



The Federal Redistribution 2003
QUEENSLAND



Public Objection Number 34

Logan City Council

3 pages

LOGAN: FOR FAMILIES, LIFESTYLE & BUSINESS

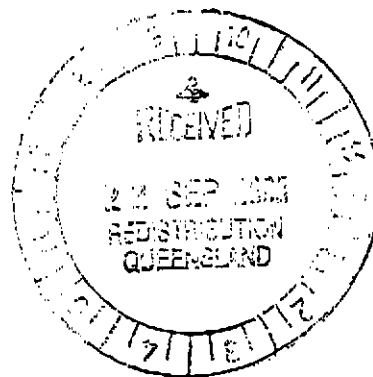
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Your Ref:

Enquiry Phone: Mr John Oberhardt 3826 5212

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18 September 2003

Redistribution Secretariat
 Australian Electoral Commission
 GPO Box 2590
 BRISBANE QLD 4001

Dear Sir/Madam

2003 PROPOSED REDISTRIBUTION OF QUEENSLAND FEDERAL ELECTORAL DIVISIONS

Reference is made to the proposed redistribution of Queensland Federal Electoral Divisions.

Please be advised that Council has authorised the following proposal to be submitted for your consideration:

S66(3) (b) of the Commonwealth Electoral Act 1918 requires the commission to take account of the following in the drafting of proposed boundaries of Federal Electoral Divisions:

- "(b) subject to paragraph (a), shall give due consideration, in relation to each proposed Electoral Division, to:
- (i) community of interests within the proposed Electoral Division, including economic, social and regional interests;
 - (ii) means of communication and travel within the proposed Electoral Division;
 - (iv) the physical features and area of the proposed Electoral Division; and
 - (v) the boundaries of existing Divisions in the State or Territory;"

Council is of the view that the communities of East Logan do not generally share a community of interest with the communities of Central and Western Logan. These are very distinctly separate communities with very little cross community communication, interaction or shared social fabric. The reasons for this are detailed below:

Physical Barriers inhibiting shared communities of interest

The M1, or the south east freeway, is a major physical feature. It creates a major physical barrier between Eastern and Central Logan. It has very few crossing points between Eastern and Central Logan, within the City of Logan, with most of them providing no practical pedestrian access. This forms as comparable a geographical barrier as a major river. Therefore, just as the Committee has acknowledged the substantial barrier the river creates between the divisions of Moreton, Ryan, Griffith and Brisbane, so to does the M1 create a substantial physical barrier between Eastern and Central Logan.

Lack of Shared Economic and Social communities of Interest

Shared Economic and social communities of interest are negligible. Eastern Logan is a predominantly self-contained residential or suburban area. Two large retail precincts service east Logan, the Logan Hyperdome in south east Logan and the Springwood commercial district incorporating Arndale and the Springwood

ACKNOWLEDGEMENT SENT 22/9/03

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Mall in the north. Residents of east Logan do not need to cross the south east freeway to purchase goods and services as the local commercial facilities easily satisfy their needs. ~~There is therefore~~ little or no economic community of interest between the two areas.

Existing State Boundaries are Contrary to the Proposed Seat.

In its 1999 redistribution the Queensland Electoral Commission acknowledged the substantial physical barrier, and the resultant lack of shared communities, created by the M1. S66 (3) (b) (v) requires the commission to consider the existing state divisional boundaries. At one stage during its redistribution deliberations, it was proposed that the commission consider crossing the M1 in its redistribution of the State Division of Springwood. When it was made clear that the M1 inhibits any reasonable level of shared community interest the State Commission finalised the boundaries of the seat without crossing the M1.

Examples of Community Feedback

In 2000, Logan City Council conducted a postal plebiscite of all residents of Slacks Creek living on the eastern side of the M1. The plebiscite asked residents if they wished to change the name of their part of Slacks Creek to Daisy Hill. Greater than 50% of all residents responded to the survey with 98% of respondents indicating that they felt their area should be part of Daisy Hill. This survey indicates the sheer lack of any shared community of interest between the two regions.

Key Transport Routes not Adequately Represented in New Seat.

The proposed seat of Rankin contains a number of key transport routes, none of which are adequately reflected in the new seat, they are:

- The M1, running North/South which is predominantly used by residents to travel to and from their places of employment in the Brisbane CBD, the commercial precinct at Mt Gravatt, or onto the Gateway Motorway corridor;
- The Logan Motorway, running East/West that links the City of Ipswich (not in Rankin) with Central and Western Logan and Beenleigh (not in Rankin), and
- The Mount Lindesay Highway, running North/South that links Western Logan with the commercial precinct of Salisbury, Rocklea, Moorooka (not in Rankin) and eventually the CBD via the inner suburbs.

In relation to public transport, the only train line runs through Logan Central. Most east Logan public transport users opt to utilise the privately operated bus service. The sheer lack of an efficient and economical bus route across the city, from east to west, provides further evidence of a lack of an economic or social community of interest.

Council's Preferred Solution.

Council does not support the seat of Rankin crossing the M1 and therefore proposes the following changes be considered to the proposed redistribution.

Rankin

To include those parts of the Sunnybank Hills and Stretton areas etc required to make up for the redistribution of the east Logan to Bonner.

Moreton

To recover those parts of Mount Gravatt, Upper Mount Gravatt and Wishart etc required to make up for the redistribution of Sunnybank Hills and Stretton etc to Rankin.

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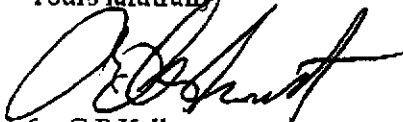
Bonner

To take in east Logan redistributed from Rankin to make up for the redistribution of Mount Gravatt, Upper Mount Gravatt and Wishart etc to Moreton.

It is considered that this three way swap has a number of advantages:

- For Rankin, the seat now more accurately reflects the key transport corridors contained within it, eg, the Mount Lindesay Highway in the West and more of the Logan Motorway running through the middle of the proposed division.
- Bonner would include the Gateway Motorway as its major transport corridor, reflecting the increasing importance, interdependence and reliance of these growing suburbs surrounding this road, including those of east Logan.
- For Moreton, it returns to being an east/west suburban belt division, which more adequately reflects the importance of commercial transport corridors such as Kessels Road.

Yours faithfully



for G R Kellar

CHIEF EXECUTIVE OFFICER