



## **Australian Democrats (WA Division)**

**Submission to the Western  
Australian Electoral Commission**

**2007 Electoral Distribution**

**4 May 2007**

## Introduction

The Australian Democrats (WA Division) hereby makes the following submission for the 2007 Western Australia Electoral Distribution.

With the introduction of the one-vote, one-value principle now enshrined in most parts of the State, a significant re-distribution of the current electoral boundaries will occur in 2009. The number of districts in the Metropolitan area is likely to increase to 42, while the number of districts outside the Metropolitan area will most likely decline to 17.

The Australian Democrats have included suggested boundaries for most of the 59 Legislative Assembly districts that will apply after the 2009 State Election. In some cases suggested seats are outlined more broadly, such as by local government authorities, or collections of suburbs. All proposed districts have been assigned to one of the six Legislative Council regions.

The average district enrolment in Western Australia as at 26 February 2007 (“the relevant day”) was 21,350. As electoral districts (excluding those covering a distance of 100,000 square kilometers or more) cannot be more than 10% greater, or more than 10% below, the average district enrolment, all Legislative Assembly districts covering less than 100,000 square kilometers in area must effectively contain between 19,215 and 23,485 enrolled voters. In reality, the average size of the districts in the Perth Metropolitan area will be greater than 21,350, to account for the large area allowance that is to be afforded to those electorates covering an area greater than 100,000 square kilometers. These electorates must not be more than 10% greater, or 20% less, than the average district enrolment.

The proposed boundaries suggested by the Australian Democrats have been designed to take account of those pertinent matters to be considered in accordance with section 16I of the *Electoral Act 1907*, including:

- Community of interest
- Land use patterns
- Means of communication and distance from the capital
- Physical features
- Existing boundaries of regions and districts
- Existing local government boundaries
- The trend of demographic changes

Due to time constraints and the limited resources available to a party such as the Australian Democrats, it has not been possible to fully elaborate on the reasoning behind each of the proposed districts. However, where practicable, existing boundaries have been used as a reference point, and local government boundaries, suburban dividing lines and major roads have been widely used. Census collection districts produced by the Australian Bureau of Statistics have also been extensively utilised.

None of the boundaries proposed by the Australian Democrats' have been developed with the aim of advantaging or disadvantaging any particular political party or sitting Member. Indeed, the recommended districts have been generated without referring to polling booth election results from the 2005 general State Election.

Whilst every endeavour has been made to ensure that all districts contain a number of voters commensurate with the allowable deviation from the average district enrolment, the Australian Democrats do not have the resources to identify the exact number of voters at a very disaggregated level. For instance, some Census collection districts cross major roads within a suburb.

The proposed boundaries are described in general terms only, such as following roads, train lines, local government boundaries, rivers and the coast line. The boundaries and district names are suggestions only, and are included mainly to foster ideas as to how the State's current electoral boundaries can be reconstituted under a one-vote, one-value system.

References to roads include references to proposed roads and proposed road extensions, and generally refer to dividing a road down the middle. More technical aspects of boundary descriptions (such as high and low water marks etc.) have not been included.

The Australian Democrats welcome the opportunity to make a contribution to the 2007 electoral distribution, and is more than happy to provide further detail to the Western Australian Electoral Commission on any aspect of its submission.

For further information the Australian Democrats (WA Division) can be contacted on 9306 4447 or at PO Box 123, Northbridge, WA, 6865.

## Metropolitan Districts

The *Electoral Act 1907* requires the Western Australian Electoral Commission (WAEC) to divide the Metropolitan area into three separate Legislative Council regions, known respectively as North Metropolitan, East Metropolitan and South Metropolitan. Unlike in previous elections, each of these three regions will now return six Members to the Legislative Council, and each region must now consist of approximately the same number of complete and contiguous districts.

The distribution of the Metropolitan area into three regions with a relatively even number of voters invariably requires a re-alignment of what constitutes the North, East and South Metropolitan areas respectively. In effect, each region must be reconstituted to incorporate the number of voters contained in approximately 11 to 12 of the 34 existing districts.

North Metropolitan currently contains a substantially larger number of electors than East Metropolitan and South Metropolitan, and must be reduced in size. The boundaries proposed by the Australian Democrats would remove much of the eastern part of North Metropolitan and transfer it to East Metropolitan. Adopting this approach would see most parts of the current districts of Perth, Maylands and Yokine become part of East Metropolitan.

Similarly, part of East Metropolitan must be transferred to South Metropolitan to maintain approximate parity in the number of electorates in each region.

Each of the three regions proposed by the Australian Democrats contain 14 Legislative Assembly Districts, and thus contain a similar number of electors. In proposing these regions, the Australian Democrats have been mindful to ensure that the proposed regions are consistent with the requirements of the *Electoral Act 1907*, in particular, that:

- The North Metropolitan Region is generally to the north of the Swan River;
- The South Metropolitan Region is generally to the south of the Swan River; and
- The East Metropolitan Region includes the hills and foothills of the Darling Escarpment.

- **North Metropolitan**

The boundaries proposed by the Australian Democrats would see the eastern portion of the current North Metropolitan region move to East Metropolitan. The proposed North Metropolitan region follows the existing region boundaries at the northern end, including the boundary lines dividing the Shires of Gingin, Chittering and the City of Swan on the one hand, and the Shire of Wanneroo on the other. It is bordered by Alexander Drive as far south as Reid Highway, where the border moves west along Reid Highway to Princess Road, south along Princess Road to Ravenswood Drive, southwest along Ravenswood Drive to Wanneroo Road, south along Wanneroo Road to Green Street, East along Green Street to the Mitchell Freeway, south along the Mitchell Freeway to the Narrows Bridge, and then west along the Swan River and north along the coast to the northernmost boundary line.

A new seat of Scarborough is proposed, as all seats will reduce in size. The main population base for the seat is the suburb of Scarborough itself, hence the suggested name. Similarly, the creation of a new seat of Padbury is suggested, to take account of the significant population growth that has occurred in the northern suburbs in recent years.

### **Nedlands**

Starting from the Narrows Bridge, follow the Mitchell Freeway North to the Fremantle train line, follow the train line around in a westerly direction until it meets Hay Street, then follow Hay Street and then Underwood Avenue westwards to Brockway Avenue, follow Brockway Avenue and then Lock Street south to Stirling Highway, follow the existing boundary line between the Town of Claremont and the City of Nedlands southwards until the Swan River, and follow the Swan River to the Narrows Bridge.

### **Cottesloe**

Starting from the corner of Lock Street and Railway Road, follow the existing electoral boundary (the dividing line between the city of Nedlands and the Town of Claremont) south to the Swan River, then follow the Swan River around to the Indian Ocean and northwards up the coast to the suburban dividing line between Swanborne and City Beach, follow the suburban dividing line between Swanborne and City Beach eastward and north to the West Coast Highway, then south along the West Coast Highway, southeast along Rochdale Road, northeast along Stephenson Avenue, eastward along Underwood Avenue, then south down Brockway Road to Railway Road.

### **Churchlands**

Starting at the point the Mitchell Freeway crosses the Fremantle train line, follow the Mitchell Freeway north to Powis Drive, then west along Powis Drive, north and west along Jon Sanders Drive, southwest along Pearson Street, then West along Hale Road to the West Coast Highway following a straight line through the West Coast Highway to the Indian Ocean, South along the coast to the suburban dividing line between Swanborne and City Beach, southeast and then north along the suburban dividing line between Swanborne and City Beach to the West Coast Highway, southeast along the West Coast Highway and then Rochdale Road, then northeast along Stephenson Avenue, then easterly along Underwood Avenue and then Hay Street until the Fremantle train line, then follow the Fremantle train line in an easterly direction to the Mitchell Freeway.

### **Scarborough**

Starting at the corner of the Mitchell Freeway and Powis Street, follow the Mitchell Freeway North until Karrinyup Road, follow Karrinyup westward to West Coast Drive and through to the Indian Ocean, follow the coast southwards to Hale Road, follow Hale Road eastwards to Pearson Street, follow Pearson Street and then Jon Sanders Drive north and west around Herdsman Lake to Powis street and then follow Powis Street to the Mitchell Freeway.

### **Carine**

Starting at the corner of Karrinyup Road and the Mitchell Freeway follow the Mitchell Freeway North to Warwick Road, follow Warwick Road westward to Chessell Drive, follow Chessell Drive southwest to Beach Road, follow Beach road westward to Marmion Avenue, Marmion Avenue south to Beach Road, follow Beach Road west to the Indian Ocean, then follow the coast south as far as Karrinyup road, then inland in an eastward direction following a direct line between Karrinyup Road and the coast and then east along Karrinyup Road itself to the Mitchell Freeway.

### **Hillarys**

Starting from the corner of Beach Road and Marmion Avenue follow Marmion Avenue north to Ocean Reef Road, west along Ocean Reef Road to Oceanside Promenade, southwest and west along the suburban dividing line between Mullaloo and Ocean Reef to the Indian Ocean, then South along the coast to Beach Road and east along Beach Road to Marmion Avenue.

### **Padbury**

Starting at the corner of Beach Road and Marmion Avenue follow Beach Road eastward to Chessell Drive, follow Chessell Drive northeast to Warwick Road, follow Warwick Road eastward to the Mitchell Freeway, follow the Mitchell Freeway north to Ocean Reef Road, follow Ocean Reef Road westward to Marmion Avenue, and then follow Marmion Avenue south to Beach Road.

### **Joondalup**

Starting at the intersection between Ocean Reef Road and the Local Government boundary dividing the City of Joondalup and the Shire of Wanneroo, follow the Local Government boundary north through Lake Joondalup to Joondalup Drive, follow Joondalup Drive and then Burns Beach Road westward to the Mitchell Freeway, then follow the Mitchell Freeway north to the suburban dividing line between Kinross and Tamala Park, then west along the suburban dividing line between Kinross and Tamala Park to Marmion Avenue, follow Marmion Avenue south to Ocean Reef road, follow Ocean Reef road east and southeast to the intersection between the local Government boundary dividing the City of Joondalup and the Shire of Wanneroo.

### **Mindarie**

Starting at the intersection of Ocean Reef Road and Marmion Avenue, follow Marmion Avenue north to the three-way intersection between the suburban dividing lines for the suburbs of Burns Beach, Tamala Park and Kinross, follow the suburban dividing line between the suburbs of Kinross and Tamala Park eastward to the proposed Mitchell Freeway, follow the proposed Mitchell Freeway north to Hester Avenue, follow Hester Avenue west to Connolly Drive, follow Connolly Drive north to Lukin Drive, follow Lukin Drive west to Marmion Avenue, follow Marmion Avenue north to the dividing line between Jindalee and Quinns Rocks, follow the dividing line between Jindalee and Quinns Rocks west to the Indian Ocean, then south along the coast to the suburban dividing line between Ocean Reef and Mullaloo, eastward along the suburban dividing line between Ocean Reef and Mullaloo to Oceanside Promenade and then northeast along Oceanside Promenade to Ocean Reef Road and east along Ocean Reef Road to Marmion Avenue.

## **Wanneroo**

Follow the local government boundary dividing the Shire of Gingin and the Shire of Wanneroo from the coast eastward as far as the local government boundary dividing the Shire of Wanneroo and the Shire of Chittering, follow the local government boundary between the Shire of Chittering and the Shire of Wanneroo south and east and then the local government boundary between the Shire of Wanneroo and the City of Swan south to Gnangara Road, follow Gnangara Road and then Ocean Reef Road west to Lenore Road, follow Lenore Road north to East Road, follow East Road west to Wanneroo Road, follow Wanneroo Road south to Ocean Reef Road, follow Ocean Reef west to the dividing point between the Shire of Wanneroo and the City of Joondalup (Lake Joondalup), then follow the dividing line between the City of Joondalup and the Shire of Wanneroo north to Joondalup Drive, follow Joondalup Drive and then Burns Beach road to the proposed Mitchell Freeway, follow the proposed Mitchell Freeway north to Lukin Drive, follow Lukin Drive west to Marmion Avenue, follow Marmion Avenue north to the dividing line between the suburbs of Jindalee and Quinns Rocks, follow the suburban dividing line between the suburbs of Jindalee and Quinns Rocks west to the Indian Ocean and follow the Indian Ocean north to the Local Government boundary between the Shire of Wanneroo and the Shire of Chittering.

## **Marangaroo**

Starting at the intersection of Wanneroo Road and East Road, follow East Road eastward to Lenore Road, follow Lenore Road south to Ocean Reef Road, follow Ocean Reef Road east and southeast to Gnangara Road, follow Gnangara Road east to Alexander Drive, follow Alexander Drive south to Marangaroo Drive, follow Marangaroo Drive west to Wanneroo Road, and follow Wanneroo Road north to East Road.

## **Kingsley**

Starting at the intersection of Ocean Reef Road and the Mitchell Freeway follow Ocean Reef Road southeast to Wanneroo Road, follow Wanneroo Road south to Warwick Road, follow Warwick Road west to the Mitchell Freeway and then follow the Mitchell Freeway north to Ocean Reef Road.

## **Girrawheen**

Starting at the intersection of Marangaroo Drive and Alexander Drive, follow Alexander Drive south to the Reid Highway, follow the Reid Highway west to the Mitchell Freeway, follow the Mitchell Freeway north to Warwick Road, follow Warwick Road east to Wanneroo Road, follow Wanneroo Road north to Marangaroo Drive and then follow Marangaroo Drive east to Alexander Drive.



## **Balcatta**

Starting at the intersection of the Mitchell Freeway and Reid Highway, follow Reid Highway east to Stroughton Road, follow Stroughton Road south to Ravenswood Drive, follow Ravenswood Drive southwest to Wanneroo Road, follow Wanneroo Road south to Green Street, follow Green Street and then Scarborough Beach Road west to the Mitchell Freeway, then follow the Mitchell Freeway north to Reid Highway.

## East Metropolitan

The East Metropolitan region needs to shift westward to incorporate some parts of what is currently North Metropolitan. The Australian Democrats propose that the existing northern boundary of East Metropolitan be retained as far south as the intersection of Alexander Drive and Reid Highway, where it would move west along Reid Highway to Princess Road, south along Princess Road to Ravenswood Drive, southwest along Ravenswood Drive to Wanneroo Road, south along Wanneroo Road to Green Street, west along Green Street to the Mitchell Freeway, south along the Mitchell Freeway to the Narrows Bridge.

The Australian Democrats have not proposed boundaries for all seats in the east Metropolitan Region, and have focused more on the seats north of the Perth CBD. Suggested boundaries are proposed for a seat of Perth, Maylands, Yokine, Morley and Ballujura. The remainder of the East Metropolitan region would consist of 9 seats, including:

- A seat of Midland – centred on the Midland town center and surrounding suburbs
- A seat of Bassendean, largely incorporating the areas of Bassendean, Ashfield, Eden Hill, Lockridge and parts of Morley
- A seat of Swan Hills, consisting largely of suburbs to the far north and north east of the East Metropolitan region, including suburbs such as Bullsbrook, Herne Hill, Upper Swan, Ellenbrook, the Vines, Parkerville and Stoneville.
- A seat of Darling Range – consisting of suburbs near to, or bordering the Darling escarpment, mainly south of Great Eastern Highway.
- A seat of Serpentine-Jarradale – incorporating suburbs to the east and southeast of the East Metropolitan region, mostly south of Kalamunda
- A seat of Armadale – consisting of the Armadale town center and surrounding suburbs
- A seat of Kenwick, incorporating most of the current seat of Kenwick, but excluding those suburbs west of Roe Highway
- A seat of Southern River – based largely on the current seat of Southern River – including suburbs to the south of Cornfield Street, but excluding Canning Vale
- A seat of Belmont – incorporating most of the current electorate, but excluding either South Guildford and part of High Wycombe, or High Wycombe.

## **Perth**

Starting at the Narrows Bridge follow the Mitchell Freeway north to Scarborough Beach Road, follow Scarborough Beach Road and then Green Street east to Walcott Street, follow Walcott Street southeast to Longroyd Street, follow Longroyd Street and then North Street north to First Avenue, follow First Avenue southeast to the Midland train line, follow the Midland train line south to Guildford Road, then follow the local government boundary dividing the City of Perth and the City of Bayswater east to the Swan River, and follow the Swan River south and west to the Narrows Bridge.

## **Maylands**

Starting from the Redcliffe Bridge, follow Tonkin Highway northwest to the Midland train line, follow the Midland train line west to Coode Street, follow Coode Street northwest to Walter Road, follow Walter Road and then Hamer Parade southwest to Central Avenue, follow Central Avenue southeast to North Street, follow North Street southwest to First Avenue, follow First Avenue southeast to the Midland train line, follow the Midland train line south to Guildford Road, follow the local government boundary dividing the City of Perth and the City of Bayswater east to the Swan River, and follow the Swan River east to the Redcliffe Bridge.

## **Yokine**

Starting from the corner of Walcott Street and Charles Street follow Charles Street and then Wanneroo Road north to Ravenswood Drive, follow Ravenswood Drive east to Princess Road, follow Princess Road north to Reid Highway, follow Reid Highway east to Mirrabooka Avenue, follow Mirrabooka Avenue south to Yirrigan Drive, follow Yirrigan Drive southeast to Dianella Drive, follow Dianella Drive south to Morley Drive, follow Morley Drive east to Grand Promenade, follow Grand Promenade southeast to Walter Road, follow Walter Road southwest to Central Avenue, follow Central Avenue southeast to North Street, follow North Street and then Longroyd Street southwest to Walcott Street, and follow Walcott Street north west to Charles Street.

### **Morley**

Starting from the intersection of the Tonkin Highway and the Midland train line, follow Tonkin Highway north to Benara Road, follow Benara Road west to Camboon Road, follow Camboon Road north to Reid Highway, follow Reid Highway west to Mirrabooka Avenue, follow Mirrabooka Avenue south to Yirrigan Drive, follow Yirrigan Drive southeast to Dianella Drive, follow Dianella Drive south to Morley Drive, follow Morley Drive East to Grand Promenade, follow Grand Promenade southeast to Walter Road, follow Walter Road northeast to Coode Street, follow Coode Street southeast to the Midland Train line, then follow the Midland train line east to Tonkin Highway.

### **Ballajura**

Starting at the intersection of Reid Highway and Alexander drive follow Reid Highway east as far as Camboon Road, follow a direct line south down Camboon Road to Benara Road, follow Benara Road east to Lord Street, follow Lord Street north to Gibson Way and continue north following the suburban dividing line between West Swan and Beechboro as far as Marshall Road, follow Marshall Road west to Beechboro Road North, follow Beechboro Road North to Gnangara Road, follow Gnangara Road west to Alexander Drive and follow Alexander Drive south to Reid Highway.

## **South Metropolitan**

The Australian Democrats propose a new seat of Canning Vale be established, which would transfer some southern suburbs to the east of the Kwinana Freeway into the South Metropolitan Region.

A new seat of Cannington is proposed, which would transfer some parts of the current seat of Kenwick into South Metropolitan.

With steady population growth in the southern corridor a new seat of Warnbro is also proposed, those voters located between Waikiki and the Peel region.

A new seat of Mt Pleasant consists of all suburbs to the north of Leach Highway between North Lake Road and the Shelly Bridge.

The current seat of Cockburn shifts north to some degree, so a suggested name change of Yangebup has been made to reflect the substantial voter base in the district.

The proposed South Metropolitan region border follows the Graham Farmer Freeway, Orrong Road and then Welshpool Road southeast to the Roe Highway, the Roe Highway south and southeast to Nicholson Road, Nicholson Road and then Garden Street south to Warton Road, Warton Road southwest to Nicholson Road, Nicholson Road southeast and south to Thomas Road, Thomas Road east to Kargotich Street, Kargotich Street south to Lowlands Road, Lowlands Road west to Rapids Road, Rapids Road south to Karnup Road, Karnup Road west to River Road, where the existing South Metropolitan boundary is followed south to the Peel region and west to the Indian Ocean.

### **Cannington**

Starting at the intersection of Orrong Road and Leach Highway, follow Orrong Road east to Roe Highway, follow Roe Highway south and southeast to Nicholson Road, follow Nicholson Road north to High Road, follow High Road northwest to Duff Road, follow Duff Road north through to the Canning River, follow the Canning River west and north to the Shelly Bridge, then follow Leach Highway northeast to Orrong Road.

### **Canning Vale**

Starting at the corner of the proposed Roe Highway and Nicholson Road follow Nicholson Road and then Garden Street southeast to Warton Road, follow Warton Road southwest to Nicholson Road, follow Nicholson Road southeast and then south to Thomas Road, follow Thomas Road east to Kargotich Street, Kargotich Street south to Lowlands Road, Lowlands Road west to Rapids Road, Rapids Road south to Karnup Road, Karnup Road west to Baldivis Road, follow Baldivis Road and then the Kwinana Freeway north to the railway line, follow the railway line north east where it intersects the proposed Roe Highway, and follow the proposed Roe Highway northeast to Nicholson Road.

### **Como**

Starting at the corner of Kent Street and Manning Road, follow Manning Road west to Centenary Avenue, follow Centenary Avenue south to the local government dividing line between the City of South Perth and the City of Canning, follow the local government dividing line southwest to the Canning River, follow the Canning River east and north to the Swan River, follow the Swan River north and then east through the Narrows Bridge to a point that forms a direct line between the end of Douglas Avenue and the Swan River, follow that direct line inland and then continue following Douglas Avenue and then Hayman Avenue southeast and south to Kent Street, and follow Kent Street south to Manning Road.

### **Fremantle**

Starting at the Stirling Bridge, follow Stirling Highway south to Marmion Street, follow Marmion Street east to Carrington Street, follow Carrington Street south to Rockingham Road, follow Rockingham Road south to Troode Street, follow Troode Street west to Hamilton Road, follow Hamilton Road south to Fairbairn Road, follow Cockburn Road north to Poore Grove, west along Poore Grove and through to the Indian Ocean, then follow the Indian Ocean the Swan River north and east to the Stirling Bridge.

### **Melville**

Starting at the intersection of Stirling Highway and Marmion Street, travel east along Marmion Street to Carrington Street, south along Carrington Street to Leach Highway, east along Leach Highway to North Lake Road, north along North Lake Road to Canning Highway and continuing through Canning Highway in a straight line to the Swan River, follow the Swan River westwards around to the Stirling Bridge, then follow Stirling Highway south to Marmion Street.

### **Mt Pleasant**

Starting at the intersection of North Lake Road and Leach Highway follow North Lake Road north to Canning Highway and then through Canning Highway in a direct line to the Swan River, follow the Swan River eastwards as far as the Shelly Bridge, then follow Leach Highway west to North Lake Road.

### **Murdoch**

Starting at the corner of the Proposed Roe Highway and Karel Avenue, follow Karel Avenue north to Leach Highway, follow Leach Highway west to North Lake Road, follow North Lake Road south to the proposed Roe Highway, follow the proposed Roe Highway to Karel Avenue.

### **Peel**

Starting at the intersection of Thomas Road and the Kwinana Freeway follow the Kwinana Freeway and then Baldivis Road south to Karnup Road, follow Karnup Road east to River Road, follow River Road south to Henderson Road, follow Henderson Road east to the local government boundary dividing the City of Rockingham and the City of Serpentine-Jarrahdale, follow the local government boundary between the City of Rockingham and the City of Serpentine-Jarrahdale south to the local government boundary dividing the Shire of Murray and the City of Rockingham, follow the local government boundary dividing the Shire of Murray and the City of Rockingham west to Mandurah Road, follow Mandurah Road north to Ennis Avenue, follow Ennis Avenue north to Safety Bay Road, follow Safety Bay Road west to Read Street, follow Read Street north to the suburban dividing line between Cooloongup and Waikiki, follow the suburban dividing line between Cooloongup and Waikiki east to Ennis Avenue, follow Ennis Avenue north to Patterson Avenue, follow Patterson Avenue and then Rockingham Road north to Thomas Road, and then follow Thomas Road east to the Kwinana Freeway.

### **Rockingham**

Starting at the corner of Ennis Avenue and Patterson Road follow Ennis Avenue south to the suburban dividing line between Cooloongup and Waikiki, follow the suburban dividing line between Cooloongup and Waikiki west to Read Street, follow Read Street south to Safety Bay Road, from Safety Bay Road follow the existing electoral dividing line between the current electorates of Rockingham and Peel west to the Indian Ocean, follow the Indian Ocean north around the coast to the suburban dividing line between East Rockingham and Rockingham, and follow the suburban dividing line between East Rockingham and Rockingham southeast to the corner of Ennis Avenue and Patterson Road.

### **Victoria Park**

Starting at the intersection of Orrong Road and Leach Highway follow Leach Highway southwest to the Shelly Bridge, follow the Canning River northwest to the local government boundary dividing the City of South Perth and the City of Canning, follow the local government boundary dividing the City of South Perth and the City of Canning inland to Centenary Avenue, follow Centenary Avenue north to Manning Road, follow Manning Road west to Kent Street, follow Kent Street north to Hayman Road, follow Hayman Road and then Douglas Avenue north and northwest to the Swan River, follow the Swan River around the Causeway and the Burswood Peninsula to the suburban dividing line between Burswood and Rivervale, follow the suburban dividing line between Burswood and Rivervale inland to the Graham Farmer Freeway, and then follow the Graham Farmer Freeway and then Orrong Road southeast to Leach Highway.

### **Warnbro**

Starting at the corner of Safety Bay Road and Ennis Avenue follow Ennis Avenue south to Mandurah Road, follow Mandurah Road south to the local government boundary dividing the City of Rockingham and the Shire of Murray, follow the local government boundary line dividing the City of Rockingham and the Shire of Murray west to the Indian Ocean, follow the coast north as far as the existing dividing line between the current electorates of Rockingham and Peel, follow the existing dividing line between the electorates of Rockingham and Peel eastward to Safety Bay Road, and follow Safety Bay Road east to Ennis Avenue.

### **Willagee**

Starting at the corner of Leach Highway and Carrington Street, follow Carrington Street south to Rockingham Road, then follow Rockingham Road south to Barrington Street, then follow Barrington Street east to Stock Road, follow Stock



Road north to Phoenix Road, follow Phoenix Road east to North Lake Road, follow North Lake Road north to Leach Highway and follow Leach Highway west to Carrington Street.

### **Willetton**

Starting at the intersection of Nicholson Road and the proposed Roe Highway, follow the proposed Roe Highway southwest to Karel Avenue, follow Karel Avenue north to Leach Highway, follow Leach Highway east to the Shelly Bridge, follow the Canning River east to the suburban dividing line between Riverton and Ferndale, follow the suburban dividing line between Riverton and Ferndale south to High Road, follow High Road southeast to Nicholson Road, then follow Nicholson Road south to the proposed Roe Highway.

### **Yangebup**

Starting at the corner of North Lake Road and the proposed Roe Highway, follow the proposed Roe Highway east to the Kwinana Freeway, follow the Kwinana Freeway south to Thomas Road, follow Thomas Road west to Rockingham Road, follow Rockingham Road and then Patterson Road south and southwest to the suburban dividing line between East Rockingham and Rockingham, follow the suburban dividing line between East Rockingham and Rockingham west to the Cockburn Sound, then follow the coast northwards to a point directly adjacent to Poore Grove, follow a direct line inland to Poore Grove, follow Poore Grove east to Cockburn Road, follow Cockburn Road south to Fairbairn Road, follow Fairbairn Road east to Hamilton Road, follow Hamilton Road north to Troode Street, follow Troode Street east to Rockingham Road, follow Rockingham Road north to Barrington Street, follow Barrington Street east to Sock Road, follow Stock Road north to Phoenix Road, follow Phoenix Road east to North Lake Road, then follow North Lake Road north to the proposed Roe Highway.

## Country Regions

With a reduction in the number of seats outside of the Metropolitan region there is a need to rationalize the current 23 districts into 17 new electorates. The most likely scenario is that the South West region will contain eight seats, the Agricultural region four seats and the Mining and Pastoral region five seats after the 2009 general State Election.

The Australian Democrats propose a change to the Mining and Pastoral region, so that it incorporates both the Shire of Esperance and the Shire of Ravensthorpe. This proposal is made for several reasons. For one, the Mining and Pastoral region has had stagnant population growth for a number of years (the population has actually declined since the 2005 State Election). With the current rate of population growth there is no guarantee the region will be able to retain five Legislative Assembly districts beyond the next election. By including the Esperance and Ravensthorpe shires within Mining and Pastoral the region will gain more than 9,000 additional voters, and thus will have a more solid population base. This will also increase the average size of each district within the Mining and Pastoral region, and thus reduce the level of vote weighting assigned to these seats.

It can be argued the Esperance and Ravensthorpe Shires share a community of interest with the Mining and Pastoral region. Esperance is currently part of the Goldfields-Esperance Regional Development Corporation, and the port is widely used to ship minerals and resources from the Goldfields. The Shire of Ravensthorpe is set to enjoy a major expansion in economic activity through the Hope Downs Nichol Mine project, which has seen new permanent mining employees locate in the region.

Including the Esperance and Ravensthorpe shires in Mining and Pastoral will still result in the region consisting of land that is principally used for mining and pastoral purposes.

The proposed Agricultural region reduces in size to form four distinct electorates. It incorporates all of the current Agricultural boundary, except it excludes the Esperance and Ravensthorpe shires, and the East Ward of the Shire of Bridgetown-Greenbushes is returned to the South West.

The South West Region would consist mostly of the same area, although it is proposed that all of the Shire of Bridgetown-Greenbushes be included in the South West region.

## **South West**

Proposed seats are included for Albany, Bunbury, Warren-Blackwood, Vasse, Collie-Wellington and Leschenault-Capel. Two other districts will need to be added from the Peel region, one centred on Mandurah itself, and the other incorporated surrounding areas of the Peel region. A small portion of the Peel region is also likely to be included in the seat of Collie-Wellington.

### **Albany**

The proposed seat of Albany is constituted entirely by the City of Albany.

### **Bunbury**

The proposed seat of Bunbury is constituted entirely by the City of Bunbury.

### **Warren-Blackwood**

The proposed seat of Warren-Blackwood includes all voters in the shires of -

- Demark
- Nannup
- Manjimup
- Bridgetown-Greenbushes
- Plantagenet
- Cranbrook

### **Plus**

That part of the Shire of Augusta-Margaret River south of Margaret River.

### **Vasse**

The proposed seat of Vasse incorporates all of the Shire of Busselton, plus the Shire of Augusta-Margaret River as far south as Margaret River (including Margaret River itself).

### **Collie-Wellington**

The proposed seat of Collie-Wellington incorporates all of the following shires:

- Collie
- Donnybrook-Balingup
- Waroona

### **Plus**

- The Shire of Harvey, except for that part of the Shire of Harvey that currently falls within the seat of Leschenault (the Australind ward); and
- 
- A small proportion of voters from the Peel region.

### **Leschenault-Capel**

The proposed seat of Leschenault-Capel incorporates all voters in the Shires of Dardanup and Capel, plus those voters in the Australian ward of the Shire of Harvey).

## **Agricultural**

The proposed Agricultural region will reduce in size with the introduction of one-vote, one-value. Four seats are therefore proposed for the region. The proposed region incorporates all of the area currently within Agricultural, except for the Shires of Esperance and Ravensthorpe (which are proposed to be included in Mining and Pastoral) and the East Ward of the Shire of Bridgetown Greenbushes.

### **Roe-Wagin**

The proposed seat of Roe-Wagin includes all voters in the following shires –

- Narrogin
- Narrogin (Town of)
- Williams
- Boyup Brook
- Jerramungup
- Kent
- Gnowangerup
- Lake Grace
- Kulin
- Dumbleyung
- Katanning
- Tambellup
- Broomehill
- Kulin
- Woodanilling
- Wagin
- West Arthur
- Boddington
- Kojonup
- Corrigin
- Kondinin
- Wandering
- Cuballing
- Wickepin

## **Merredin-Avon**

The proposed seat of Merredin-Avon includes all of the following shires -

- Pingelly
- York
- Brookton
- Beverley
- Bruce Rock
- Narembeen
- Kellerberrin
- Quairading
- Morawa
- Mullewa
- Chapman Valley
- Northampton
- Merredin
- Tammin
- Wyalkatchem
- Cunderdin
- Dowerin
- Goomalling
- Trayning
- Wongan-Ballidu
- Mukinbudin
- Koorda
- Westonia
- Mt Marshall
- Dalwallinu
- Perenjori
- Nungarin

## **Moore**

The proposed seat of Moore includes all voters in the following shires –

- Irwin
- Chittering
- Gingin
- Dandaragan
- Carnamah
- Coorow
- Three Springs
- Mingenew
- Northam
- Northam (Town of)
- Toodyay
- Victoria Plains
- Moora

## **Geraldton**

The proposed seat of Geraldton includes all voters in the City of Geraldton and the Shire of Greenough.

## **Mining and Pastoral**

The major change proposed by the Australian Democrats for the Mining and Pastoral region is the addition of the Shires of Esperance and Ravensthorpe (as discussed above).

The proposed boundaries are designed to ensure that each of the five seats in the region contains a relatively even number of physical electors, and in all cases at least half the average district enrolment. While theoretically it is possible to draw the boundaries so that one or two districts contain as few as 8,000 voters, the Australian Democrats believe this would seriously detract from the principle of one-vote, one-value, and would be a retrograde move.

The proposed new seat of Kalgoorlie expands in size to incorporate all of the current City of Kalgoorlie-Boulder, plus the Shire of Laverton and some parts of the Shire of Menzies. It is necessary to increase the size of the seat to more than 100,000 square kilometers to qualify for the large district allowance. While the proposed new seat expands in size, the vast majority of voters would continue to come from the City of Kalgoorlie-Boulder proper.

A new seat of Eyre is proposed, which extends from the south coast (including the shire of Norseman, Esperance and Ravensthorpe, through the shires west of the seat of Kalgoorlie as far north as Wiluna. It effectively forms a loop around the proposed seat of Kalgoorlie.

A new seat of Murchison is proposed, based largely on the current electorates of North West Coastal and some parts of Murchison-Eyre.

The proposed seats of Pilbara and Kimberley retain much of their existing voter base, with the Kimberley expanding in size to incorporate all of the traditional Kimberley region.

### **Kalgoorlie**

The proposed seat of Kalgoorlie consists of all voters in the –

- City of Kalgoorlie-Boulder; and
- Shire of Laverton,

### **Plus**

- Those voters in the Shire of Menzies to the east of the Goldfields Highway (excluding the town of Menzies itself).



## **Eyre**

The proposed seat of Eyre consists of all voters in the shires of -

- Dundas
- Coolgardie
- Leonora
- Wiluna
- Yilgarn
- Meekatharra
- Sandstone
- Ravensthorpe
- Esperance

## **PLUS**

- That part of the Shire of Menzies to the west of the Goldfields Highway (including the town of Menzies itself).

## **Murchison**

The proposed seat of Murchison consists of all voters within the shires of -

- Shark Bay
- Carnarvon
- Exmouth
- Upper Gascoyne
- Murchison
- Cue
- Mt Magnet
- Yalgoo
- Meekatharra

## **Plus**

- Those voters in the Shire of Ashburton that do not fall within the current electorate of Central-Kimberley Pilbara;
- The eastern part of the Shire of Roebourne, including the towns of Roebourne and Wickham; and
- That part of the Shire of Northampton currently within the Mining and Pastoral region.

## **Pilbara**

The proposed seat of Pilbara consists of all voters in the shires of –

- East Pilbara
- Port Hedland (Town of)
- Shire of Ngaanyatjarraku

## **Plus**

- Those voters in the Shire of Ashburton that currently fall within the electorate of Central Kimberley - Pilbara; and
- Those voters to the western part of the Shire of Roebourne (excludes the towns of Roebourne and Wickham).

## **Kimberley**

The proposed seat of Kimberley consists of all voters in the shires of –

- Wyndham-East Kimberley
- Broome
- Halls Creek
- Derby-West Kimberley