



THE FEDERAL
REDISTRIBUTION
QUEENSLAND

Submission CS11

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Comments on various suggestions

Having been responsible for suggestion S25, I would like to thank the other 60 people or organisations who submitted suggestions for the boundaries of Queensland's 30 electorates. Here, I would like to make some comments on several submissions and also use that to clarify the reasoning for some of my proposed boundary changes I didn't fully elaborate on.

S60

Although this submission made strong efforts to preserve every seat, and I mostly agree with the proposals for Leichhardt, Kennedy, Herbert, and Dawson, there are some issues with the proposal. One particular issue is that Bundaberg is separated from its surrounding communities e.g. Childers, Bargara, Elliott Heads, which share a community of interest with Bundaberg. To accommodate this, my proposal has Hinkler become a Gladstone-Bundaberg seat containing most of their surrounding communities, like it was from 1984-2007. This tackles Flynn's enrolment deficiency and maintains the strong communities of interest around Gladstone and Bundaberg, noting Bert Hinkler's local connection to Bundaberg mentioned in this submission.

Another proposed boundary that I disagree with is having the Lockyer Valley remain in Wright and Somerset Region going into Maranoa. Lockyer Valley has close ties with Ipswich and Toowoomba via the Warrego Highway, while Somerset has close ties with both Ipswich, the South Burnett and to a lesser extent, Caboolture. My new seat of Hayden reflects these transport and community ties between Somerset and the South Burnett, and while this proposal tries has a similar idea, the South Burnett has limited ties with communities in the Darling Downs that form the basis of Maranoa, with the two separated by the Bunya Mountains and the Somerset Region has limited ties with the Darling Downs for a similar reason. In addition, the name Hayden also reflects that parts of the Brisbane Valley were represented at different times by Bill Hayden AC. The decision to put the Lockyer Valley in Groom also reflects its strong ties with Toowoomba via the Warrego Highway. Furthermore, there aren't substantial community ties between the Scenic Rim and the Gold Coast at least compared to what each individual region has with Logan, which means Wright needs to be made into either a Logan seat or a Gold Coast seat. I have made Wright a Gold Coast seat as it avoids splitting communities in Logan, although Fadden moves north into Logan and the Redlands, regaining an alignment it had from 1996-2004.

I also disagree with moving the Sunshine Coast Hinterland into Wide Bay. I strongly disagree with this as there is little community of interest between Maleny, Woodford, Peachester, or Mapleton with Gympie or the Mary Valley, but their ties are with communities further east in the Sunshine Coast, e.g. Nambour or Landsborough. This is why Kenilworth and Mapleton remain in Fairfax in my proposal, but Maleny goes into Longman to reduce pressure on enrolments in Fisher, along with Landsborough and other nearby communities, creating the Bruce Highway as a boundary between Longman and Fisher and the old Maroochy-Caloundra council boundary for the boundary between Fairfax and Longman.

The shift of the Samford Valley to Ryan also disrupts the traditional community ties within Dickson as Dickson has traditionally been based on the old Pine Rivers Shire. While Samford

has strong transport and educational ties to the area around Ferny Grove and Mitchelton, an even stronger argument could be made for the Hills District around Arana Hills.

Some more things….
-Springfield Lakes and Spring Mountain should be in Oxley instead of Blair due to strong shared communities of interest between the two areas
-Narangba should remain in one electorate due to shared communities of interest, whether Dickson or Longman, noting the reaction in the state redistribution against splitting Narangba between Morayfield and Kurwongbah before it was corrected.

S61
I have several concerns with this proposal, for one, the boundaries of Wright are problematic, namely because the shared community of interest around Browns Plains gets torn apart with Hillcrest, Park Ridge, and Boronia Heights being in Wright and the rest being in Rankin. My proposal for this area is to unite the Browns Plains area and add in nearby housing estates in Greenbank and Flagstone, giving Rankin a core area north of the Logan River, with the exception of Loganlea, which I couldn't quite accommodate without pushing Forde underquota. Similarly, Wright has a seemingly arbitrary boundary with Blair that doesn't follow clear boundaries and removes the Willowbank Motorsport Complex from the rest of Willowbank, which is considered an attraction of Ipswich, so my proposal keeps it in Blair.

While it is positive to see Rankin become a mainly Logan seat, this purpose has been defeated by the inclusion of Rochedale, a suburb with stronger ties to Mount Gravatt area than Springwood

I also disagree with the decision to split Narangba between Dickson and Longman given the shared community the suburb is, yet Kallangur and Murrumba Downs, places that have been in Dickson for nearly all of its history getting removed. While I agree Kallangur shares strong ties with neighbouring North Lakes, I don't agree with having a well defined transport corridor along the North Coast line and Old Gympie Road split in the middle. My proposal by contrast keeps this corridor intact by moving Dickson northwards to accommodate the new seat of Edwards, which reduces enrolment pressure on Longman and Fisher.

My problem with the proposed Moreton is that Inala, a place with limited ties to the rest of the seat, gets included. The Inala area is best tied in with Ipswich and the other communities along major motorways like the Ipswich Motorway or Centenary Highway, although the inclusion of Pallara in Moreton makes some sense.

In addition, Groom should absorb the whole Lockyer Valley so that community ties are maintained, which can be achieved by removing some exurban areas near Toowoomba.

As for Capricornia, it is pushed too far south into the Banana Shire and North Burnett areas, whilst losing territory around Moranbah and Dysart, which share a coal mining economy with areas further south like Blackwater and have been in the electorate for 40 years. In addition, the

Monto and Eidsvold areas have stronger ties with the rest of the North Burnett council than with Rockhampton. In Dawson, while I accept the need for it to lose territory in Townsville and gain territory in the Pioneer Valley, it still maintains a good level of connectivity on the Bruce Highway from the Pioneer Valley right to Wulguru and Oonoonba in my proposal. The decision to move the Burdekin Shire into Kennedy is ridiculous as there is very little shared transport or economic ties between the Burdekin and the area around Charters Towers. Even more ridiculous is the boundaries for Kennedy, Leichhardt, and Maranoa. Maranoa is supposed to gain Mount Isa, Cloncurry, and Hughenden areas, which have very few economic or transport ties with the Darling Downs or South West Queensland, the core of Maranoa since Federation. Instead, their ties are with Townsville and the areas to the east like Charters Towers. Given that Maranoa mainly gains remote and very sparsely populated areas, it makes an already very large electorate difficult to maintain and represent accurately. The decision to move the Cape York Peninsula into Kennedy is also questionable given most of Cape York relies on Cairns for most educational, health, retail services that cannot be provided in this remote area. In addition, Leichhardt, Kennedy, and Herbert all sit within the acceptable range of enrolment, which means only remedial changes are needed for Herbert and Kennedy in my proposal and in the case of Leichhardt, none at all. In summary, while this redistribution option tries to get seats back in quota, it leads to many communities being split in two, meaning this suggestion should be considered against.

S24
This proposal makes several suggestions I agree with and are very important, e.g. removing areas in Townsville from Dawson and giving Dawson areas in the Pioneer Valley. However, I would say that given enrolments in Kennedy and Herbert are quite close to average, it means that neither electorate needs to gain too much. I have Herbert gaining Annandale, which unites it with the nearby Lavarack Barracks, but I couldn't quite excise Wulguru or Oonoonba from Dawson. For this reason, while the Pioneer Valley, Walkerston, Eton, and Ooralea areas are gained by Dawson, I couldn't quite accommodate Collinsville and Sarina in Dawson without pushing it over quota. I would also be reluctant to move areas around Stuart into Kennedy as Dawson has strong end to end connections along the Bruce Highway and otherwise, Kennedy would have to lose territory further south, which would disrupt communities of shared interest around Mount Isa.

S23
While it is preferable that all of Cairns is contained within Leichhardt, the reality is that as Leichhardt, Kennedy, and Herbert are all near average enrolment, it makes substantive transfers of population difficult without splitting shared communities of interest. That's why Leichhardt has been left unchanged in my proposal.

S11
It is absolutely true that Ferny Grove shares a much stronger community of interest with neighbouring suburbs in Dickson than with most of Ryan. This is accommodated for in my proposal with the new seat of Edwards, which covers the areas between the South Pine River and the Enoggera Military Camp and from Ferny Grove to Stafford and Windsor in the east,

unifying communities based on transport links such as the Ferny Grove line and Beckett Road. This allows Dickson to maintain its outer suburban and semi rural core and even though major boundary changes are required further south, such as the abolition of Bonner, and both Ryan and Brisbane cross the river, it is done so where there is strong transport and economic ties between the two areas on either side, e.g. Brisbane City and South Brisbane or Indooroopilly and the Sherwood area. There are four road bridges across the Brisbane River with a rail connection (soon to be a second one with Cross River Rail) and strong connections through Brisbane's ferry network, making the inclusion of South Brisbane, Woolloongabba and other surrounding suburbs in Brisbane feasible, as it was from 1996-2004, giving the seat a strong inner city identity. In addition, my redrawn Ryan has two road connections across the Brisbane River and a rail connection between Indooroopilly and the Chelmer Peninsula, meaning there is still a strong connection between the two areas. This also makes Griffith a more compact seat based around Old Cleveland Road and Wynnum Road with still strong boundaries including the South East Freeway and the Brisbane River, creating a seat with a shared suburban and commuter belt identity.

S12
Noosa indeed shares much in common with the neighbouring communities in the Sunshine Coast, arguably more than with Gympie with regards to economic, health, or tourism ties. However, a difficulty is that moving Fairfax significantly northwards would force already overquota seats like Fisher and Longman much farther north and split communities of shared interest e.g. Caloundra or Caboolture and Bribie Island. In addition, the area between Gympie and Hervey Bay has too many voters for one electorate and so it means whatever electorates exist to the north could have quite unwieldy boundaries through rural hinterland areas such as the South Burnett, North Burnett, or Brisbane Valley.

S26
While the writer of this submission has the right idea, since it only contains 4 electorates being considered, it means that some issues in neighbouring electorates, e.g. Rankin, Ryan are unresolved. However, several shared communities are split, e.g. Durack split between Moreton and Oxley, even though Durack is best tied socially and economically with Inala and Forest Lake. In addition, the Centenary Suburbs are a core community of similar demographics, transport, educational, retail traffic patterns, meaning splitting it, even if along a major road like a Centenary Highway is undesirable. These suburbs also share much more in common with the Sherwood area or the suburbs to the north in Ryan via the Centenary Highway, which is why I have these areas and Sherwood in the electorate of Ryan, with its southern boundary the Ipswich Motorway and Wolston Creek. While the South East Freeway does split communities with shared educational, retail facilities and transport patterns, it is worse to split suburbs like Macgregor and Eight Mile Plains from Sunnybank, which share even more with each other demographically, socially, or economically than with the Mount Gravatt area. My solution was to abolish Bonner, reflecting the underenrolment in most of the surrounding seats with Upper Mount Gravatt and Sunnybank now in the same seat. With regards to Oxley and Blair, it appears that while the objective of getting the whole Redbank Plains and Collingwood Park area into Oxley is to be considered, there appears to be an area of Collingwood Park largely cut off

from the rest of Blair. I urge these issues to be rectified by the Commission in creating its proposed redistribution

S28
There are many issues with this proposal. One, Riverview and Karalee have few community or economic ties with the rest of Ryan, but instead with the Ipswich-based Blair, so it is highly disingenuous to remove them from Blair, although Riverview could fit in Oxley. Furthermore, the Laidley area should be united with the rest of the Lockyer Valley given the shared community in this area, which is why I have it in Groom and the areas north of Toowoomba remaining in Maranoa or going into the new seat of Hayden. For the seat of Bonner, while it is true it needs to gain voters to stay viable, having Capalaba only moved disregards the strong ties the surrounding Redlands suburbs have with regards to transport, retail, education, e.g. Alexandra Hills, Birkdale, Wellington Point, Cleveland. This is why I have Bonner abolished and Wynnum-Manly going into Bowman, reflecting the connection along the Cleveland Railway Line. This is similar to Bowman's territory from 1993-2004. However, this means that Redland Bay, Victoria Point, and Mount Cotton are removed and go into Fadden. Even though these areas share a strong connection with the suburbs further north, these areas have a more semi rural identity than the rest of the Redlands. The areas that this proposal desires to put into Bowman around Jacobs Well and Ormeau are inextricably tied with the rest of the northern Gold Coast like Pimpama and Coomera, which means that my proposal for Fadden has it anchored along the east of the M1 from Springwood to Coomera, using the Logan LGA and Eprapah Creek as the northern boundary and the Coomera River as the southern end, although areas with strong community ties with the other side of the M1, e.g. Beenleigh/Eagleby and Coomera/Upper Coomera are united with their neighbouring seats.

With regards to Dickson, while Ferny Grove could fit in Dickson, it is disingenuous to have Dayboro removed as it has far stronger geographic and transport ties with Strathpine or Samford than it does with areas to the north. The boundaries of Fisher also split social communities inherently ties with each other, e.g. Kawana Waters with Fairfax or the hinterland areas between Fisher and Wide Bay, which has the same problems as S60, though less severe. What's more flawed is that the Brisbane Valley, a strongly cohesive area is split in three as while Lowood still fits well in Blair, Esk doesn't fit so well in Groom as most of its community ties are with Ipswich, while Kilcoy has almost no shared community of interest with the Sunshine Coast, especially with Woodford, the main connection to the east in a different seat, so I recommend the entire Somerset Region to stay in one electorate where possible.

The boundaries in Capricornia are very poorly designed as the Greater Gladstone area, i.e. Gladstone and surrounding communities like Tannum Sands and Calliope are split in two, dividing a very cohesive economic and social community. The same problem persists with Clermont going into Maranoa and Collinsville into Kennedy as both areas are part of Central Queensland's coal mining belt, which has far stronger economic ties with Rockhampton or Mackay than with western Queensland.

Flynn has very poorly designed boundaries, not only in Gladstone, but with Mount Morgan still

separate from the rest of Rockhampton, and also Maryborough and its surrounds in the electorate. I highly disagree with this as Maryborough has little shared communities of interest with most of Flynn and has far stronger ties with Hervey Bay and so although the North Burnett should be in the same electorate as Maryborough, uniting the Fraser Coast in one seat and the Bundaberg area in one seat are bigger priorities, so Hinkler needs big changes.

Finally, having only Westlake and Riverhills moved into Ryan and not the other Centenary Suburbs is very disingenuous as there is no transport link between Riverhills and the suburbs north of the river without going through the other Centenary Suburbs. This is why this whole area goes into Ryan in my proposal, with Wolston Creek and the Ipswich Motorway the boundary between Ryan and Oxley.

S34
While I acknowledge that this proposal is not a definitive guide, there are still some things worth talking about. If Capricornia was to expand, we can rule out any area in Gladstone Regional Council given how strong the shared community is between Gladstone and surrounding towns like Calliope and Tannum Sands. As for Flynn or Hinkler, preferably Hinkler, it should have the rural areas around Bundaberg as Bundaberg is relied upon for health services, education, retail etc for communities like Childers, Bargara, Elliott Heads etc. With regards to Maranoa, I suggested it gained Emerald and the surrounding areas, which share an agricultural economy with Maranoa, but had Blackwater joining Capricornia, given the strong connection with nearby coal mining communities, but it still requires electors around Oakey and Pittsworth from Groom, like what you seemed to imply. I also would say the South Burnett should go from the electorate given it has limited community ties with the Darling Downs. As for Wide Bay, it should be based in the Fraser Coast, like what you said about Hinkler, but also I suggested the inclusion of both the areas inland, although I couldn't quite accommodate all of the South Burnett in the new seat of Hayden and so Wondai is in Wide Bay along with much of Flynn's old rural territory around the North Burnett and Biloela. This was to avoid awkward boundary changes in the Sunshine Coast that could have split communities of interest in either the hinterland or the coast. I largely agree on what you are saying about Oxley and Blair, but I should note that Greenbank should not go into Oxley given its ties are mainly with Logan, which means I have put it in Rankin. Additionally, I would be against removing Inala from Oxley given its strong connections along the Ipswich and Centenary Motorways with the Ipswich area.

While Ryan is underquota, it is not drastically so, meaning if it moved north, it would have to lose areas in the south that have been in Ryan since it formed in 1949, e.g. Bellbowrie or Toowong, which is highly undesirable. At the same time, if it moved south into the Centenary Suburbs, it would have to lose its northern areas, e.g. Mitchelton or Keperra to an as of yet unspecified seat, though Brisbane and Dickson seem to be the only two good options as things stand, unless you take my approach of abolishing Bonner and making the new seat of Edwards in this region.

Although basing Petrie entirely in Moreton Bay could be desirable, what was stated could have the unintentional impact of splitting communities in two, e.g. the Strathpine or Petrie areas that

have been in Dickson since its creation in 1993, or if the more sensible option of placing Kallangur in Petrie happened, would prevent Dickson from gaining voters to the north, something you have earmarked. In addition, you implied that areas like Bracken Ridge and Carseldine would go in Lilley, which would easily push it over quota as it only needs to gain about 11,000 voters, meaning it has to lose voters somewhere, which was never specified at all. My plan has Dickson moving north, but this is only possible due to the new seat of Edwards, which allows Petrie and Lilley to get back into quota and for Brisbane to become an entirely inner city seat. Even then, Dickson only gets as far north as southern Morayfield in my proposal and has no chance of reaching Caboolture-Bribie Island, areas that have formed the core of Longman since its inception in 1996.

Your proposal for Forde has too few voters unless I am missing something as even though these areas between Brisbane and the Gold Coast are fast growing, there aren't enough voters for a full seat, so any seat will have to cross the council boundary if your proposed Fadden goes ahead, which is realistic. My plan has Wright becoming the northern Gold Coast seat around Oxenford, Helensvale, Maudsland, and Labrador, while Fadden takes in the areas generally east of the M1 up to Springwood and Victoria Point, similar to Fadden in 1996-2004, while Forde remains based in Beenleigh-Eagleby, but takes in new areas around Jimboomba and Beaudesert, makings its borders somewhat similar to what it had from 1996-2010.

S53
A few things I haven't already implied in other sections
-Even with Karana Downs SA2 gained by Ryan, it is still not in the desired quota. It would need about 9,000 extra voters, which would probably have to come from areas in Ashgrove and Bardon, which you implied when talking about Brisbane. However, very few voters would be gained by Brisbane including Brisbane Airport, meaning it needs more territory to be in quota, areas it could gain may be Stafford or Everton Park, depending on how many voters are needed, which in turn means more changes to Lilley, e.g. getting it Fitzgibbon. This is solution I had in mind where Linkfield Road and Telegraph Road became Petrie's southern boundary and the Caboolture River is the northern boundary, with the entire Moreton Bay section of the electorate being east of the Bruce Highway, using it and Anzac Avenue as common connecting transport corridors of the electorate.

As for Rankin and Forde, swapping names could be a good option as Rankin covered a very similar territory in 1993-96 as you have Forde, while Forde looks somewhat similar to what it had from 1993-96. The Logan River is a good way to separate the two main Logan electorates, which is what I have done mostly with Rankin remaining based in the Woodridge and Browns Plains area, while gaining new housing estates near Flagstone, Greenbank and Park Ridge that are closely linked with Browns Plains. Forde meanwhile remains based in Beenleigh and extend into the old Beaudesert Shire along with the new housing estates in Jimboomba and Yarrabilba, reflecting the close connection Yarrabilba and Jimboomba have with other parts of Logan and Beaudesert via the Mount Lindesay Highway.

For Wright, you suggested adding areas in Southern Downs, which I assume would include

Maryvale and Killarney, which I highly disagree with as there is only one decent road connecting these areas to the Scenic Rim and these areas rely on Warwick for retail, secondary schooling, health, jobs etc, so I rightfully kept these areas in Maranoa. Similarly to S60, I disagree with Bundaberg and its surrounding communities like Childers and Bargara being in different seats, given there is only one road connecting the Fraser Coast and Bundaberg Regions together and these towns rely on Bundaberg for market access, retail, health services etc. I also disagree with Somerset Region being in Maranoa and the same could be said of the South Burnett as there is limited economic and social ties between the South Burnett and the Darling Downs, but are stronger with the Wide Bay area, which means I have Somerset and most of the South Burnett in the Gympie and Noosa based seat of Hayden.

S42
The creator has probably made better decisions than on other maps, but there are still some issues. For example, the Pimpama and Commera areas are still split between Forde and Fadden, given there is limited connection between Coomera and Helensvale. This means that my proposal has Fadden being based in the eastern part of Logan, the southern Redlands, and the northern Gold Coast, mainly Pimpama, Coomera, and most of Upper Coomera due to shared communities of interest between these suburbs.

Also, if Algester is moved into Moreton, the Calamvale and Stretton areas should preferably be moved to Moreton due to a shared community of interest in the area between the Gateway Motorway and the standard gauge railway line, although I could not accommodate all of it due to the abolition of Bonner, so I made Beaudesert Road the border between Oxley and Moreton.

Lastly, the Gold Coast Hinterland areas should be united with their respective coastal areas as areas like Nerang, Robina, Helensvale etc. are used for education, health, retail by areas like Maudsland, Advancetown, and Guanaba. However, my plan has Wright effectively becoming the new seat between the Coomera River and Smith Street, with some additional areas like Wongawallan and parts of Southport. These areas have a shared community of interest as a northern Gold Coast seat. Although this costs Wright over 90% of its current population, this restores the balance that once defined electorates, e.g. Forde, which prior to 2010 included the Scenic Rim, or Fadden, which included Maudsland and Upper Coomera from 2004-2010. It should be noted however, that Tamborine Mountain, where Judith Wright once lived, would now be in Forde due to its presence in the Scenic Rim LGA and state electorate.

All of these proposals and the feedback I have given them should be considered by the Redistribution Commission to ensure fair electoral boundaries that not only keeps each electorate in the allowable quota, but keeps communities united as much as possible and allows effective representation by members as much as possible.

Kind regards,
Hamish McDowall