. This area seems a much better fit with the rest of Singleton, with the Putty Road providing a good north-south link to the remainder of Upper Hunter.

This change leaves Cessnock at the higher end of tolerance, but I suggest no further changes. Numerically, it would be possible to remove Branxton and Greta to Upper Hunter (or possibly Maitland), but I am unable to find a neat way to achieve this without causing major flow-on effects elsewhere.

CESSNOCK	CURRENT	PROJECTED
EXISTING	59513	63230
To Upper Hunter (Singleton LGA)	811	830
FINAL	58702	62400

“SINGLETON” (UPPER HUNTER)

Upper Hunter is the main District through which I propose the excess from the Hunter and North Coast be transferred to western NSW. The transfers from Port Stephens, Maitland and Cessnock have added around 11,000 electors, which can now be donated to the inland Districts.

To this end, I propose that all of Liverpool Plains and Upper Hunter LGAs be removed and placed in the District of Tamworth. This transfers over 14,000 electors and brings Upper Hunter back within tolerance.

I acknowledge that these two Shires would be a better fit in a Hunter-based District, and that the Liverpool Range is a strong geographical boundary to cross. However, there is precedent (especially at federal level) for the Upper Hunter region to be joined with Tamworth. For example, the existing federal Division of New England contains all of Tamworth, Liverpool Plains, and Upper Hunter LGAs. The New England Highway and railway does provide a very strong link in the area.

I also suggest the small remaining parts of Mid Western Regional LGA be removed and placed in the Districts of Dubbo and Bathurst.

These changes leave the District at the bottom of tolerance, but with strong LGA-based boundaries on almost every side.

With the loss of Upper Hunter Shires and a gain of areas closer to the coast, the Committee may wish to consider renaming this District “Singleton” as a more accurate reflection of its location.

SINGLETON	CURRENT	PROJECTED
UPPER HUNTER	55666	57488
From Port Stephens (Seaham)	4218	4380
From Maitland (North of Hunter River)	6357	6536
From Cessnock (Singleton LGA)	811	830
To Tamworth (Liverpool Plains and Upper Hunter LGAs)	14302	14725
To Dubbo (Mid Western LGA – West)	657	661
To Bathurst (Mid Western LGA – East)	251	253
FINAL	51834	53587

INLAND NSW

The gains from Upper Hunter and Lismore provide enough electors for this region to be topped up, without needing to encroach on metropolitan Sydney or the South Coast.

I suggest the excess be fed into Barwon, which can then distribute electors to the south, with the flow-on effects topping up Cootamundra and other lower-growth Districts.

TAMWORTH

The gains from Upper Hunter now take Tamworth over quota, and it can donate this new excess to other Districts.

I suggest that all of Gunnedah LGA be transferred to the District of Barwon. Gunnedah fits quite well with Barwon, with strong road and rail links northward to Narrabri and Moree, and has been joined with these areas at state and federal level in the past.

I also suggest that Walcha LGA be removed and placed in Northern Tablelands. Again, there is plenty of precedent for this area to be linked that Armidale and area further north at previous redistributions.

I acknowledge that, in an ideal world, a Tamworth-based seat would include Gunnedah and Walcha instead of the Upper Hunter shires. However, in the context of the changes needed elsewhere in the state, I think my proposed District is defensible. Certainly, this arrangement is preferable to any alternative that pushes an inland District over the escarpment and into the North Coast.

TAMWORTH	CURRENT	PROJECTED
EXISTING	56579	58713
From Upper Hunter (Liverpool Plains and Upper Hunter LGAs)	14302	14725
To Barwon (Gunnedah LGA)	8354	8699
To Northern Tablelands (Walcha LGA)	2386	2391
FINAL	60141	62348

NORTHERN TABLELANDS

Northern Tablelands gains Tenterfield and Walcha LGAs, and I suggest it shed all of Moree Plains LGA to the District of Barwon.

Moree Plains has previously been part of Barwon, and arguably fits better with similar ‘north-western’ Shires than with the Tablelands. The Newell Highway provides a very strong north-south link to the eastern parts of the existing Barwon (such as Narrabri), and there are also good links westwards to Walgett and surrounding areas.

With these changes, the District becomes much more clearly focused on the Tablelands themselves. While it would be left at the low end of tolerance, I think this is justifiable given the improvements in boundaries elsewhere.

NORTHERN TABLELANDS	CURRENT	PROJECTED
EXISTING	54988	55764
From Lismore (Tenterfield LGA)	4908	5053
From Tamworth (Walcha LGA)	2386	2391
To Barwon (Moree Plains LGA)	8523	8731
FINAL	53759	54477

BARWON

With the gains from Tamworth and Northern Tablelands, the District of Barwon can now donate a significant number of electors to Districts further south.

One option would be to transfer some of the larger southern/western shires, which would have the advantage of reducing the physical size of Barwon. However, Broken Hill has too many electors to transfer, and the other Shires generally have too few. It is difficult to find an arrangement that works without making changes elsewhere.

Therefore, I suggest instead that Barwon shed Gilgandra and Warrumbungle LGAs to the District of Dubbo. These Shires are geographically close to Dubbo and have good links back along the Newell Highway, and would generally look to Dubbo as their major centre.

These changes leave Barwon slightly on the high end of tolerance.

BARWON	CURRENT	PROJECTED
EXISTING	54093	54830
From Northern Tablelands (Moree Plains LGA)	8523	8731
From Tamworth (Gunnedah LGA)	8354	8699
To Dubbo (Gilgandra & Warrumbungle LGAs)	11934	11957
FINAL	59036	60303

DUBBO

Dubbo gains nearly 12,000 electors from Barwon, plus a few hundred more from Upper Hunter. With this new excess, Dubbo can donate electors to help top up the electors further south.

I suggest that a logical transfer would be the town of Mudgee and rural areas to the south, to the District of Bathurst. Mudgee would fit well with Rylstone and Kandos, both of which are part of Mid Western LGA and currently part of Bathurst. The existing federal Division of Calare also unites Mudgee, Rylstone, Kandos and Bathurst in a single seat.

With this loss, Dubbo is brought within tolerance. It remains a District based on Dubbo and surrounding Shires.

DUBBO	CURRENT	PROJECTED
EXISTING	55872	57360
From Barwon (Gilgandra & Warrumbungle LGAs)	11934	11957
From Upper Hunter (Mid Western LGA – West)	657	661
To Bathurst (Mudgee and surrounds)	10389	10815
FINAL	58074	59163

ORANGE

At previous redistributions, it has been established that Orange, Carbone, Forbes and Parkes constitute a strong community of interest. The existing District of Orange contains all four LGAs, and is well within tolerance, so I suggest no change.

ORANGE	CURRENT	PROJECTED
EXISTING	56894	58952

BATHURST

Gaining Mudgee takes Bathurst over quota, but it can logically donate Blayney LGA to the District of Cootamundra, to bring that slow-growing District closer to quota.

While Blayney has strong links to Bathurst, it also fits reasonably well with the communities currently in Cootamundra. The Mid Western Highway would provide a strong link back towards Cowra and surrounding areas.

This exchange leaves Bathurst at the very top of tolerance, but I think this is acceptable given the strong boundaries. I would not support splitting Bathurst City or removing Lithgow purely to bring the numbers closer to quota.

BATHURST	CURRENT	PROJECTED
EXISTING	57031	59083
From Dubbo (Mudgee and surrounds)	10389	10815
From Upper Hunter (Mid Western LGA – East)	251	253
To Cootamundra (Blayney LGA)	5361	5499
FINAL	62310	64652

MURRAY

Although Murray is within tolerance, I suggest a small change to gain all of Murrumbidgee Shire from the District of Albury. Currently, Murrumbidgee forms a western ‘tail’ to Albury, and splits the town of Jerilderie off from Finley and similar towns along the Newell Highway corridor. I think it makes sense to unite all this area in Murray.

MURRAY	CURRENT	PROJECTED
EXISTING	55642	55921
From Albury (Murrumbidgee LGA)	1105	1106
FINAL	56747	57027

ALBURY

Apart from the loss of ~1100 electors to Murray, I suggest no changes to Albury. This District has a clear focus and reasonable growth, and will be well within tolerance at the projection time.

There is a case for uniting all of the newly-formed Snowy Valleys LGA in single seat, by transferring Tumbarumba to Wagga Wagga. This would work numerically, but I think Tumbarumba has stronger links to Albury than with Wagga.

ALBURY	CURRENT	PROJECTED
EXISTING	58029	60035
To Murray (Murrumbidgee LGA)	1105	1106
FINAL	56924	58929

WAGGA WAGGA

I suggest Wagga Wagga remain unchanged, although as mentioned there is the option of transferring Tumbarumba if the Committee felt that uniting Snowy Valleys LGA was worthwhile.

WAGGA WAGGA	CURRENT	PROJECTED
EXISTING	55534	57344

COOTAMUNDRA

Gaining Blayney LGA brings Cootamundra much closer to quota, but given its sluggish growth, I suggest that Boorowa also be transferred. This adds a further ~1750 electors and unites the new Hilltops LGA in a single seat.

COOTAMUNDRA	CURRENT	PROJECTED
EXISTING	53064	53557
From Goulburn (Boorowa)	1752	1762
From Bathurst (Blayney LGA)	5361	5499
FINAL	60177	60818

GOULBURN

The loss of Booroowa leaves Goulburn well within tolerance, and I propose no further changes.

There is a case for uniting the new Queanbeyan-Palerang council in the District of Monaro, but the LGA boundary is quite odd in this location; it seems to me that the area north of Lake George would fit much better with Goulburn than with Monaro. However, the option is there for the Committee.

GOULBURN	CURRENT	PROJECTED
EXISTING	58084	60287
To Cootamundra (Boorowa)	1752	1762
FINAL	56332	58525

MONARO

Assuming the Monaro-Goulburn boundary is left unchanged, then I propose no adjustment to Monaro. The District has reasonable growth and is close to quota.

MONARO	CURRENT	PROJECTED
EXISTING	57772	60385

WOLLONDILLY

With no change to the eastern boundary of Goulburn, this District can be left unchanged. It can remain a rural Highlands-based seat, with no need to push into urban Camden or Campbelltown.

WOLLONDILLY	CURRENT	PROJECTED
EXISTING	58065	60869

SOUTH COAST, ILLAWARRA, AND SUTHERLAND

I am proposing a gradual northward movement of the South Coast seats, which allows for the existing excess around Shellharbour to be accommodated.

The relative deficit in some of the Sutherland seats can easily be addressed with the abolition of Holsworthy, which allows the balance of Sutherland Shire to be transferred to Heathcote.

BEGA

Bega is slightly towards the higher end of tolerance, but has strong boundaries containing complete LGAs, so I recommend no change.

BEGA	CURRENT	PROJECTED
EXISTING	58444	61214

SOUTH COAST

South Coast is currently within tolerance, and could be left unchanged. However, I think the boundary between South Coast and Kiama should be tidied up.

Currently, the boundary runs along the Shoalhaven River, before diverting southwards to take in rural areas on the south bank. This boundary is fairly arbitrary, and it splits part of the Nowra hinterland area off from Nowra itself. Ideally, I think this area should be united with Nowra in South Coast if at all possible.

Numerically, adding all the area south of the river to South Coast would push the District to the top of tolerance, although still within the maximum limit. I suggest that this change should be made, as the river seems by far the clearest and most obvious boundary in the local area.

SOUTH COAST	CURRENT	PROJECTED
EXISTING	57524	60653
From Kiama (sth Shoalhaven River)	4037	4182
FINAL	61561	64835

KIAMA

Kiama remains within tolerance after the losses to South Coast; however, I suggest it make gains from over-quota Shellharbour, to take pressure of that District.

I propose adding Shell Cove to Kiama, by following Shellharbour Road and the Shell Cove reserve to the coastline. The suburb of Shell Cove has previously been in Kiama, and would fit well with those southern parts of Shellharbour Council that are already in the District.

Around 5000 electors are transferred, leaving Kiama close to quota.

KIAMA	CURRENT	PROJECTED
EXISTING	56298	59363
To South Coast (sth Shoalhaven River)	4037	4182
From Shellharbour (Shell Cove)	4810	5140
FINAL	57071	60321

SHELLHARBOUR

Loss of Shell Cove brings this District back within tolerance, and I suggest no further changes. The northern boundary is strong and clear, making use of the Lake for most of the way.

SHELLHARBOUR	CURRENT	PROJECTED
EXISTING	63162	66027
To Kiama (Shell Cove)	4810	5140
FINAL	58352	60887

WOLLONGONG

In theory, Wollongong and neighbouring Keira could be left unchanged. However, I suggest the Committee consider making changes to both Districts to tidy up their boundary.

Currently, Wollongong extends in a narrow northern 'tail' to take in Towradgi, whereas Keira pushes well down into the Figtree area, almost to Wollongong's existing southern boundary. To improve community of interest and somewhat straighten the boundaries, I suggest these two areas could be swapped.

I recommend that all of Towradgi and the remainder of Fairy Meadow be transferred from Wollongong to Keira, utilising Cabbage Tree Creek as the new boundary. In exchange, I suggest the entire suburb of Figtree be transferred from Keira to Wollongong, making use of Byalong Creek as the new boundary.

These changes reduce the north-south extension of both Districts, and balance out fairly well numbers-wise. Wollongong remains a District based on the CBD and inner suburbs.

WOLLONGONG	CURRENT	PROJECTED
EXISTING	60693	62274
To Keira (Towradgi)	5247	5282
From Keira (Figtree)	5987	5980
FINAL	61433	62972

KEIRA

Keira is left very close to quota following the exchanges with Wollongong, becoming more focused on the northern and north-western Wollongong suburbs. The existing boundary with Heathcote is fairly strong and clear, so I suggest no further changes.

KEIRA	CURRENT	PROJECTED
EXISTING	59068	59335
From Wollongong (Towradgi)	5247	5282
To Wollongong (Figtree)	5987	5980
FINAL	58328	58637

CRONULLA

Cronulla is within tolerance, and has a strong western boundary along major roads. I suggest no change.

CRONULLA	CURRENT	PROJECTED
EXISTING	57511	58492

MIRANDA

Assuming the boundary with Cronulla is maintained, the only decision to make for the District of Miranda is whether the boundary with Heathcote should be changed.

The existing boundary around Sutherland makes a number of ‘dog leg’ deviations, and runs along minor local streets. I recommend straightening the boundary to run along River Road, The Grand Parade, and Princes Highway to the existing boundary at President Avenue. This transfers around 3300 electors in Kirrawee and Sutherland, and makes for a much clearer boundary on the ground in the area.

MIRANDA	CURRENT	PROJECTED
EXISTING	55708	56723
From Heathcote (Sutherland North)	3303	3589
FINAL	59011	60312

HEATHCOTE

With the abolition of the District of Holsworthy, Heathcote can logically expand westward to gain the remaining parts of Sutherland Shire; Barden Ridge, Lucas Heights, Sandy Point, and the balance of Menai. These areas fit very well with the existing western parts of Sutherland Shire already in Heathcote.

This gain and the loss to Miranda balance quite well, leaving Heathcote well within tolerance.

HEATHCOTE	CURRENT	PROJECTED
EXISTING	56432	57027
From Holsworthy (Sutherland LGA)	3680	3720
To Miranda (Sutherland North)	3303	3589
FINAL	56809	57158