



The Federal Redistribution 2009  
**QUEENSLAND**



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**Objection Number 23**

**Martin Gordon**

**6 pages**

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**From:** Martin Gordon [martin.c.gordon@hotmail.com]  
**Sent:** Saturday, 1 August 2009 6:33 PM  
**To:** QLD Redistribution  
**Subject:** FW: Objection  
**Attachments:** qld redis objections.rtf

Attached is a objection to the 2009 Proposed Redistribution of Queensland.

Martin Gordon

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Dear Commissioners,

I wish to make an Objection to recent proposed redistribution for the state of Queensland.

### **General**

I had previously proposed boundaries for the entire state and note that some of my suggestions have been incorporated, including the name of the new Division Wright. I had suggested that Wright be at the epicentre of growth, whereas the Commissioners have placed it in Fadden and Forde. I had proposed that Blair encompass portions of Dickson down to the Queensland border. The Commissioners have produced a Blair with the Somerset-Esk portion of Dickson and put Gatton and Laidley in Wright.

I note the Commissioners have made some use of Local Government boundaries in some south eastern Divisions. Overall the boundaries proposed by the Commissioners are quite reasonable.

I will comment on issues that I see them by region.

### **North Queensland**

I appreciate that the Commissioners have sought and achieved minimum disruption to existing boundaries and sought to keep Divisions as essentially the same part of the state. Both of the largest urban centres Cairns and Townsville are in excess of one Division in size. Given the growth of both centres, the Commissioners have in the case of Townsville included, then excluded and now reincluded the Northern Beaches but begun to excise the southern and eastern parts of Townsville into Dawson and Kennedy.

Whilst Cairns can only be split into two Divisions (Leichhardt and Kennedy), the situation with Townsville is that three Divisions are now involved (Herbert, Kennedy and Dawson). Prior to this proposal the greater bulk of the urban area of Townsville was in one Division. The proposed 'C' shaped configuration of Herbert encompassing Douglas, Lavarack, and the rest of the city of Townsville north of the Ross River is probably not an optimal configuration.

I had proposed in my submission the simple excision of Wulguru and Northern Beaches; this was the least disruptive solution for Herbert and made the boundary much clearer (along the Bruce Highway in part, and a river). I would respectfully argue for this configuration again. I believe it makes more sense from a community of interest aspect, as well as being more

workable than this awkward 'C' shape. Given the extent of growth in Townsville and Cairns, some change to Dawson, or Kennedy will become necessary with one of the Divisions needing to sweep around Townsville to keep up its numbers, this on balance is more likely to be Dawson. Whilst on a map Annandale appears to be separate to Townsville, on the ground it is an integral part of the city, with walking bridges connecting it to Aitkenvale. It is a little odd that suburbs to the south of Annandale (Douglas and Lavarack) will be connected to the suburbs to the north.

I had proposed changes to Kennedy that were more radical than the Commissioners were contemplating. The current configuration of Leichhardt and Kennedy divides the greater bulk of the north Queensland indigenous communities particularly those in the Cape and on the Gulf of Carpentaria. My proposal essentially meant that Leichhardt became a largely Cairns urban electorate (albeit with a rural strip that extended along the coast to Cooktown), which will be where the dominant interests of Leichhardt will continue to be, and increasingly so. I am not entirely convinced that the outskirts of Cairns will be best served by a member that is either Innisfail or Mount Isa based. Increasingly Kennedy's population centre of gravity will shift towards the Coral Sea Coast with significant populations south and west of Cairns, and to a lesser degree with Townsville. Increasingly the economic, social, and political imperatives of Kennedy will be more like those of Cairns and Townsville as that will be where the population and economic activity will be.

## **Central and Western Queensland**

I had originally proposed the inclusion of the western portion of Kennedy in Maranoa; this would have meant minimal disruption to Flynn and Capricornia which needed only minor adjustments. The huge expansion of Maranoa by taking in the western portion of Flynn has necessitated significant changes to both Capricornia and Flynn. My initial proposal to include Mount Isa in Maranoa would have directly transferred sufficient surplus electors to Maranoa that would have necessitated less change to both Capricornia and Flynn.

### **Capricornia and Flynn**

An option that the Commissioners may wish to seriously consider is that given the proposed changes already made to Flynn and Capricornia is to create a Division from in large part the urban areas of council areas of Rockhampton, Livingstone, Gladstone and Calliope except for Miriam Vale, and possible Division would have an enrolment of 89,263 (97,494). I would suggest calling it Capricornia as that is the Division making the greatest contribution. This configuration makes no less sense than, seeking to maintain Rockhampton and Gladstone in separate Divisions, as both are large industrial centres and the connecting hinterland have a substantial community of interest. Whilst such a Division would be largely surrounded by Flynn, this is little different to Herbert, Leichhardt, Bass, Braddon, Franklin, Denison, Corio, not to mention numerous state electorates. Flynn would be a comparatively diverse, rural, mining community Division which might have a greater community of interest than is presently the case.

The Commissioners transfers between Hinkler and Wide Bay are quite modest and cause minimal change.

## **Sunshine Coast**

The proposed Fairfax and Fisher and Longman are quite reasonable proposals given the significant population growth in that region. The redrawing of Longman creates Caboolture as a more significant centre with all of its hinterland.

## **Darling Downs**

Apart from a different combination for Maranoa I had suggested either no change or minimal change to Groom.

## **Gold Coast**

The configuration of Wright involves excising small portions of many Divisions, such as Moncrieff, McPherson, Rankin, Forde, Fadden, and Blair. I had proposed changes that cascaded through Moncrieff, Fadden, to create the proposed Wright largely in Fadden but also from portions of Forde, Bowman, and Rankin.

I make these observations as Wright is an unusual division in that it has no substantial population focal point. It is a compilation of portions of the hinterlands of existing urban and regional centres and takes in portions of more communities of Gold Coast areas, the southern outskirts of Brisbane and the Lockyer Valley. I propose that rather than trying to reconfigure all of these boundaries, that a simple exchange of electors be undertaken between Wright and Blair which will make the two Divisions more logically focused.

## **Wright and Blair**

The Commissioners have placed Somerset Esk (from Dickson) into Blair as I had proposed, but have left the Lockyer Valley Council in Wright and add western portion of Blair i.e. Boonah to Wright to that rather than create this awkward projection of Wright in the Lockyer Valley.

Placing the Scenic Rim Council area and the other portions of Gold Coast Divisions proposed to be in Wright with the eastern portions of Blair i.e. Boonah will create a more workable combination of the two Divisions. One orientated to the south towards the New South Wales border and the other with a north south alignment which is the hinterland to the west of Ipswich. The Commissioners in creating Wright have already added some of the southern suburbs of Logan City, the inclusion of part of Ipswich City south of the Cunningham Highway would be a workable solution to fashioning Wright. The exchange of about 20,500 (21,000) electors from the southern part of Ipswich would result in a more logical arrangement of these divisions.

Given the high growth in the outer suburbs of Brisbane placing Wright to the south of the Brisbane, Blair to the west will involve less disturbance to boundaries in this and future redistributions. The table below summaries roughly an alternative configuration of the two Divisions.

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|  |        |        |          |
|--|--------|--------|----------|
| Wright (Proposed)                          | 80640  | 94145  |          |
| Gatton                                     | -10567 | -11174 |          |
| Laidley                                    | -10043 | -11182 |          |
| Ipswich City (south of Cunningham Highway) | 1852   | 5537   |          |
| Ipswich City (south of Cunningham Highway) | 13500  | 16819  | (Approx) |
|  | 75382  | 94145  | (Approx) |
| Blair (Proposed)                           | 79649  | 96651  |          |
| Gatton                                     | 10567  | 11174  |          |
| Laidley                                    | 10043  | 11182  |          |
| Ipswich City (south of Cunningham Highway) | -1852  | -5537  |          |
| Ipswich City (south of Cunningham Highway) | -13500 | -16819 | (Approx) |
|  | 84907  | 96651  | (Approx) |

## Southern Brisbane

The boundaries of Griffith, Bonner and Bowman are consistent with those I had proposed. Given the current populations and trends, the lack of change in Griffith and Bonner is reasonable, and the minor change to Bowman is consistent with minimising disruption.

The use of the Brisbane River as a major boundary has been departed from for sometime and in the past this has also been the case. Given the transfer of some 17,000 voters from Ryan, it would be possible to refashion Moreton as a Division that follows more of the Brisbane River and which it has in the past. The electorate has varied in shape, quite markedly over the years. In recent times it essentially was defined by being largely north of the Beenleigh Railway line. This meant an open 'A' shape. I propose that a similar shape for Moreton be readopted. This means that the suburbs of Acacia Ridge, Coopers Plains, Calamvale, Kuraby, Sunnybank Hills, and Runcorn being placed into Oxley. I would also propose that those parts of Oxley north of the Ipswich Motorway be placed in Moreton, namely Oxley, Seventeen Mile Rocks and Jindalee. The overall effect is to define the two Divisions along a major arterial road (Ipswich Motorway) and the Beenleigh Railway Line. The overall effect on numbers is virtually identical.

I had originally proposed an Oxley that was much further displaced to the west, taking in parts of central Ipswich. Given the arrangements the Commissioners have made around Brisbane, I have proposed lesser changes between Blair, and Wright, and Moreton and Oxley. I believe overall they make for more workable boundaries and which will require less drastic changes to maintain over time.

## Northern Brisbane

In my submission to the Committee originally I had not proposed specific boundaries to the northern suburbs of Brisbane, other than propose that the southern portion of Petrie be transferred to Dickson, whereas the Commissioner have proposed that it largely be transferred to Lilley. I had originally proposed that Brisbane have no changes. I was somewhat surprised with the Commissioners proposals for Brisbane and Lilley, but once

there is a change of s significant nature to one Division it has consequential impacts. For Lilley I had proposed the small addition of electors from Petrie in the area of Stafford.

In light of the Commissioners proposals, I suggest that a more workable solution and which would be accommodated with the proposed Brisbane. Dickson shedding additional electors as proposed from Longman, and the use of the North Coast Railway line and South Pine River as the eastern boundary of the Division, and the inclusion of parts of Everton Park, Stafford and the suburbs of McDowall and Bridgeman Downs from the proposed Lilley. Lilley would then pick up its existing suburbs, of Bracken Ridge, Brighton, Deagon and Sandgate plus Aspley, Bald Hills, Carseldine and Chermside West.

Then Lilley would largely be defined by a northern boundary of Bramble Bay and part of the South Pine River. The net effect of the lector exchanges between Lilley, Dickson and Petrie virtually cancel out, but the overall effects are boundaries based on major geographical features, of Railway Lines, Rivers and Highways.

Petrie is displaced slightly to the north and west under these proposals, but it would be almost exclusively north of Bramble Bay, and those portions of Dakabin-Kallangur and Moreton Downs would be east of the northern railway line, rather than the Bruce Highway, which the Commissioners proposed Petrie spans further into Brisbane in any event.

I have no alternative suggestions to Longman as the Division essentially confirms to what I had suggested.

Ryan as the Commissioners have proposed is a logical consequence of the use of the Brisbane River as a boundary. As I have noted elsewhere the river has been crossed by many Divisions previously, and I expect so again. In light of the changes to Brisbane and Lilley the displacement of Divisions to the east, the transfers from Brisbane are logical. \

## **Conclusion**

I look forward to hearing further of your deliberations.

M. Gordon  
2 August 2009