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1 Introduction

I have two aims in making this submission:

- identify some minor alterations that the Panel could make, especially to improve “cadastral and topographic alignment” (Section 2),
- briefly make a few points about the names of districts (Section 3),
- present and discuss the two objections I have to the proposal and provide alternatives, in particular:
 - the proposed Hornsby district (Subsection 4.1),
 - the proposed Londonderry district (Subsection 4.2).

To begin, I would like to say that, on the whole, I am thoroughly impressed with the Panel’s proposal. The Panel has clearly approached the redistribution with a great deal of rigour and consideration. The proposed boundaries are a drastic improvement upon those determined at the last redistribution and the one preceding.

I am pleased and very grateful to see that the Panel largely adopted my suggestions in relation to Baulkham Hills, Castle Hill, Epping, and Parramatta districts. I also note that the Panel adopted my suggested Liverpool district with no alteration, and Winston Hills is very similar to my suggested Seven Hills. Elsewhere, the Panel found very impressive ways to improve boundaries that I did not find.

I could provide a lengthy review and discussion of everything in the Panel’s proposal, but I do not think that this would be very useful, and I feel it would only create additional unnecessary reading for the Panel. There will be an opportunity to contribute such remarks if necessary in the comments phase.

2 Minor alterations

2.1 Castle Hill and Hornsby

The area bounded by Hastings Road, New Line Road, and Old Windsor Road should be part of Castle Hill, not Hornsby. Castle Hill district already extends into Hornsby LGA (the Rogans Hill area), so nothing is lost in this regard. This area has stronger connections to Glenhaven and Round Corner. Around half the population resides in the Glenhaven Retirement Village. This change will simplify the boundaries and make both districts more compact.

2.2 Castle Hill and Kellyville

The boundary should continue to follow Caddies Creek south of Showground Road and connect to Windsor Road via cadastral boundaries delimiting the industrial precinct. This improves the compactness of both districts.

2.3 Coogee, Heffron and Sydney

In the Panel's proposal, the parkland of Centennial Park is transferred to Sydney. This area is part of Randwick LGA, thus Sydney unnecessarily straddles three LGAs. To simplify these boundaries, I suggest the following:

- that the boundary between Sydney and Heffron connecting the Eastern Distributor and Anzac Parade follow Dacey Avenue,
- that the balance of Randwick LGA be transferred from Sydney to Coogee.

2.4 Heathcote and Miranda

Heathcote's northwestern protrusion has been replaced with a smaller northeastern protrusion. Unsightly as this is, I can understand the Panel's reasoning for this. The medium-to-high-density areas around Sutherland and Kirrawee stations to the west of the industrial area are united, and the Panel has taken the opportunity to leave Cronulla district unchanged.

However, I encourage the Panel to make the following that changes that will simplify the boundaries in the area:

- use Oyster Creek, the transmission lines, or some combination thereof to delineate residences at the northern end of Tea Tree Place, rather than the awkward SA1 boundary,
- use Bath Road as the boundary connecting Garnet Road and the Princes Highway, rather than the SSC boundary.

2.5 Kellyville and Hawkesbury

The northwestern boundary should follow Second Ponds Creek and Caddies Creek instead of Annangrove Road. Second Ponds Creek is a stronger physical boundary. There are semirural households along Annangrove Road and Edwards Road that really should be placed in Hawkesbury, not Kellyville.

3 Names of districts

The Panel's approach to renaming districts appears to be a little inconsistent. As I will discuss here, the renamings of **Davidson** to **St Ives** and **Seven Hills** to **Winston Hills** are completely unnecessary, and the new names are arguably *worse* than the existing names. On the other hand, the Panel has opted to avoid renaming numerous districts that could be renamed to a more recognisable or central place name.

The precedent that has been upheld in previous redistributions is to err on the side of preserving existing names even where a better name exists.

3.1 Davidson to St Ives

On the proposed boundaries, the name **St Ives** is hardly any better than **Davidson**. St Ives SSC is not central to the district and most constituents other than those residing in North Turramurra, St Ives Chase, and St Ives SSCs would not regularly travel through it. St Ives also has the distinction of not having a train station.

Existing names aside, the best name for this district is **Gordon**, which serves as a terminus and transport interchange on the North Shore line, and has precedent as a district name that has been used in the past.

However, the Panel need not rename this district at all. Davidson SSC is still fully contained by this district, and the name has been used since 1971.

3.2 Seven Hills to Winston Hills

The name **Seven Hills** should be retained.

This will be the third consecutive redistribution resulting in the name of the inter-Blacktown-Parramatta district changing. In this redistribution, a name change is unnecessary. Even though part of Seven Hills SSC is not contained by the proposed district (and this is the case on the existing boundaries), **Seven Hills** is still the best name for it for the following reasons:

- This district is a district of two parts united by the Seven Hills industrial area, which is at the centre of the district.

- Seven Hills Station is a significant transport hub in the district. Express trains on the Western Line typically stop at Seven Hills, but skip stations to the west until Blacktown, and to the east until Westmead or Parramatta.
- The suburbs of Glenwood, Kings Langley, and Lalor Park were once part of Seven Hills SSC.

4 Objections

4.1 Hornsby

The proposed Hornsby district should be altered due to its disconnectedness and failure to unite communities of interest. The Cherrybrook area is almost completely isolated from the rest of the district and shares virtually no community of interest with the suburbs north of Hornsby.

As I discussed in my suggestion and comment, most Cherrybrook residents do not travel to or via Hornsby. The vast majority of Cherrybrook residents would only ever pass through Berowra when travelling on a holiday trip to the Central Coast, Hunter Valley, or Mid North Coast. I am sure you could find many residents of Cherrybrook who could not tell you where Asquith, Mount Colah, or Mount Kuring-gai are and who would be shocked to know that suburbs north of Hornsby even exist. Those who do recognise these suburb names would most likely have only heard of them from Sydney Trains voice announcements. I have lived in Cherrybrook for most of the time I have lived in Sydney, and these suburbs still remain somewhat foreign and illusive to me.

The transport routes servicing the areas are very different. Residents of suburbs north of Hornsby utilise the North Shore line. Residents of Cherrybrook utilise the Northern Line and/or Sydney Metro. Commuting by car, residents of suburbs north of Hornsby are likely to travel via at least the northern half of the Ku-ring-gai area. Residents of Cherrybrook will almost never travel through the Ku-ring-gai area, instead joining the M2 at the intersection with Pennant Hills Road (or via Becroft and Epping Roads to avoid tolls).

In the last couple of redistributions, Cherrybrook has received the short end of the stick. This redistribution can be the one where this finally ends.

It would be ideal if we could transfer Cherrybrook to the proposed Castle Hill district, but achieving this is unrealistic without ripping up the Panel's entire proposal for the Sydney metropolitan area. The next best solution is to unite Cherrybrook with suburbs such as Pennant Hills, Thornleigh, and Westleigh, filling in the corridor connecting Cherrybrook to Hornsby SSC.

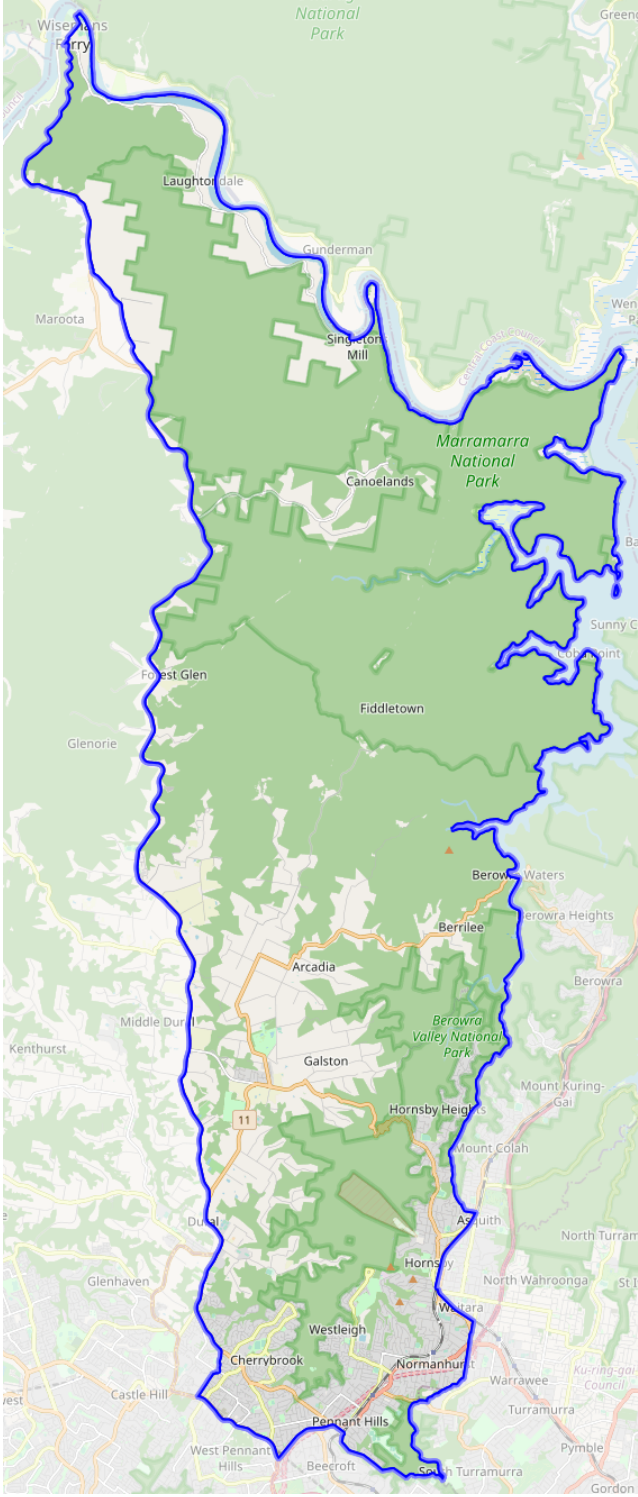


Figure 1: Alternative Hornsby

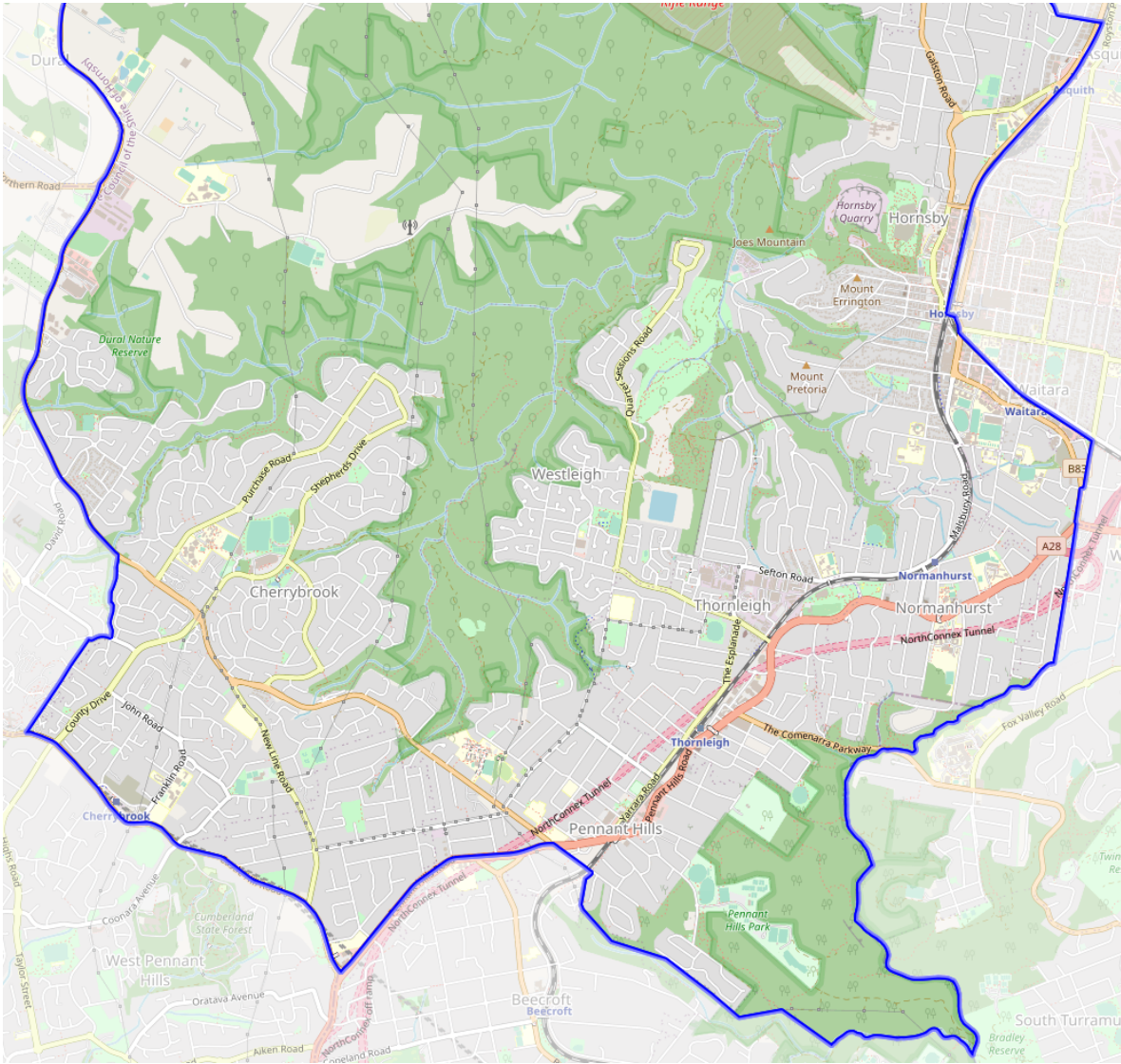


Figure 2: Alternative Hornsby (south)

I present an alternative to the proposed Hornsby district involving changes only to the boundary with Wahroonga. Under this alternative, Hornsby becomes much more compact, and the boundary follows clear, recognisable features including the LGA boundary, the North Shore railway line, Calna Creek, and Berowra Creek. The current enrolment in this district is approximately 59,000, and the projected enrolment approximately 59,300.

A map of the alternative Hornsby is presented in Figure 1. Figure 2 depicts the southern end of the district in further detail. (Note that these maps also reflect my suggestion in Subsection 2.1.)

The result is a very compact, clearly defined, and well-connected Hornsby district. Cherrybrook is no longer isolated. The Northern Line stations between Hornsby and Pennant Hills are united. Also note that the Galston Road connection between Galston and Hornsby Heights is preserved by these boundaries.

But this is not just an improvement to the proposed Hornsby district – it is also an improvement to the proposed Wahoonga district. At a larger scale, the Panel’s proposal necessitates that Wahoonga district must hybridise the north of Ku-ring-gai LGA with parts of Hornsby LGA. The question is whether these “parts of Hornsby LGA” should be the suburbs between Hornsby and Pennant Hills, or those to the north of Hornsby. The answer to this question is the suburbs to the north of Hornsby, for the following reasons:

- Travelling by road, residents of Pennant Hills, Thornleigh, and Westleigh are unlikely to travel through the Ku-ring-gai area. To commute to the CBD, it is faster to travel southwest along Pennant Hills Road and then south along Beecroft Road to reach the M2. In comparison, residents north of Hornsby are more likely to travel along the Pacific Highway and onto Ryde Road to reach the M2.
- Travelling by train, residents of suburbs between Pennant Hills and Hornsby utilise the Northern Line, whereas residents of suburbs north of Hornsby utilise the North Shore Line, which runs through the Ku-ring-gai area.
- Many families in suburbs north of Hornsby have children who attend schools in the Ku-ring-gai area.

From every perspective, these boundaries are a significant improvement on the Panel’s proposal.

The Panel could decide to keep the boundary between Wahoonga (Ku-ring-gai) and St Ives (Davidson) as proposed, or could alter them to swap North Turramurra for parts of Pymble and West Pymble. On either boundaries, the name **Ku-ring-gai** should be retained. These boundaries are similar to the Ku-ring-gai district of the 1991 redistribution.

4.2 Londonderry

Unlike Hornsby, my objection in relation to Londonderry district is not about the overall configuration of the district at the macro scale, but rather concerns the placement of a single suburb of 1,486 electors. However, I think the necessity for the Panel to make this alteration is just as critical.

In my suggestion, I discussed the communities of interest within this district and its surrounds. One of these communities are the suburbs northwest of Mount Druitt SSC that emerged as public housing estates in the 60s and 70s. I suggested that these suburbs should be united entirely within a single district. The Panel’s proposal *almost* achieves this. All of these suburbs are transferred to Mount Druitt – *except Willmot*.

On these boundaries, it is imperative that the Panel also transfer Willmot SSC into Mount Druitt district. It shares an extremely strong community of interest with the rest of these suburbs northwest of Mount Druitt SSC.

Suburb	Income	Professional	Degree	Indigenous	IRSAD
Bidwill	789	7.4	3.8	13.1	1
Blackett	1167	5.8	4.7	10.6	2
Dharruk	1281	8.1	8.2	5.1	7
Emerton	1072	8.2	4.8	6.8	3
Hebersham	1237	10.0	8.9	6.4	7
Lethbridge Park	959	7.4	3.8	10.6	2
Shalvey	1167	5.8	4.2	10.7	3
Tregear	947	6.3	3.7	12.6	2
Whalan	1008	7.0	6.3	8.7	3
Willmot	886	8.1	3.7	10.5	3
Ropes Crossing	2028	20.0	28.5	2.2	85

Table 1: Comparison of demographics in suburbs northwest of Mount Druitt SSC. From left to right: median weekly household income (\$), proportion of employed residents aged 15 and over with professional occupations (%), proportion of residents aged 15 and over who have attained a Bachelor degree (%), proportion of residents who are indigenous Australians (%), and the percentile of the suburb in the *Index of Socioeconomic Advantage and Disadvantage*. Data from the 2016 census.

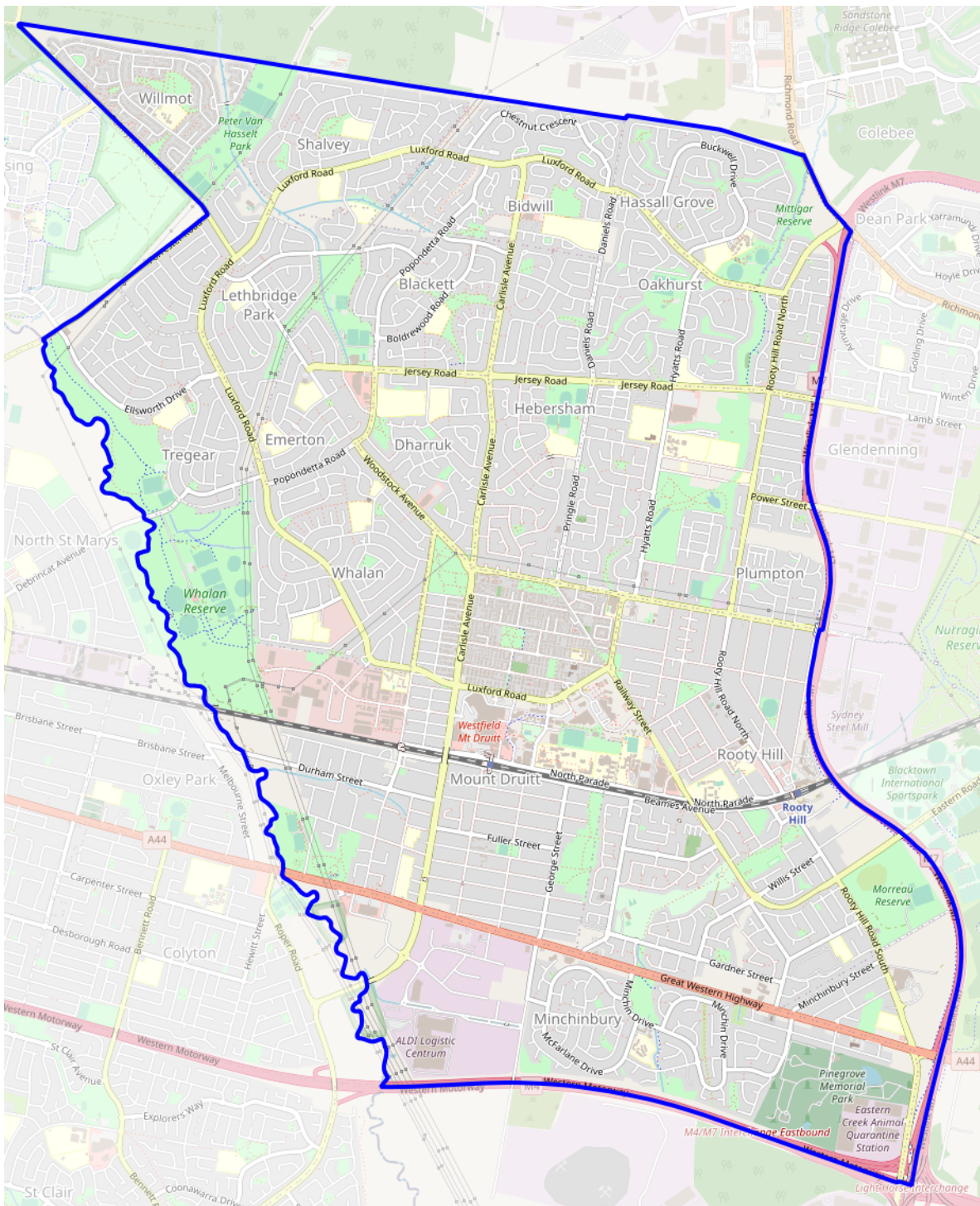


Figure 3: Alternative Mount Druitt

In Table 1, I have tabulated some key demographic indicators in suburbs northwest of Mount Druitt as reported in the 2016 census. Should Willmot be in a district with Ropes Crossing, or with the other suburbs? I think this comparison makes the answer abundantly clear.

With Willmot transferred, Mount Druitt is over quota (on projected enrolment) by around 3.9%. This is thoroughly justified by community of interest considerations and the fact that the district is experiencing population growth much slower than the rest of the state.

The Panel made an excellent decision in using the M7 as the boundary between Blacktown and Mount Druitt, leading to very strong boundaries for both districts. By placing Willmot in Mount Druitt, we obtain ideal boundaries that are among the best in the state, if not the country.

With no further alteration, the transfer of Willmot leaves Londonderry in violation of the current enrolment rule, so some minor changes to the proposal are required elsewhere. The Panel has made some rather peculiar decisions in relation to transfers between Londonderry and Penrith. These changes are not so egregious that I would have intended to express objection to them, but since further changes to Londonderry are warranted to accommodate for the transfer of Willmot, I will take this an opportunity to address the boundary between Londonderry and Penrith.

I am confused as to why the Panel has taken to transferring part of Cranebrook from Penrith to Londonderry, and then transferring Caddens and Claremont Meadows from Londonderry to Penrith. As I discussed in my suggestion, one of the defining communities of interest united within Londonderry district are newer suburbs across Blacktown and Penrith LGAs. These include Jordan Springs, Marsden Park, and Ropes Crossing as well as the newer parts of Claremont Meadows (currently united within Londonderry) and Caddens (currently split between Londonderry and Penrith). It therefore makes much more sense for Londonderry to retain these areas, and for the remainder of Caddens to be transferred into Londonderry.

Numerical requirements can then be satisfied by transferring Werrington Downs to Penrith, in which it shares a community of interest with Cambridge Gardens and Cambridge Park. (I note that the road connection between Jordan Springs East and Dunheved Road runs via Werrington County, which will remain within Londonderry, so connectedness is not lost by transferring Werrington Downs.)

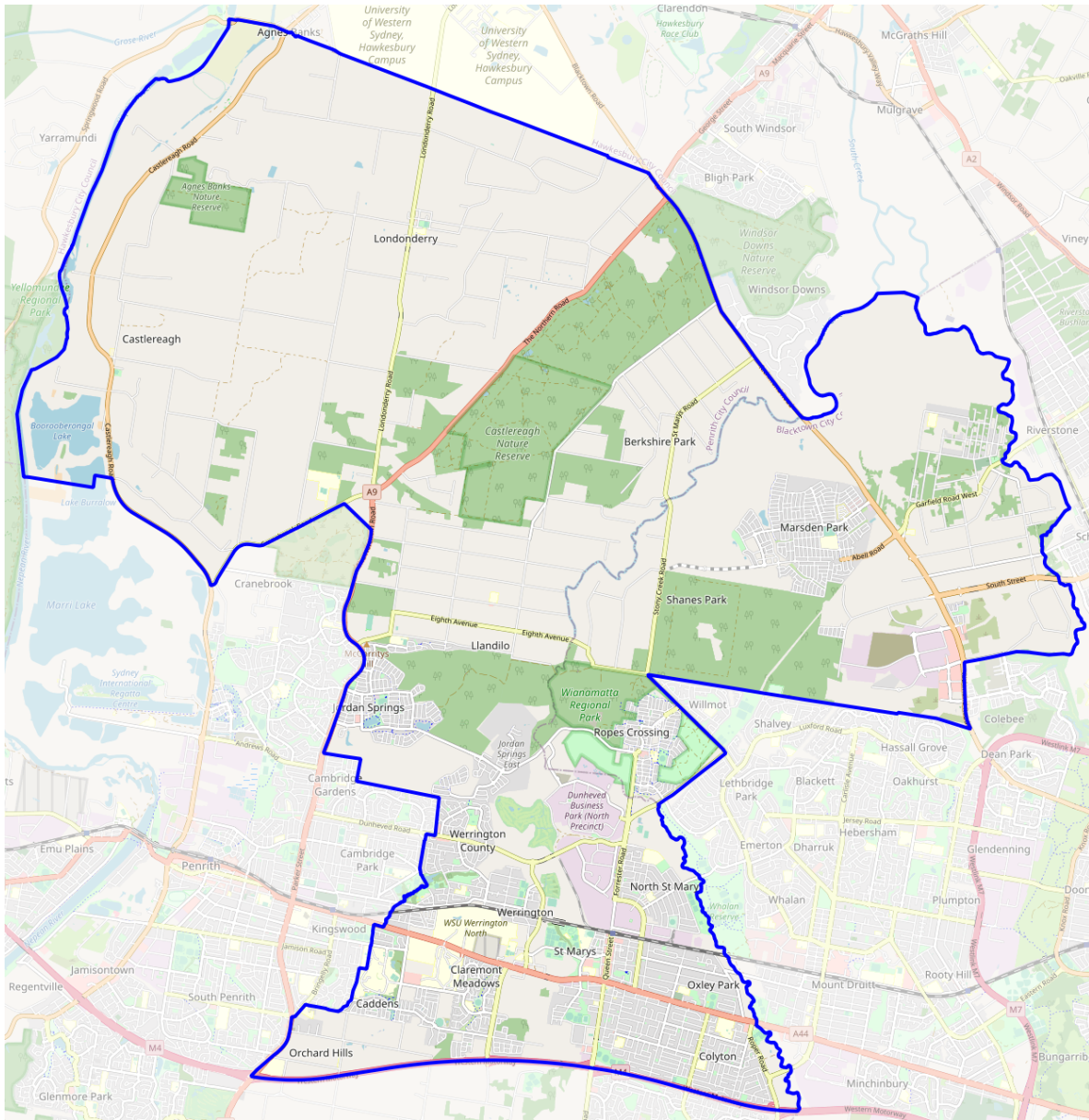


Figure 4: Alternative Londonderry

I therefore suggest that:

- most of Cranebrook currently in Penrith remain in Penrith,
- Werrington Downs be transferred from Londonderry to Penrith,
- the remainder of Caddens be transferred from Penrith to Londonderry,
- parts of Kingswood east of Chapman Gardens Oval and Werrington Creek be transferred from Penrith to Londonderry.

From what I can tell, this should place the current enrolment of Londonderry just barely above 10% below quota. Of course this is acceptable given its rapid population growth.

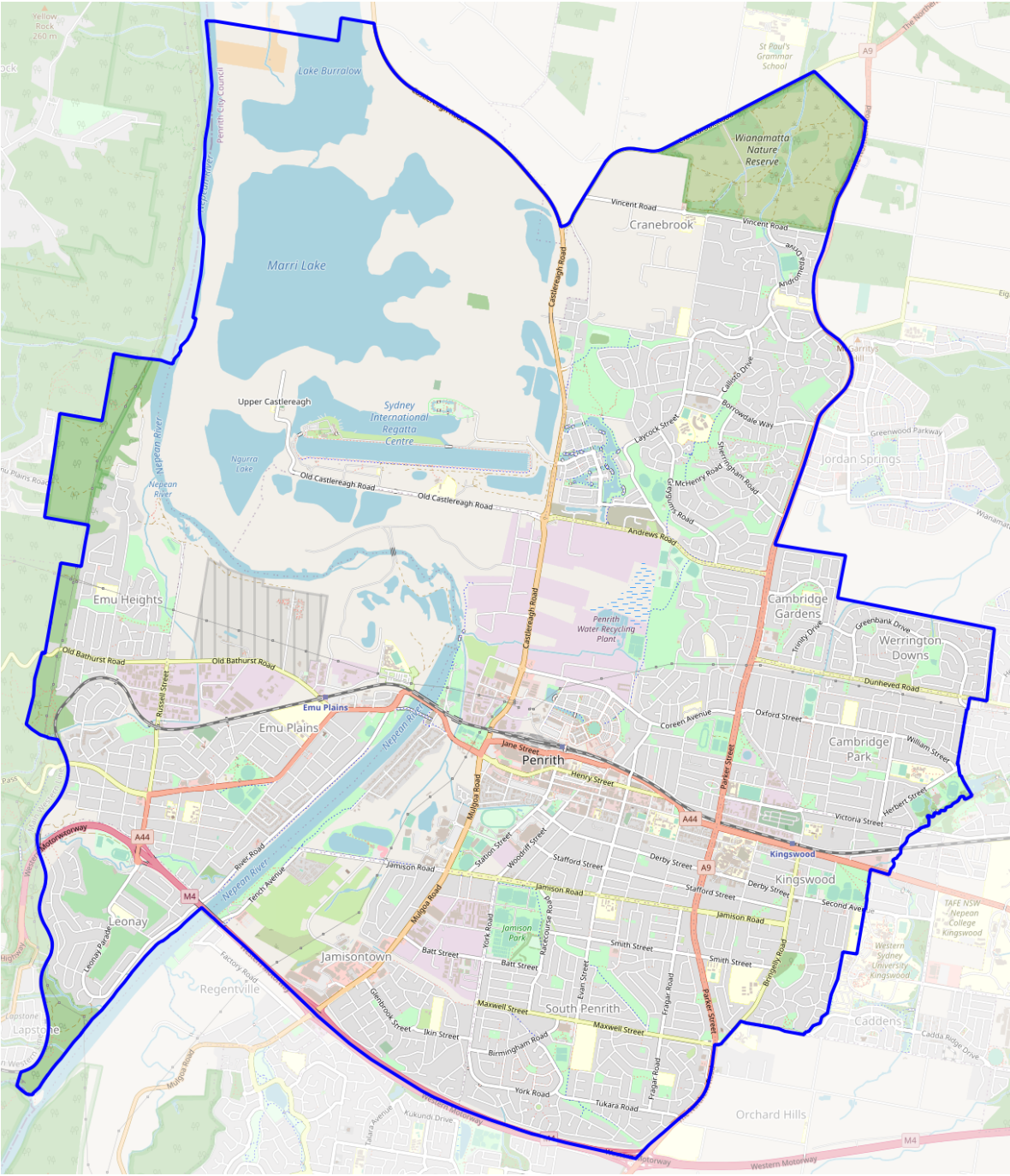


Figure 5: Alternative Penrith