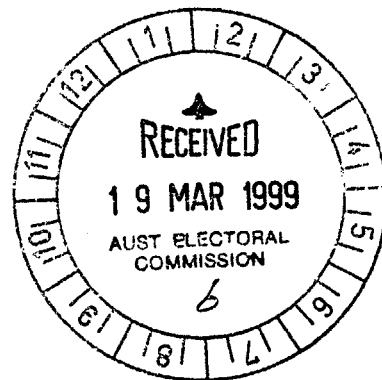


**SUGGESTION No 6**

**Sophie Pantelios**

SUBMISSION TO THE AUSTRALIAN ELECTORAL COMMISSION  
PROPOSED REALIGNMENT OF BOUNDARIES-FEDERAL SEATS OF STURT,  
ADELAIDE AND MAYO

SOPHIE PANTELIOS  
PH 84433828



## DATA

On projected enrolment figures, Mayo will be some 8.47% above the average enrolment figures for all divisions. (ave. 87239.58, Mayo 94626)

For the same projected enrolment figures, Sturt will be some 5.39% below the average enrolment figures for all divisions. (Sturt 82535)

Adelaide will be 3.56% below the average (84,134)

With my proposal I have included maps for these 3 Divisions, as well as the resultant changes to numbers.

Further, although not addressed in any way, I have supplied proposed changes and their effects on projected enrolment maps for the remaining 9 State Divisions.

## CONSIDERATIONS FOR REALIGNMENT

### *Community interest within the Division of Sturt*

The Italian community within the City of Campbelltown represents one of the largest concentrations of multicultural Australia not only within the state but nationally. The Largest concentration of those born in Italy and their Australian born children can be found in the suburbs of Campbelltown, Hectorville, Paradise and Newton. Their social, cultural and religious links create a harmonious and homogeneous community that stretches beyond the Federal division of Sturt's eastern border.

Social and sporting venues such as the Marche club, Campbelltown City Sports and Recreation Ground, Molinara Sports and Social Club and the St Francis of Assissi function Hall are all located on in Mayo, yet the majority of participants and users of these facilities are residents within the division of Sturt. Similarly, that part of the Italian community located within Mayo, are frequent users of facilities within Sturt such as the San Giorgio Club, Fogular Furlan and services provided by the Italian Coordinating committee.

The children of these Italians, to a great degree, move into housing within the same areas after leaving the parental home. The more recently developed areas of Newton, Athelstone, Rostrevor and Paradise are home to many young second generation Italians, these suburbs offering convenient access to their ageing parents generally located within the Division of Sturt.

Religious festivals and practices serve as a focal point for the catholic community within the Campbelltown City Council, and within the area in question, there is a huge interaction of residents from suburbs around the St Bernard's- Newton Rd corridor. The Churches of St Francis Of Assissi at Newton (Mayo) and St Josephs at Hectorville (Sturt) attract worshippers from many suburbs both within and without the relevant federal divisions.

This region of Adelaide is a classic example of chain migration. The great majority of Italian migration to these eastern-north eastern suburbs was based on family, social and regional links. Consequently many if not most of those of Italian origin herald from the Campania region of Italy, Abruzzo and le Marche. Many had no vocational skills, their primary occupation was to work the land.

Those settling on this side of Adelaide found an abundance of land, underutilised and choked with weeds, unlike the richer soils of the original market growing areas located along the Torrens River valley. The gently undulating slopes of the foothills east of St Bernard's Rd bore some resemblance to their homeland, so the purchase of large parcels of relatively cheap land and their use in market gardening spawned a new industry for these areas. As real estate prices have risen and returns from primary producing declined, nearly all these areas have been subdivided, with many streets being named after their earlier Italian owners.

Others who migrated quickly developed skills in the building industry, a vibrant and integral sector of Campbelltown's economy. The older "farmlets" or villages dotted throughout Campbelltown were mainly subdivided post WW2, with the population boom, increasing demand for housing. Hence most of the building work carried out by Italian migrants occurred within the boundaries of the council itself.

Many of the more affluent and successful business people (and for that matter tradespeople and other professionals) upon 'upgrading' their accommodation very often move to the, more of Athelstone and Rostrevor, there being a reluctance to move away from their community.

Many small scale manufacturing and retail industries have developed throughout the area, with trading and employment mainly being local. The main industrial zones of Campbelltown City Council are based around Glynde and Newton, small to medium size businesses competing and co-operating with each other. Many are owned by Italian born migrants and their children, who live nearby. Their customer base is mainly local, with advertising being mainly by word of mouth and referral.

There are a number of major shopping centres throughout the area ; Target\ Foodland and Coles at Newton, Bi Lo Rostrevor all being in Mayo, their customers being located as much in Sturt as in Mayo. Similarly, local hotels such as The Glynde, Paradise and Thorndon Pk owe their success to the patronage of customers from both federal divisions.

Further, recreational facilities such as Thorndon Pk Reserve, Black Hill Native Flora Pk, Foxfield\Wadmore Pk, St Bernard's Recreation Centre and the Linear Pk, all being within the boundaries of the Campbelltown City Council are enjoyed by local communities from both Mayo and Sturt.

Educational institutions such as Charles Campbell Secondary School, Campbelltown Primary, and Morialta High School , although being located in Mayo, have a zoning that includes a large area based in Sturt, while Stradbroke Primary, not being zoned, also has a large intake from Sturt.

Hence on this basis I feel that is not only logical but convenient to include this area of Campbelltown City Council within the division of Sturt. The eastern boundary would be

extended to the existing council boundary. For convenience the boundary will then cross the Torrens river to the north and align with Halls Rd, forming a straight line division between CCD's and delineating physical features, which I will address later.

At the extreme North East corner, the boundary will be formed by Lower North East Rd, Hancock Rd and Grand Junction Rd. This will allow the inclusion of Dernancourt and Highbury, which as in the suburbs mentioned along St Bernard's Rd as well as regions down river, share a common and similar market gardening, and to a lesser degree the influence of Italian migration, history. The ready access to water and fine soils along the Torrens River saw these areas being some of the most productive in the State. More recently the development of the Linear Park has transformed the region in a major recreational area.

Further, the inclusion of the area surrounding the Hope Valley Reservoir is significant as this region of Adelaide has historically been a major water source and storage area. The Thorndon Pk recreation area is in fact built on land surrounding a body of water that was Adelaide's first reservoir. Part of the new boundary in fact incorporates a division between CCD's that is an aqueduct, bringing water from a weir in the Torrens River upstream. to the Hope Valley reservoir.

The movement of the Western Boundary north south along Portrush Rd divides the older inner Adelaide suburbs from the later generation of development. Suburbs adjoining the Parklands will now be in the seat of Adelaide, their proximity to the city forming a neat centralised division. A similar argument holds for Adelaide's northern boundary to be moved South, extending east west along Regency Rd. Further, the northern boundary runs basically along the boundary of Prospect City Council.

Adelaide's projected numbers within the new boundaries will be less than 0.5% variation from the average, hence the realignment is statistically sound. (a slight correction to two CCD's at the western edge of the Regency Rd boundary is necessary)

Access to the city via all manner of transport is abundant-many choosing to live with these proposed boundaries solely for this reason. Housing values within the new boundaries are relatively consistent, as are income levels, education levels and the number employed as professionals is higher within the new boundaries than outside. These indicators are all derived from the 1996 Census data, as published in the Social Atlas of Adelaide.

An indication of the difference between community groups north and south of Magill Rd is not only reflected in the Social Atlas- the recent council amalgamations did not result in Campbelltown and Burnside uniting. A survey of 400 residents showed strong disapproval for amalgamation; the main reason cited was the "different nature" between the two councils.

Hence I feel that Magill Rd is a natural division between the Sturt and Mayo. By including the area lost from Adelaide north of Grand Junction Rd, the projected variation is, as with Adelaide, less than 0.5%, (in fact 0.05%).

*Means of Communication and Travel*

Whilst not being the most significant issue in this proposal, it is worthwhile mentioning that all of the areas to be included are located along road networks that travel directly through the Division of Sturt towards the city. The Campbelltown City Bus travels throughout the council area while the Co-ordinating Italian Committee, based in Stepney, regularly has a mini bus service throughout the Campbelltown Council region, transporting aged Italians to social events and assisting with shopping etc.

The Obahn busway, a unique means of transport, to a large degree follows the path of the Torrens until it deviates towards Lions Rd, where it forms part of the current divisional boundary between Sturt and Mayo, onwards to Tea Tree Plaza. Rather than it being a boundary, it would now be a central feature-an asset to communities located near to it.

### *Physical Features and Area*

By extending the boundary to incorporate the council boundary, the division of Sturt would extend to the foothills, in an arc from Glen Stuart Rd to the Lower North East Rd\Grand Junction Rd intersection. This is the approximate limit of development of greater Adelaide in this region. It becomes an 'inner' north-eastern division, with the Torrens River, Linear Park and O-Bahn busway forming a central line through it. Similarly, the southern most regions would be transferred to Mayo, the physical features of this area more in keeping with its Adelaide hills nature.

This is neat simple exchange of suburbs, the area of the electorates not being adversely affected. The foothills suburbs in Burnside council being transferred to Mayo are all considered to be leafy and "establishment", with many of them actually located in Adelaide's hills face zone.

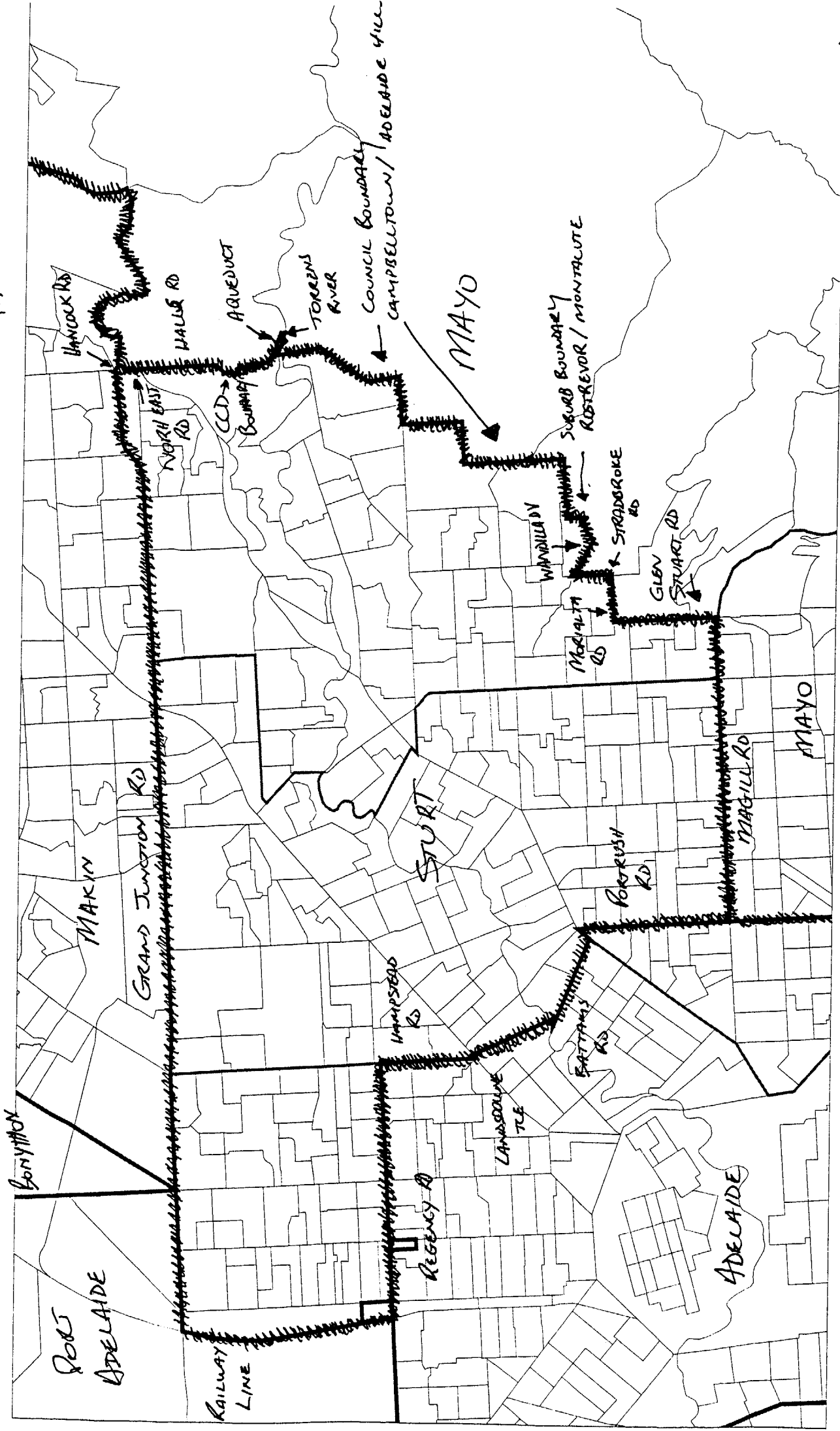
### *Summary*

Currently the AEC describes Mayo as a "rural division" yet extends into Dernancourt, Paradise and Newton. By including the south eastern suburbs in Mayo, it would still retain its links with suburban Adelaide, and have more community interest-many of the residents in this area are professionals with historical, economic and social links to the Adelaide Hills component of Mayo.

The sale of Auldana and Skye by the Adelaide Hills Council to Burnside justifies their inclusion in Mayo along the community interest and physical features argument. The changes to the this section will include Burnside Council mainly within Mayo, save for those suburbs west of Portrush Rd. Further, the leafy and exclusive nature of Adelaide's South Eastern Suburbs would be consistent with these two suburbs. Household income levels are of similar amounts and the nature of peoples occupation are also alike. This data is readily available in the Social Atlas of Adelaide, 1996 census data results.

Finally, I would like to suggest a change of name for the altered Division of Sturt. In recognition of his contribution to South Australia, ethnic communities (particular the Italian Community in which he is held in high esteem) and to Australia, I would like to see this electorate named Dunstan.

Thankyou.

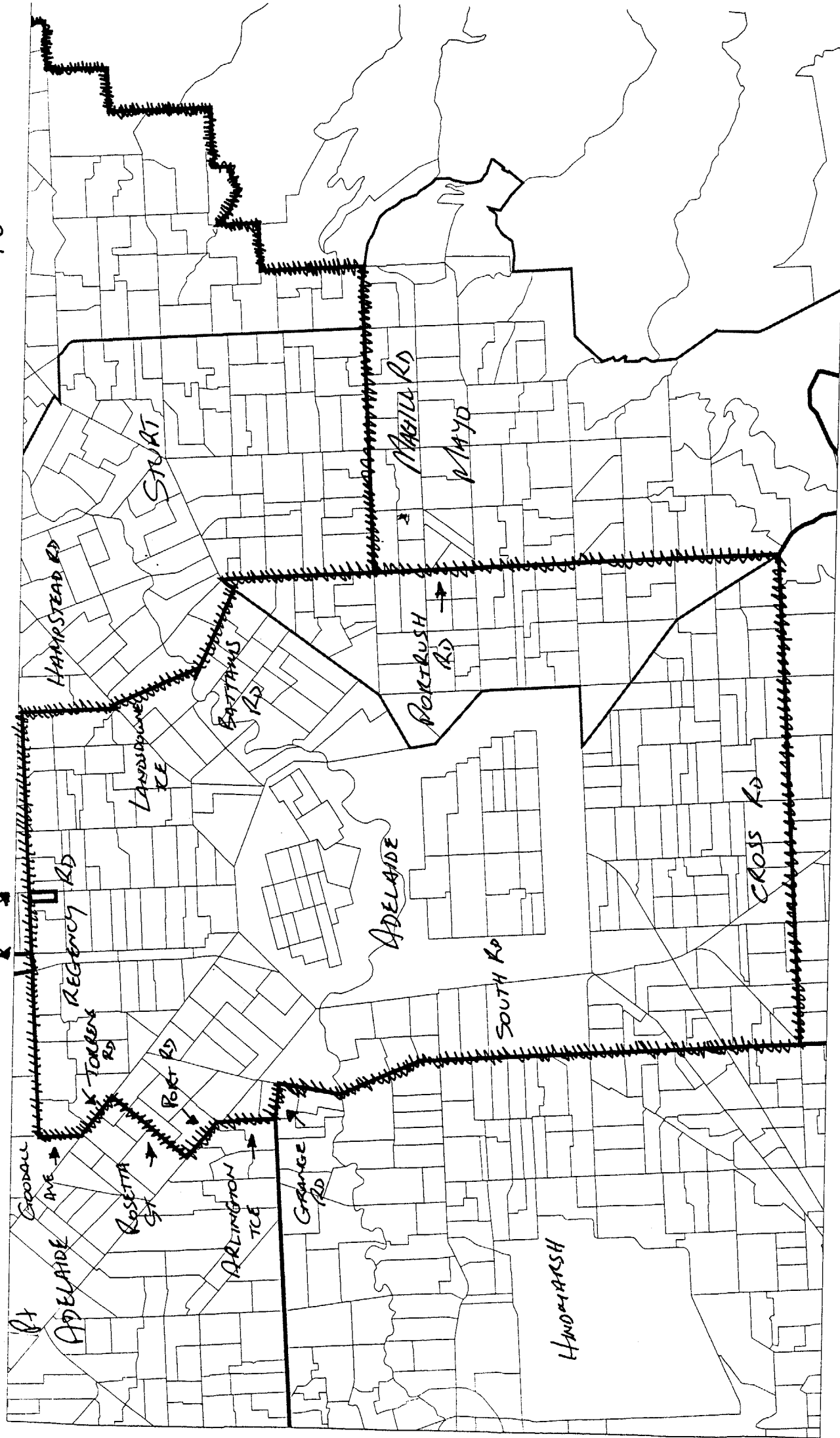


CHANGES TO STURT, ADELAIDE MAYO



THROUGH 2 CCD'S

18



CHANGES TO ADELAIDE, STURT, MAYO



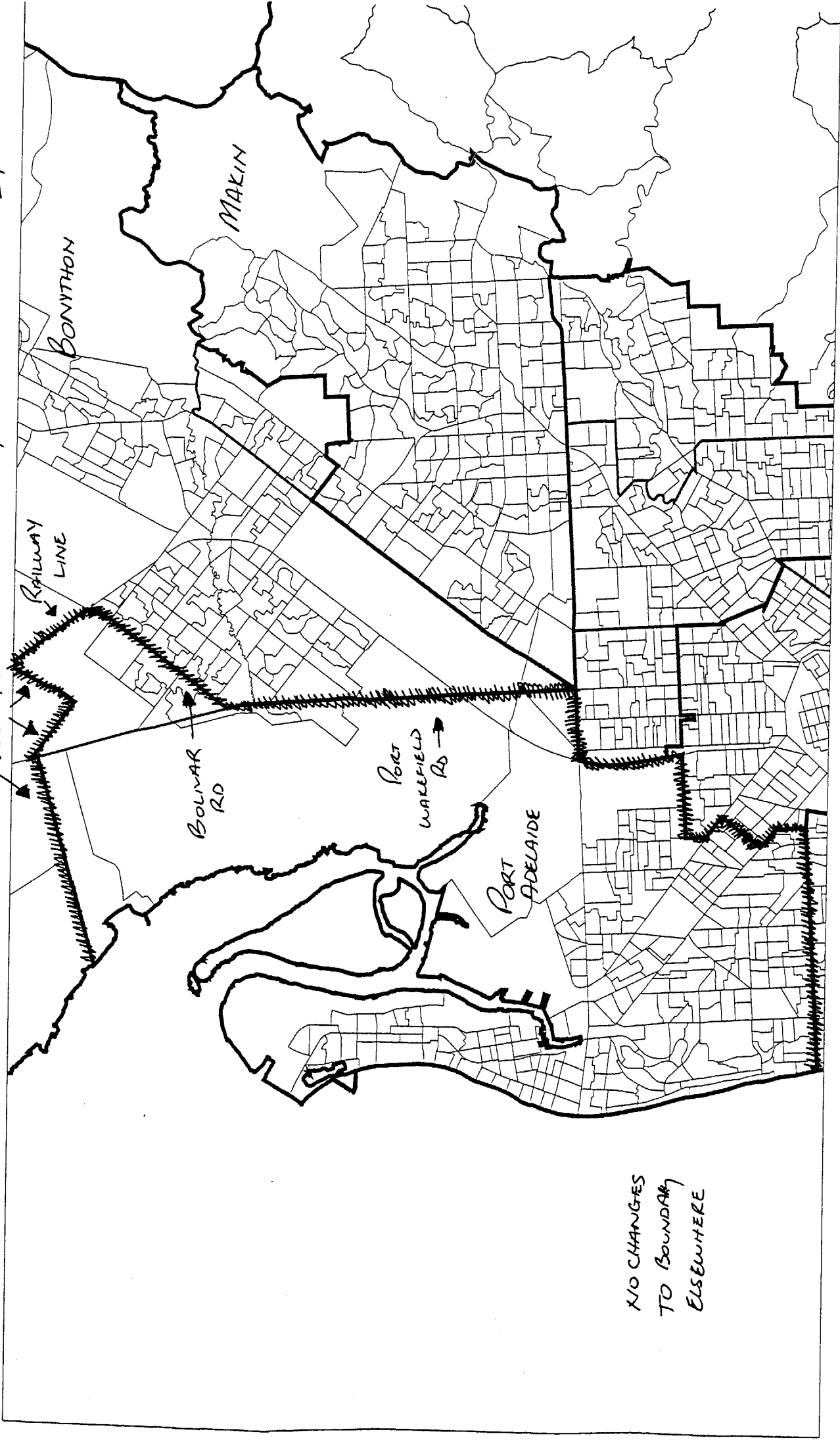
1 D

16 Mar 1999 09:27:24	CCDs	Actual Enrol	Var% (A) <10%	Projected Enrol	Var% (P) <3.5%	Population	Area (sq km)
Adelaide	283	86,108	0.85	86,938	* -0.35	121,707	65.47
Barker	307	85,599	0.25	87,912	0.77	116,656	54,149.23
Bonython	222	79,804	-6.54	85,155	-2.39	123,435	340.22
Boothby	244	82,137	-3.81	81,805	-6.23	107,294	110.94
Grey	352	83,460	-2.26	83,617	-4.15	125,160	894,457.52
Hindmarsh	264	84,542	-0.99	85,054	-2.51	109,593	62.8
Kingston	240	90,047	5.46	93,267	6.91	129,829	361.73
Makin	212	90,732	6.26	93,833	7.56	126,109	114.48
Mayo	246	84,627	-0.89	87,164	* -0.09	114,753	1,856.78
Port Adelaide	254	83,086	-2.69	82,947	-4.92	114,369	156.15
Sturt	232	85,458	0.08	87,193	* -0.05	115,761	68.48
Wakefield	302	89,032	4.27	91,990	5.44	122,679	32,344.82
Average for all Divisions	263	85,386	0	87,239.58	0	118,945.42	82,007.39
Sum of all Divisions	3,158	1,024,632	0	1,046,875	0	1,427,345	984,088.62

\* Effect of Changes in Maps / A.B.C

2A

PROPOSED  
CHANGES  
HERE  
ONLY



COUNCIL  
BOUNDARY

RAILWAY  
LINE

BOLVAR  
RD

PORT  
WAKEFIELD  
RD

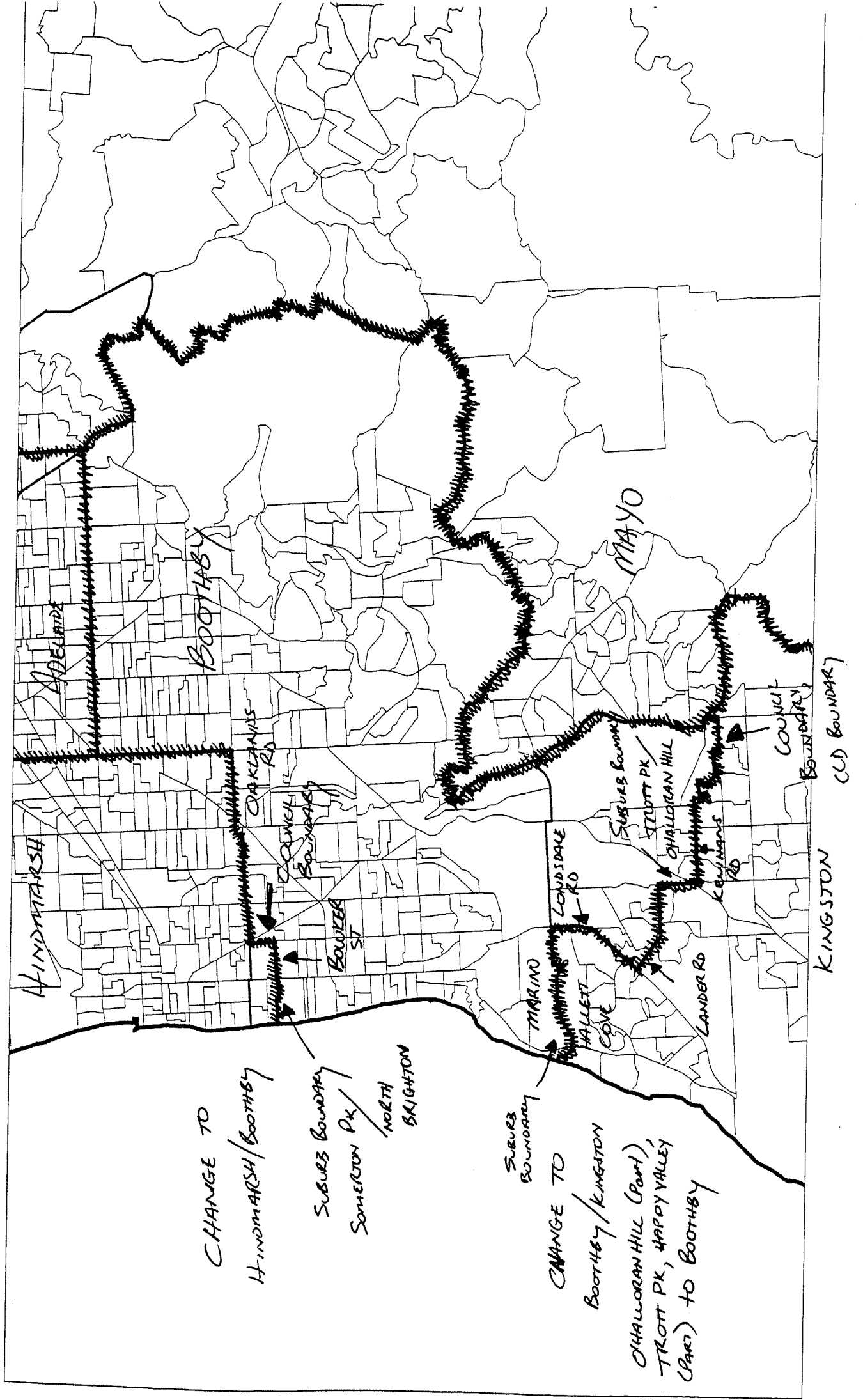
PORT  
ADELAIDE

NO CHANGES  
TO BOUNDARY  
ELSEWHERE

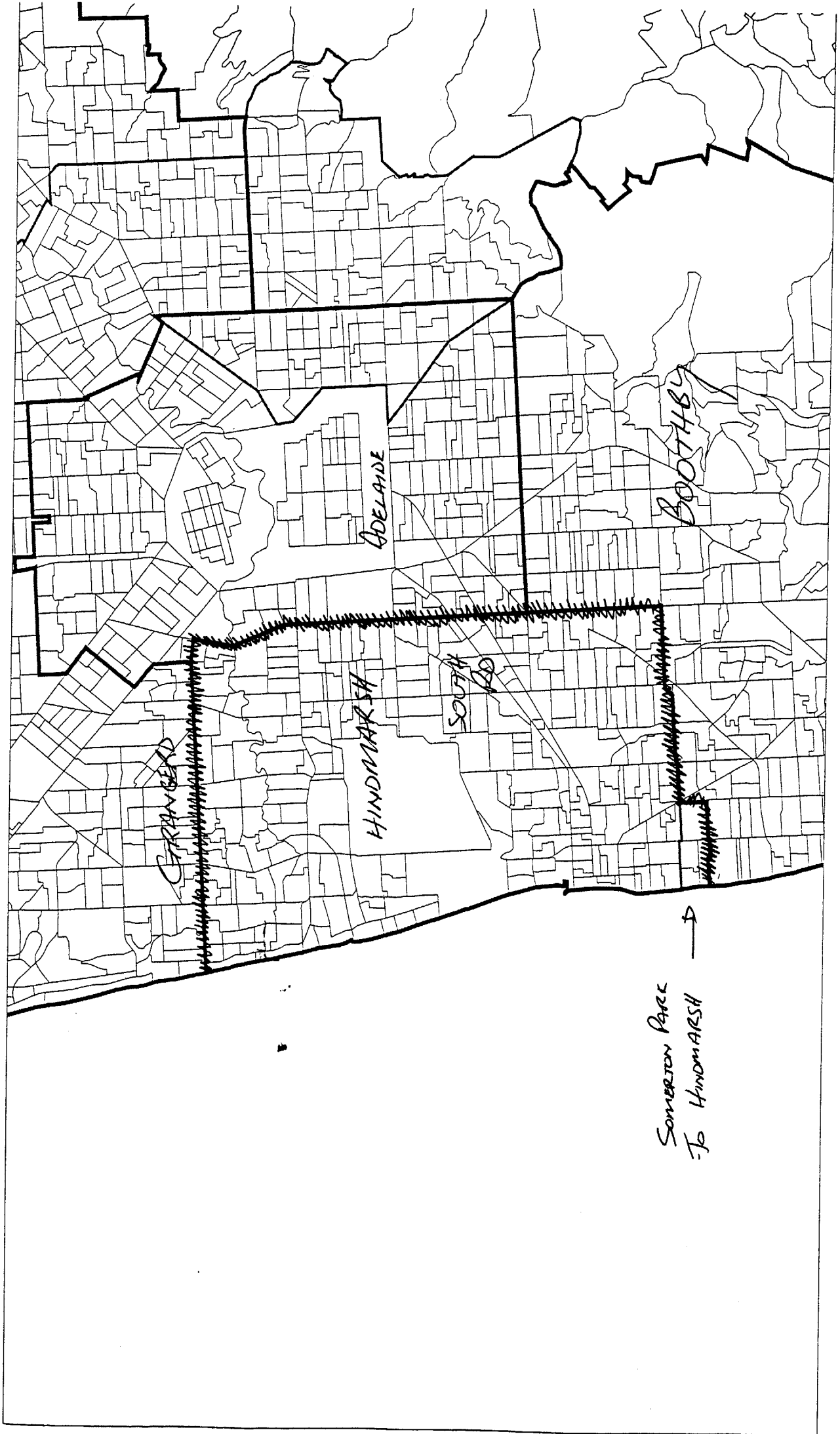
2B

16 Mar 1999	10:48:30	CCDs	Actual Enrol	Var% (A) <10%	Projected Enrol	Var% (P) <3.5%	Population	Area (sq km)
Adelaide		283	86,108	0.85	86,938	-0.35	121,707	65.47
Barker		307	85,599	0.25	87,912	0.77	116,656	54,149.23
Bonython		227	82,794	-3.04	88,013	* 0.89	127,004	337.94
Boothby		244	82,137	-3.81	81,805	-6.23	107,294	110.94
Grey		352	83,460	-2.26	83,617	-4.15	125,160	894,457.52
Hindmarsh		264	84,542	-0.99	85,054	-2.51	109,593	62.8
Kingston		240	90,047	5.46	93,267	6.91	129,829	361.73
Makin		196	84,102	-1.5	86,903	* -0.39	116,380	105.22
Mayo		246	84,627	-0.89	87,164	-0.09	114,753	1,856.78
Port Adelaide		265	86,726	1.57	87,019	* -0.25	120,529	167.69
Sturt		232	85,458	0.08	87,193	-0.05	115,761	68.48
Wakefield		302	89,032	4.27	91,990	5.44	122,679	32,344.82
Average for all Divisions		263	85,386	0	87,239.58	0	118,945.42	82,007.39
Sum of all Divisions		3,158	1,024,632	0	1,046,875	0	1,427,345	984,088.62

\* Effect of Changes in Map 2A



38



CRAIGED

HINDMARSH

ADELIDE

SOUTH RD

BOOTHBY

Somerton Park  
To Hindmarsh





3D

16 Mar 1999	13:21:35	CCDs	Actual Enrol	Var% (A) <10%	Projected Enrol	Var% (P) <3.5%	Population	Area (sq km)
Adelaide		283	86,108	0.85	86,938	-0.35	121,707	65.47
Barker		307	85,599	0.25	87,912	* 0.77	116,656	54,149.23
Bonython		228	82,794	-3.04	88,014	0.89	127,005	338.67
Boothby		257	87,057	1.96	86,778	* -0.53	114,844	124.05
Grey		368	87,590	2.58	87,834	* 0.68	130,833	897,822.42
Hindmarsh		268	85,984	0.7	86,502	* -0.85	111,377	63.82
Kingston		223	83,685	-1.99	86,846	* -0.45	120,495	347.6
Makin		196	84,102	-1.5	86,903	-0.39	116,380	105.22
Mayo		246	84,627	-0.89	87,164	-0.09	114,753	1,856.78
Port Adelaide		264	86,726	1.57	87,018	-0.25	120,528	166.96
Sturt		232	85,458	0.08	87,193	-0.05	115,761	68.48
Wakefield		286	84,902	-0.57	87,773	* 0.61	117,006	28,979.93
Average for all Divisions			85,386	0	87,239.58	0	118,945.42	82,007.39
Sum of all Divisions			1,024,632	0	1,046,875	0	1,427,345	984,088.63

\* Effect of changes in Maps 3 A,B+C.