

OBJECTION

The Federal Redistribution 2009
NSW



Objection Number **184**

by

**Mark Neeham, State Director, Liberal Party of Australia (New South
Wales Division)**

46 Pages

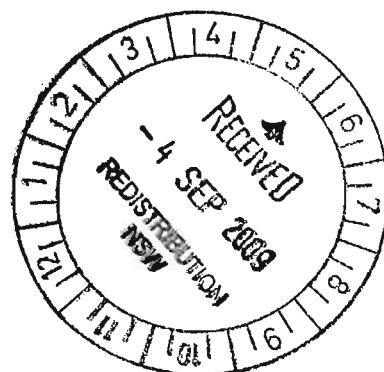
Federal Redistribution 2009

OBJECTIONS

Redistribution Of Federal Electoral Boundaries

The Liberal Party of Australia (NSW Division)

SEPTEMBER 2009



Friday 4th September, 2009

The Redistribution Committee for New South Wales
Level 4, Roden Cutler House
24 Campbell Street
SYDNEY NSW 2000

Dear Committee Members,

It is my pleasure to submit Objections on behalf of the Liberal Party of Australia (New South Wales Division).

I would like to express our appreciation to the staff of the Australian Electoral Commission for the assistance they have provided throughout the redistribution process.

If you require any further information relating to our suggestions or comments, please don't hesitate to contact me on (02) 8356 0300.

Yours sincerely,



Mark Neeham
State Director

LIBERAL PARTY OF AUSTRALIA, NEW SOUTH WALES DIVISION
OBJECTION TO PROPOSED REDISTRIBUTION

1. EXECUTIVE SUMMARY

- 1.1. The Liberal Party of Australia, New South Wales Division (the “Liberal Party”) objects to the redistribution proposed by the Redistribution Committee for New South Wales. This objection is lodged with the Electoral Commission pursuant to section 69 of the *Commonwealth Electoral Act 1918*.
- 1.2. In summary the Liberal Party objects to the following:
- (a) Gilmore/Throsby – the Liberal Party objects to the proposed boundaries between these two divisions. The primary basis for the objection is that these proposed boundaries do not give due consideration to community of interests.
 - (b) Paterson/Newcastle/ Lyne – the Liberal Party objects to the proposed boundary between these four divisions. The primary basis for the objection is that the proposed boundary does not give due consideration to community of interests.
 - (c) Fowler/Werriwa/Hughes/Cook - the Liberal Party objects to the proposed boundary between these four divisions. The primary bases for the objections are that the proposed boundaries do not give due consideration to:
 - (i) community of interests within the Liverpool CBD, and
 - (ii) physical features, in particular physical boundaries.

2. GILMORE/THROSBY

Introduction

- 2.1. The Liberal Party objects to the boundary *between* the proposed divisions of Gilmore and Throsby.
- 2.2. The Liberal Party does not object to the other boundaries proposed for Gilmore and Throsby ie other than as *between* Gilmore and Throsby.
- 2.3. The primary basis for the objection is that the proposed boundary between Gilmore and Throsby does not give due consideration to community of interests.
- 2.4. The boundary between Gilmore and Throsby should instead be as follows:
 - (a) Starting from the north, the boundary between Wingecarribee LGA and Wollongong LGA.
 - (b) Then the boundary between Wingecarribee LGA and Shellharbour LGA.
 - (c) Then the boundary between Wingecarribee LGA and Kiama LGA.
 - (d) Then that part of the boundary between Kiama LGA and Shoalhaven LGA which runs in a straight line approximately east-west and then continues until it reaches CCD 1180301.
 - (e) Finally along Saddleback Mountain Road, Saddleback Road and the Princes Highway, then the CCD boundary below Anembo Crescent and Elanora Road.
- 2.5. The Liberal Party's proposals are shown on the maps at appendices 1.1 and 1.2.
- 2.6. Broadly speaking, the Liberal Party proposes moving the Redistribution Committee's proposed boundary between Gilmore and Throsby somewhat anti-clockwise.
- 2.7. This would maintain the "current north-south bearing" of Throsby rather

than the proposed “east-west” orientation¹.

Numbers of electors

2.8. The Liberal Party’s proposals would result in divisions of Gilmore and Throsby which are within the variations from quota and projected average divisional enrolment permitted by section 73(4) of the *Commonwealth Electoral Act*. The relevant data are set out on the following table:

Division	Electors as at 19 Feb 2009	Above/below quota	Electors at projection time (16 July 2012)	Above/below average divisional enrolment at projection time
Average-NSW	94,353	n/a	98,907	n/a
Gilmore	95,642	1.4%	100,391	1.5%
Throsby	94,596	0.3%	98,622	-0.3%

Community of interests

2.9. The boundaries proposed by the Liberal Party for Gilmore and Throsby would give far superior consideration to community of interests within each electoral division than would the boundaries proposed by the Redistribution Committee.

Southern Highlands vis-à-vis Shoalhaven and vis-à-vis Wollongong/Shellharbour

2.10. The *Report of the Redistribution Committee* states that the Committee’s design of Throsby “creates two significant communities of interest centred of a tableland and a coastal geographic area, united by a well established and used road transport corridor”². That reasoning accepts that the coastal geographic area is a community of interest separate from the Southern Highlands. However, it is implicit in the reasoning in the report

¹ Cf *Report of the Redistribution Committee* para 170

² para 172

that this separation is overcome or can be ignored because the Illawarra Highway is said to be a “well established and used road transport corridor”.

- 2.11. Ideally Wingecarribee LGA would be kept intact in one electoral division. That is apparently not possible if, State wide, all divisions are to be kept within the variations from quota and projected average divisional enrolment permitted by section 73(4) of the *Commonwealth Electoral Act*. In those circumstances the next best outcome is to place in Gilmore, rather than in Throsby, that part of Wingecarribee LGA which is leaving Hume. This is because the Southern Highlands and the Shoalhaven have a greater shared interest than do the Southern Highlands and the coastal geographic area consisting of parts of Wollongong and Shellharbour LGAs.
- 2.12. Gilmore and Hume (from which the relevant part of the Southern Highlands is being transferred) are classified as rural divisions³. Throsby is a provincial division⁴. Thus the Shoalhaven and the Southern Highlands share common interests as regional and rural areas (unlike the Wollongong/Shellharbour coastal area which is provincial). The Shoalhaven and the Southern Highlands are each rural areas with country towns. The Wollongong/Shellharbour coastal area is instead primarily urban.
- 2.13. The Redistribution Committee has a “desire to maintain the coastal focus of the Division of Cunningham”⁵. Throsby likewise should maintain its “coastal focus”, which would be achieved by the Liberal Party’s proposed boundaries for it.
- 2.14. Even the current member for Throsby, Ms Jennie George, was quick to recognise that the Redistribution Committee’s proposed boundaries for

³ *Report of the Redistribution Committee* para 50

⁴ *Report of the Redistribution Committee* para 50

⁵ *Report of the Redistribution Committee* para 178

Throsby would create an electorate with two completely separate communities. On 10 August 2009, her interview on ABC Radio included the following⁶:

"JENNIE GEORGE: So [Throsby] still remains a very safe Labor seat. But it fundamentally changes the nature of the seat, I mean the, when I first contested the seat in 2001 it was because of my affinity with the industrial heartland that ah was represented in Throsby where people lived, worked in the steel works, worked on the wharfs. So their um place of employment was very much linked in to where they lived and the community concerns. So it's now a seat, where um almost the size of a state electorate is up in the Southern Highlands. Um, so that yeah does alter the composition of the seat... you would have to have a presence both in the highlands and down ah in the heartland area that remains in Throsby, so it still retains Port Kembla, Warrawong, ahh Dapto, Berkley, a lot of those areas, but really, there's not, I can't see what the community of interest is and I don't understand the rationale, that's been adopted because it's really two distinct communities with quite different issues...

PRESENTER STEVE PARSONS: (interjects) I was going to say, that really makes it one of the most ahh culturally diverse seats now, in Australia, perhaps!

JENNIE GEORGE: Well it'll ha it's certainly a challenge. I mean Throsby was becoming more culturally diverse, of course, with new people moving into Flinders, Shell Cove but, this is like, I've got to say, it's like two different worlds and who ever represents the seat, if they come from the Southern Highlands for example um they would ah find it difficult to establish their identity in the southern part and vice versa. So I think the solution to that would be for um for the ALP to have um two seats of, um, well two offices to represent the interests of people up on the highlands and those down here around the lake."

2.15. According to 3.1.1 of *Senators and Members Entitlements 2007* relating to accommodation and office facilities:

"Members representing electoral divisions larger than 30,000km² are each entitled to a second smaller electorate office within their electorate, at Australian Government expense."

The *Report of the Redistribution Committee* states that the size the proposed seat of Throsby is 1,500km²⁷. Thus there would be no public funding for the second office which Ms George apparently thinks is necessary.

⁶ ABC Illawarra, 10 August 2009, *Mornings with Steve Parsons*, interview Steve Parsons and Jennie George MP

⁷ *Report of the Redistribution Committee* page 54

- 2.16. Further, the Southern Highlands and the Shoalhaven area (including Ulladulla) are both serviced by 2ST radio. The 2ST transmitter covers the Shoalhaven area and the Southern Highlands up to the town of Hill Top⁸. A studio is located in both Bowral and Nowra⁹. Alternate programming is in place for the morning programmes and news. All additional programmes are run from the 2ST radio station in Nowra.
- 2.17. Further, the Shoalhaven and the Southern Highlands are also each significant tourist areas. Those particular parts of the Wollongong/Shellharbour coastal area which the Redistribution Committee proposes be included in Throsby are less so.
- 2.18. Small to medium size manufacturing, farming, agriculture, viticulture¹⁰ and olives¹¹ are other industries common to both Wingecarribee LGA and Shoalhaven LGA.
- 2.19. Wingecarribee LGA and Shoalhaven LGA also have in common with each other, but not with Shellharbour LGA and Wollongong LGA, a very high proportion of older citizens. Wingecarribee LGA and Shoalhaven LGA thus share particular emphasis on issues of retirement income, aged care, health and veterans affairs. The following is a table extracted from ABS data¹²:

⁸ http://www.acma.gov.au/WEB/STANDARD..PC/pc=PC_90762

⁹ <http://www.2st.com.au/index.html>

¹⁰ <http://www.wineaustralia.com/australia/Portals/2/library/GIMaps/AustWineRegions.gif>;
<http://www.winediva.com.au/regions/southern-highlands.asp>;
<http://www.winediva.com.au/regions/shoalhaven-coast.asp>

¹¹ <http://www.australianolives.com.au/SOGA/>

¹² <http://www.abs.gov.au/census>: Australian Bureau of Statistics 2006, *2006 Census QuickStats: Wingecarribee (A) (Local Government Area), 2006 Census QuickStats: Shoalhaven (C) (Local Government Area), 2006 Census QuickStats: Shellharbour (C) (Local Government Area)*

Age groups (yrs):	% of total persons in Wingecarribee	% of total persons in Shoalhaven	% of total persons in Shellharbour	% of total persons in Wollongong	% of total persons in Australia
0-4	6.0%	5.5%	7.0%	6.1%	6.3%
5-14	14.8%	13.8%	16.0%	13.1%	13.5%
15-24	11.0%	10.6%	13.3%	14.0%	13.6%
25-54	36.4%	35.0%	40.8%	40.4%	42.2%
55-64	13.9%	14.0%	10.6%	10.7%	11.0%
65 +	18.0%	21.2%	12.4%	15.6%	13.3%
Median age	42	44	35	37	37

2.20. Shoalhaven and Wingecarribee councils are two of only eight local councils in New South Wales which are stand alone water utilities¹³.

2.21. The Southern Highlands and the Shoalhaven are “united” by a road transport corridor at least the equal to the Illawarra Highway – see paragraphs 2.26ff below.

2.22. The 2009 Public Suggestion on the redistribution from Shoalhaven City Council states¹⁴:

“That Council support a submission for the Federal seat of Gilmore and that it includes:

- Retaining Shoalhaven City Council area entirely within the boundaries of the Federal seat of Gilmore.
- Maintaining the seat of Gilmore as a Regional seat pursuant to the rules of Electoral distribution relating to communities of interest.
- That the Federal seat of Gilmore not move so far north that it would extend into the southern suburbs of Wollongong.”

¹³ <http://www.abc.net.au/news/stories/2009/01/15/2466791.htm?site=news>

¹⁴ http://www.aec.gov.au/pdf/Redistributions/2009/nsw/public_suggestions/nsw0093_shoalhaven_city_council.pdf

The Liberal Party's proposed boundary for Gilmore accords with the intent of this submission, by ensuring that none of the Shellharbour LGA is in that electorate.

Keeping Shellharbour LGA together

- 2.23. The Liberal Party's proposed boundary would avoid the splitting of the Shellharbour LGA which would occur with the Redistribution Committee's proposed boundaries and which does not exist at the moment.
- 2.24. Under the Redistribution Committee's proposals, many residents of Shellharbour LGA residents will reside in Gilmore, while the major hospital, Shellharbour Hospital, will be in Throsby.
- 2.25. The Liberal Party's proposed boundary would split the Kiama LGA. However that LGA is already split between Throsby and Gilmore on the current boundaries. Any detriment from that split is more than outweighed by the advantage of keeping the much larger Shellharbour LGA in one Division. Shellharbour LGA's projected population at 16 July 2012 is 45,778¹⁵; Kiama LGA's is only 15,370¹⁶.

Means of communication and travel

- 2.26. Travel is no more difficult between the Southern Highlands and the Shoalhaven (via State Route 79, which includes the Nowra Road and the Moss Vale Road¹⁷) than between the Southern Highlands and Wollongong/Shellharbour LGAs (via the Illawarra Highway).
- 2.27. What the *Report of the Redistribution Committee* says is a "well established and used road transport corridor", namely the Illawarra Highway, contains the notorious Macquarie Pass.
- 2.28. The *Wikipedia* entry for Macquarie Pass includes the following¹⁸:

¹⁵ *Report of the Redistribution Committee* page 102

¹⁶ *Report of the Redistribution Committee* page 74

¹⁷ <http://expressway.paulrands.com/gallery/roads/nsw/numbered/stateroutes/index.html>

¹⁸ http://en.wikipedia.org/wiki/Macquarie_Pass

“Macquarie Pass is a (sic) 8 kilometre long section of the Illawarra Highway passing through Macquarie Pass National Park. It was opened in 1898.

Macquarie Pass links the Southern Highland town of Robertson to the coastal town of Albion Park, descending the Illawarra Escarpment via a very narrow bitumen roadway, which has several single lane sections, and for the most part is two lanes with double ‘no overtaking’ lines.

This section of roadway is very steep, and contains a large number of hairpin bends, resulting in buses and trucks needing to reverse on some of the bends. The pass is quite notorious for accidents due to its nature, and drivers and riders are required to be cautious.

After heavy rain, the Macquarie Pass can be closed due to flooding on the top half of the pass.”

- 2.29. Numerous press articles point to the dangerous condition of the Macquarie Pass¹⁹. The area is prone to landslides sometimes closing the road²⁰. A local group meets regularly to discuss the safety issues related to Macquarie Pass²¹. It contains numerous difficult hairpin bends, of which the one in the referenced photograph is a good example²².
- 2.30. NSW Roads and Traffic Authority (“RTA”) data suggest that the volume of traffic between the Southern Highlands and the Shoalhaven over State Route 79 is broadly comparable with the volume of traffic between the Shoalhaven and the coast over the Illawarra Highway. The RTA’s website²³ contains annual average daily traffic (“AADT”) data for various RTA regions. This includes an Excel spreadsheet for “AADT Southern Region 2006”. That spreadsheet shows traffic volumes at various

¹⁹ eg *ABC News* 26 May 2008: <http://abconline.net.au/news/stories/2008/05/26/2255295.htm>, *Illawarra Mercury* 28 August 2008: <http://www.illawarramercury.com.au/news/local/news/general/macquarie-pass-too-unsafe-for-old-bikers/1255990.aspx>,

Illawarra Mercury 4 May 2009: <http://www.illawarramercury.com.au/news/local/news/general/two-die-after-car-ends-up-in-creek-near-mogo/1502919.aspx>

and *Illawarra Mercury* 19 May 2009: <http://www.illawarramercury.com.au/news/local/news/general/truck-trailer-flips-over-on-macquarie-pass/1516368.aspx>

²⁰ <http://www.ema.gov.au/ema/emadisasters.nsf/54273a46a9c753b3ca256d0900180220/7c5fa27aabbf639aca256d3300057dc3?OpenDocument>

²¹ http://www.illawarrariders.com/Mac_Pass_Safety.html

²² <http://www.progsoc.uts.edu.au/~whophd/fd/ffd/ffd-Pages/Image6.html>; see also narrative at bottom of page

²³ [HTTP://www.rta.nsw.gov.au/trafficinformation/downloads/aadtdata_dl1.html](http://www.rta.nsw.gov.au/trafficinformation/downloads/aadtdata_dl1.html)

"stations". The relevant stations for present purposes are 07.094, 07.366 and 07.399. In the case of the Illawarra Highway, these measure traffic volumes around the Macquarie Pass. In the case of State Route 79, this measures traffic around Fitzroy Falls. These are the best places on those roads to measure "region to region" traffic rather than local traffic. The volumes of "region to region" traffic on the Illawarra Highway are broadly the same as the "region to region" traffic on State Route 79:

STATION	ROAD	LOCATION	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT
07.094	ILLAWARRA HWY, SH25	MACQUARIE PASS- E OF OLD SOUTH RD	3063	3041	3082	3064	3083	2911
07.366	NOWRA- BOWRAL RD, MR261	FITZROY FALLS- AT YURRUNGA CK BR	2262	2458	2600	2715	2734	2681
07.399	ILLAWARRA HWY, SH25	ROBERTSON- N OF MR264, JAMBEROO RD	2993	2760	--	2932	--	--

2.31. Travel times are also broadly comparable. According to Google Maps²⁴, travel times are as follows:

²⁴ <http://maps.google.com.au>

To/from	From Moss Vale	From Bowral	From Mittagong
To Nowra	54 mins	1 h 2 mins	1 h 10 mins
To Shellharbour	55 mins	1 h 3 mins	1 h 11 mins
To Dapto	48 mins	56 mins	1 h 4 mins

2.32. Those parts of the Kiama LGA which the Liberal Party proposes be in Throsby will have travel times to any (Throsby) electorate office in say Dapto or Shellharbour which are shorter than travel times to Nowra (In Gilmore). According to Google Maps²⁵, travel times are as follows:

To/from	From Kiama	From Jamberoo
To Nowra	39 mins	47 mins
To Shellharbour	21 mins	19 mins
To Dapto	29 mins	23 mins

Physical features and areas

2.33. The Liberal Party's proposed boundary between Gilmore and Throsby generally follows local government area boundaries. To the extent that the Liberal Party's proposed boundary between Throsby and Gilmore goes *through* the Kiama LGA, nearly all of this is along Saddleback Mountain Road (part of which is an existing boundary) and then vertically down the Princes Highway.

2.34. The Liberal Party's proposed boundary between Throsby and Gilmore is more convenient through the Kiama LGA than the Redistribution Committee's proposed boundary through the Shellharbour LGA:

(a) The Liberal Party's proposal does not split any suburbs. The distance

²⁵ <http://maps.google.com.au>

between the residential suburbs of Kiama Heights (in the Liberal Party's proposed Throsby) and Werri Beach (in the Liberal Party's proposed Throsby) is approximately 7km²⁶ along the Princes Highway.

- (b) In contrast the Redistribution Committee's proposed split of the Shellharbour LGA splits the suburbs of Warilla, Flinders and Albion Park Rail. It also separates the two major growth areas of Shellharbour LGA, namely Shellharbour CBD and Shell Cove, between Throsby and Gilmore respectively²⁷.

Boundaries of existing divisions

- 2.35. This consideration is subsidiary to community of interest, means of communication and physical features and areas: section 74(4A) of the *Commonwealth Electoral Act*.
- 2.36. The Liberal Party's proposals are superior to the Redistribution Committee's proposals in having regard to the boundaries of existing divisions.
- 2.37. Under the Liberal Party's proposals, all electors in the current Throsby would remain in Throsby. In contrast, the Redistribution Committee's proposals would move 18,768 electors out of Throsby to Gilmore²⁸ (about 21% of current Throsby electors).
- 2.38. Under the Liberal Party's proposals, 5,469 electors would be moved from Gilmore to Throsby. (No electors would be moved from Gilmore to Throsby under the Redistribution Committee's proposals.) However that number is far fewer than the number to be transferred from Throsby to

²⁶ <http://www.whereis.com/#session=MTlw>

²⁷ <http://www.shellharbour.nsw.gov.au/default.aspx?WebPage=117>

²⁸ *Report of the Redistribution Committee* page 102

Gilmore under the Redistribution Committee's proposals²⁹.

²⁹ The number of electors being transferred out of Hume from Wingecarribee LGA (whether it be to Gilmore or to Throsby) and the number of electors being transferred from Eden-Monaro to Gilmore are the same under each proposal.

3. PATERSON/NEWCASTLE/ LYNE

Introduction

- 3.1. The Liberal Party objects to the boundaries *between* the proposed divisions of **Paterson, Newcastle and Lyne**.
- 3.2. The Liberal Party does not object to the other boundaries proposed for Paterson, Newcastle and Lyne ie other than as *between* Paterson, Newcastle and Lyne.
- 3.3. The primary basis for the objection is that those proposed boundaries do not give due consideration to community of interests.
- 3.4. Broadly speaking, the changes which the Liberal Party proposes to the Redistribution Committee's boundaries are as follows:
 - (a) Transfer to Newcastle from the Redistribution Committee's proposed Paterson: Metford.
 - (b) Transfer to Paterson from the Redistribution Committee's proposed Newcastle: the balance of the Port Stephens LGA (excluding Fern Bay) not already in the existing Paterson – including Williamtown, Heatherbrae, Tomago and Fullerton Cove.
 - (c) Transfer to Paterson from the Redistribution Committee's proposed Lyne: NABIAC, Dyers Crossing and Wang Wauk.
- 3.5. The Liberal Party's proposals are shown on the maps at appendices 1.3, 1.4 and 1.5.

Numbers of electors

- 3.6. The Liberal Party's proposals would result in divisions of Paterson and Newcastle which are within the variations from quota and projected average divisional enrolment permitted by section 73(4) of the *Commonwealth Electoral Act*. The relevant data are set out on the following table:

Division	Electors as at 19 Feb 2009	Above/below quota	Electors at projection time (16 July 2012)	Above/below average divisional enrolment at projection time
Average-NSW	94,353	n/a	98,907	n/a
Paterson	89,457	-5.2%	96,267	-2.7%
Newcastle	93,745	-0.6%	97,126	-1.8%
Lyne	90,636	-3.9%	96,098	2.8%

3.7. These figures suggest that the Liberal Party's proposals would place Paterson towards the bottom of the range of permitted divisional enrolments at projection time. However, Paterson would include Chisholm (formerly named Thornton North). Chisholm will grow rapidly. Maitland City Council estimates that the population of that area will increase by up to 12,500 by 2024 to 2028³⁰. The Liberal Party understands that Maitland City Council estimates that this includes 500 to 750 residents a year to 2012 ie 1,500 to 2,250, of which 66% are assumed to be over 18 yrs old (this figure based on a typical age profile for new release areas). While the Liberal Party does not suggest that projections for the projection date be revised, this information about Chisholm gives comfort that on the Liberal Party's boundaries, Paterson would be well within the permitted range at the projection date.

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<http://www.maitland.nsw.gov.au/UserFiles/File/PlanningDev/s94/ThorntonNorthS94ContributionsPlan.pdf> page 5 section ii ("Future Development"); see also <http://www.maitland.nsw.gov.au/default.aspx?pageIdentifier=PlanningDevel/CityStrategy/Thornton%20North%20Plan>

Community of interests

3.8. The Liberal Party proposal is superior to the Redistribution Committee's proposal in two key ways.

The Port Stephens LGA generally

- 3.9. **First**, the Liberal Party proposal has the Port Stephens LGA (with the exception of the special case of Fern Bay) intact in one division and recognises the community of interest of that LGA.
- 3.10. Prior to the last federal election, the Port Stephens local government area has never been split before into more than one federal electoral division. It was at the 2007 State general election, and will be at the 2011 State general election, wholly within the State electoral division of Port Stephens.
- 3.11. In particular, the Liberal Party proposal unites substantially all of the Port Stephens LGA with the key regional centre of Raymond Terrace.
- 3.12. Due to its locality and accessibility, Raymond Terrace is the significant service centre for the surrounding area and is self-sufficient without Newcastle city:
- (a) Raymond Terrace is located on the Pacific Highway.
 - (b) All major roads in the division of Paterson provide easy access to Raymond Terrace, specifically the Pacific Highway, the Myall Way, Nelson Bay Road and Raymond Terrace Road.
 - (c) Raymond Terrace provides a large range of shopping facilities including two shopping centres, retail and discount outlets, specialty communications stores, car sales and repairs, electrical appliance discount stores and furniture stores. The Raymond Terrace marketplace has a Woolworths supermarket, a Big W Discount department store and 42 specialty shops. The Centro Shopping

Plaza has a Woolworths supermarket and 26 specialty shops including Australia Post.

- (d) Residents travel to Raymond Terrace for a range of health services including blood tests and pathology, GP access, dentists, orthodontists, x-rays and community health care programs provided by Port Stephens Council.
- (e) As to State Government agencies, Raymond Terrace has its own NSW Roads and Traffic Authority office.
- (f) Raymond Terrace is the base for the only Department of Housing office in the Port Stephens LGA.
- (g) Raymond Terrace has its own ambulance service, police station and court house. The court house provides services for all the Port Stephens LGA.
- (h) Raymond Terrace has the only Medicare and Family Assistance office in the Port Stephens LGA.
- (i) The NSW Department of Housing has an office in Raymond Terrace. This office services the whole of the Port Stephens LGA³¹ and is the only office in the Port Stephens LGA³².
- (j) Raymond Terrace has a cinema complex that shows first release movies.
- (k) Raymond Terrace has the largest range of banking services available in the Port Stephens LGA. This includes branches of the Commonwealth Bank, Westpac, Newcastle Permanent, Maitland Mutual and National Australia Bank, as well as a number of accountants and financial advisers.

³¹ Source: Department of Housing, Raymond Terrace

³² Source: Department of Housing, Raymond Terrace

Metford and surrounds

- 3.13. The **second** community of interest advantage of the Liberal Party proposal is the recognition of the community of interest of the Metford locality with nearby localities which will be in the division of Newcastle. The Redistribution Committee proposes to keep Metford split from East Maitland. The Liberal Party agrees with this arrangement, but submits that Metford shares a greater affinity with Newcastle than with areas in Paterson.
- 3.14. Newcastle is classified as a provincial seat by the AEC. The provincial area of Metford (and Fern Bay below) is a natural fit with Newcastle.

Fern Bay

- 3.15. Fern Bay has been left out of the Liberal Party's proposed transfer of the balance of the Port Stephens LGA from Newcastle to Paterson, because of Fern Bay's stronger links with Newcastle. Fern Bay is located approximately 17km from Newcastle³³ but 43km away from Nelson Bay³⁴.

Rural areas

- 3.16. The Liberal Party endorses the Redistribution Committee's proposed movement from the electorate of Hunter the rural townships of Luskintyre, Hillsborough, Mindaribba, Melville, Rosebrook and Maitland Vale. These rural areas are a wonderful match with the rural aspects and agriculture of the electorate of Paterson.
- 3.17. The similarities of these rural areas to the rural areas of Berry Park, Millers Forest, and Duckenfield are striking. With both areas primarily in the business of cultivating livestock (ie cattle, horses, chickens etc), they should both be within the bounds of the electorate of Paterson. With Berry Park, Millers Forest and Duckenfield having little or no affiliation to Newcastle, all of these townships should be moved into the electorate of

³³ <http://www.whereis.com/#session=MTg1>

³⁴ <http://www.whereis.com/#session=MTg1>

Paterson. With the AEC classifying Paterson as a rural seat, and the land mass of Paterson being predominantly made up of rural properties and coastal townships, the rural areas of Berry Park, Millers Forest and Duckenfield, the rural aspects around Williamtown and the coastal areas of Fullerton Cove are a natural fit.

- 3.18. Millers Forest and Berry Park have employment patterns unlike that of Metford. 7.03% of residents in Millers Forest and Berry Park are employed in agriculture, forestry and fishing, compared with just 1.8% in Metford³⁵. Thus including Millers Forest and Berry Park (but not Metford) in Paterson is logical, when 4.18% of residents in the current Paterson are employed in agriculture, forestry and fishing compared with just 0.66% in the current Newcastle³⁶.

Education

- 3.19. According to the NSW Education Department, primary school students attending Fern Bay Public School fall into the catchment area of Newcastle³⁷. Once they complete their primary school education, students then move on to Newcastle High School. The closest public schools are Stockton Public and Mayfield Public (according the NSW Public School Website www.schools.nsw.edu.au), which are also well embedded in the Newcastle catchment area.
- 3.20. The majority of primary school age children who live in Williamtown and Fullerton Cove area attend schools at Salt Ash, Medowie or even Bobs Farm. Primary school age children in Tomago, Motto Farm and Heatherbrae attend schools in and around the Raymond Terrace area.
- 3.21. In the Catholic system:

³⁵ <http://www.censusdata.abs.gov.au>

³⁶ <http://www.censusdata.abs.gov.au>

³⁷ http://www.schools.nsw.edu.au/schoolfind/locator/?do=sub_advancesearchurl&postcode=2295

- (a) Children from the Williamstown area generally go to St Michaels Primary School in Nelson Bay, but they can go to St Brigids in Raymond Terrace, depending on what church they attend.
 - (b) Children from Fern Bay area attend St Peters in Stockton.
 - (c) Children from Heatherbrae or Tomago attend St Brigids at Raymond Terrace as do those from Millers Forest, Berry Park and Duckenfield.
- 3.22. Each of Metford, Thornton, Woodberry and Beresfield has its own public school. They share the same zones and regional areas for school representation ie sporting carnivals etc. The TAFE based at Metford also services the areas of Thornton, Woodberry and Beresfield.

Health, Welfare, Justice

- 3.23. Fullerton Cove, Williamstown, Tomago, Motto Farm and Heatherbrae clients are primarily serviced by the Centrelink and Department of Housing offices at Raymond Terrace and Nelson Bay along with the rest of the Port Stephens LGA. Fern Bay clients are primarily serviced by the respective Newcastle offices.
- 3.24. Stockton has its own ambulance station³⁸ which services Fern Bay.
- 3.25. The rest of Port Stephens LGA is serviced by ambulance stations at Raymond Terrace, Tanilba Bay and Nelson Bay³⁹.
- 3.26. The Metford, Woodberry and Thornton area is predominantly serviced by the Beresfield ambulance station⁴⁰ due to its close proximity.
- 3.27. Stockton has its own fire station⁴¹. Fern Bay residents are more likely to be serviced by that fire station being only a few minutes away. The closest

³⁸ <http://www.ambulance.nsw.gov.au/docs/090701nswmap.pdf>

³⁹ <http://www.ambulance.nsw.gov.au/docs/090701nswmap.pdf>

⁴⁰ <http://www.ambulance.nsw.gov.au/docs/090701nswmap.pdf>

⁴¹ http://www.fire.nsw.gov.au/station_details.php?id=273

fire station to Fern Bay is at Stockton, followed by the Carrington fire station, then the Newcastle fire station⁴².

- 3.28. The Raymond Terrace fire station is listed as the closest to Williamtown, Heatherbrae and many other localities in Port Stephens LGA⁴³.
- 3.29. Berry Park, Duckenfield and Millers Forest are predominantly serviced by the Raymond Terrace and Morpeth fire stations.
- 3.30. The police station at Stockton is the closest one to Fern Bay. Tomago, Williamtown and Heatherbrae are all serviced by the Raymond Terrace police station⁴⁴.
- 3.31. Berry Park, Duckenfield and Millers Forest are generally serviced by the police stations at Morpeth and Raymond Terrace.
- 3.32. The Beresfield police station tends to service the Beresfield, Thornton, Metford and Woodberry areas.

Local government

- 3.33. The offices of Port Stephens Council provide a range of services, such as payment of rates, garbage, library and planning. It also provides community programs in areas such as child care, health, immunisation and community transport, which are administrated by the Council in Raymond Terrace to all of the Port Stephens LGA⁴⁵.
- 3.34. The Port Stephens Library consists of four branches⁴⁶. One of these is mobile. One is in Raymond Terrace. Another is in Tomaree near Nelson Bay. The third is in Lemon Tree Passage. The fourth is a mobile library which visits various locations in the LGA.

⁴² <http://www.fire.nsw.gov.au/stations.php?search=fern+bay&Submit=Search>

⁴³ <http://www.fire.nsw.gov.au/page.php?id=51&quicklinks>

⁴⁴ http://www.police.nsw.gov.au/about_us/structure/operations_command/local_area_commands

⁴⁵ www.portstephens.local-e.nsw.gov.au

⁴⁶ <http://www.portstephens.local-e.nsw.gov.au/library/61983.html>

Economic

- 3.35. There is an RAAF base at Williamstown. The Defence Housing Authority is based at Raymond Terrace⁴⁷. The transfer of the Williamstown/ Fullerton Cove area into the Paterson electorate is a logical one. With the area of Raymond Terrace and surrounds already housing numerous defence personnel, this transfer will enhance the continuity of the defence based economy in the area.
- 3.36. Also the transfer of the Tomago/ Heatherbrae area into Paterson will be a natural fit with a number of Paterson residents working in these industrial areas e.g. Tomago Aluminium and the industrial strip of Heatherbrae.
- 3.37. As detailed previously the similarities of rural areas of all Berry Park, Millers Forest, and Duckenfield have with other rural areas of the Paterson are striking. Areas such as Hinton, Bolwarra, Paterson, Vacy, Gresford, Dungog, Clarence Town and Seaham, as well as the new addition of Luskintyre, Hillsborough, Mindaribba, Melville, Rosebrook and Maitland Vale, all have rural properties and businesses based on cultivating livestock such as cattle and horses. Chicken farming is also very popular in all of these rural areas. The similarities of the farming communities of these areas indicate a natural fit within the bounds of the electorate of Paterson. With Berry Park, Millers Forest and Duckenfield having little or no affiliation Newcastle, these townships should be moved into the electorate of Paterson.
- 3.38. In an article in the *Maitland Mercury* on 17 August 2009 (copied as appendix 2.1), long time Millers Forest resident Gloria Green has called for Millers Forest, Berry Park and Duckenfield to be included in Paterson. Mrs Green was quoted as saying:

“We really have no affiliation with Newcastle – we’re rural, and it’s metropolitan. We can’t have dairy cattle and chicken farms in the middle of the city.”

⁴⁷ www.dha.gov.au

- 3.39. The residential area of Metford, like Thornton and Beresfield, has much stronger ties to Newcastle, with quick access for the high number of commuters travelling into Newcastle to work via the New England Highway or by a direct rail link via Metford train station.

Tourism

- 3.40. Port Stephens LGA and Newcastle LGA have separate tourism bodies representing their interests. Raymond Terrace and Port Stephens are part of Port Stephens Tourism⁴⁸. Newcastle is part of Newcastle Tourism⁴⁹.

Shopping

- 3.41. With Fern Bay so close to Newcastle, Fern Bay residents tend to do most of their shopping in the Newcastle CBD, Westfield Kotara or the Charlestown shopping centre.
- 3.42. Similarly residents of Millers Forrest, Duckenfield, Chisholm and Berry Park tend to do grocery shopping at the major shopping centres of Raymond Terrace, while some venture to Tenambit and Morpeth shopping strips.

Sport

- 3.43. The Newcastle Golf Course is located at Fern Bay.
- 3.44. Residents from Fern Bay tend to join their closest sporting clubs. Most of these are based in Stockton eg Stockton Cricket Club, Stockton Junior and Senior Soccer Club and the Stockton Stingers Netball Club (which is in the Newcastle Netball Association).
- 3.45. Residents from Fullerton Cove and Williamstown tend to join the junior and senior sporting clubs such as netball, soccer and cricket with either Medowie or Raymond Terrace. Residents of Heatherbrae, Tomago, Berry Park, Chisholm, Duckenfield and Millers Forest, along with Brandy Hill,

⁴⁸ www.portstephens.org.au

⁴⁹ www.visitnewcastle.com.au

Seaham, Raymond Terrace and Hinton, generally join sporting teams based out of Raymond Terrace.

Media

- 3.46. The main local newspaper of the Port Stephens area is the *Port Stephens Examiner*. The *Port Stephens Examiner* is delivered free to all households and businesses in the Port Stephens local government area. Its circulation covers Williamtown, Heatherbrae, Tomago, Fullerton Cove along with Raymond Terrace, Medowie and the whole of the Tomaree Peninsula⁵⁰. The *Port Stephens Examiner* has an office in Nelson Bay (within the Port Stephens local government area), but its head office is in Raymond Terrace⁵¹.
- 3.47. Fern Bay's postcode is 2295, the same as Stockton. Both are listed as Newcastle Region Delivery Area⁵².
- 3.48. Fullerton Cove and Williamtown have a postcode of 2318. They share that postcode with Salt Ash, Medowie and Oyster Cove. All listed in Australia Post's Port Stephens Region Delivery Area⁵³
- 3.49. Berry Park and Duckenfield have a postcode of 2321. They share that with Hinton, Morpeth, Clarence Town, Glen Martin, Hinton and Duns Creek.
- 3.50. Millers Forrest has a postcode of 2324. This is shared with Raymond Terrace, Seaham, North Arm Cove, Karuah, Limeburners Creek, Brandy Hill and Hawks Nest - all in the Paterson electorate.

⁵⁰ <http://publications.ruralpress.com/publications/pdf/303/198.pdf> page 6

⁵¹ <http://www.portstephensexaminer.com.au/contact.aspx>

⁵² <http://postcodes.qpzm.com.au/au/nsw/hunter-valley/newcastle/fern-bay> & http://postcodes.qpzm.com.au/postcodes.cgi?search_suburb=stockton&search_state=&type=search&x=62&y=14

⁵³ <http://postcodes.qpzm.com.au/au/nsw/hunter-valley/newcastle/fern-bay> & http://postcodes.qpzm.com.au/postcodes.cgi?search_suburb=stockton&search_state=&type=search&x=62&y=14

Means of communication and travel

- 3.51. The Port Stephens LGA has no rail transport link to Newcastle.
- 3.52. The area near the New England Highway which the Liberal Party proposes be transferred from Paterson to Newcastle is an area which the Redistribution Committee has considered should not be in the division of Hunter (where Maitland is to be located) That area has better connections with Newcastle than with, say, the Port Stephens LGA. It sits between the New England Highway and the main northern rail line, each connecting to Newcastle. Metford has a train station⁵⁴ and direct rail link with Newcastle with regular trains (running at least each half hour)⁵⁵. There is no direct public transport service between the Metford area and the balance of Paterson and Port Stephens LGA⁵⁶.
- 3.53. Metford, along with the neighbouring communities of Beresfield, Thornton and Tarro, all have the Newcastle rail line in common. It gives these communities direct rail access to Newcastle. They also have very close access to the main road into Newcastle, the New England Highway⁵⁷.
- 3.54. Fern Bay has easy access to Newcastle via ferry at Stockton across to Newcastle⁵⁸.
- 3.55. Fern Bay area is serviced by Hunter Valley Buses (based in the Newcastle electorate) to go into Newcastle⁵⁹.
- 3.56. The area of Williamtown is instead serviced by Port Stephens Coaches, which is based out at Anna Bay, with bus routes out to Nelson Bay and into Raymond Terrace⁶⁰.

⁵⁴ http://www.cityrail.info/stations/station_details?stationId=340

⁵⁵ <http://www.cityrail.info/timetables/#landingPoint>

⁵⁶ www.131500.com.au

⁵⁷ http://www.cityrail.info/timetables/timetables_by_line.htm?line=hu&dir=1#landingPoint

⁵⁸ http://www.newcastle.nsw.gov.au/discover_newcastle/getting_around/ferry_to_stockton

⁵⁹ http://www.hunintervalleybuses.com.au/contact_us/contact_details.asp &

<http://www.hunintervalleybuses.com.au/timetables/timetables.asp>

Physical features and areas

- 3.57. The Hunter River between its mouth and Raymond Terrace is an obvious and unambiguous natural boundary. This is doubly so as it coincides with the Port Stephens LGA boundary. It is a more recognisable boundary than that proposed by the Redistribution Committee.
- 3.58. West of the Hunter River, the residents of Metford, Thornton and Woodberry will easily be able to identify that they belong in the division of Newcastle using locality boundaries and Raymond Terrace Road.

Boundaries of existing divisions

- 3.59. The proposed Liberal Party's boundary between Newcastle and Paterson maintains the current boundaries of Hunter around East Maitland.
- 3.60. The Liberal Party's boundaries will maintain Chisholm, Millers Forest, Duckenfield and Berry Park in Paterson.

⁶⁰ <http://www.pscoaches.com.au/contact.php>

4. FOWLER/WERRIWA/HUGHES/COOK

Introduction

- 4.1. The Liberal Party objects to the boundaries *between* the proposed divisions of **Fowler, Werriwa, Hughes** and **Cook**.
- 4.2. The Liberal Party does not object to the other boundaries proposed for the divisions of Fowler, Werriwa, Hughes and Cook.
- 4.3. The primary basis for the objection is that the proposed boundaries do not give due consideration to communities of interests.
- 4.4. The Liberal Party proposes that these problems be resolved by changing the Redistribution Committee's proposals as shown on the maps at appendices 1.6ff. An outline of these changes is as follows.
- 4.5. The boundary between Hughes and Cook should follow the Illawarra Railway line.
- 4.6. The boundary between Hughes on the one hand and Fowler and Werriwa on the other hand should be Chipping Norton Lake and the Georges River.
- 4.7. The boundary between Werriwa and Fowler should be as follows:
 - (a) Starting in the north east of Werriwa, the Chipping Norton Lake and Cabramatta Creek.
 - (b) Then moving south, the suburb boundaries of Liverpool in Werriwa and Mount Pritchard, Ashcroft and Cartwright in Fowler.
 - (c) Then moving west, the suburb boundaries of Prestons and Hoxton Park in Werriwa and Cartwright, Miller and Hinchinbrook in Fowler.
 - (d) Then moving south west, the suburb boundaries of Hoxton Park and Horningsea Park in Werriwa and West Hoxton in Fowler.
 - (e) Then moving west, the suburb boundaries of Denham Court, Leppington and Rossmore in Werriwa and West Hoxton and Austral in Fowler.

Numbers of electors

4.8. The Liberal Party's proposals would result in divisions of Fowler, Werriwa, Hughes and Cook which are within the variations from quota and projected average divisional enrolment permitted by section 73(4) of the *Commonwealth Electoral Act*. The relevant data are set out on the following table:

Division	Electors as at 19 Feb 2009	Above/below quota	Electors at projection time (16 July 2012)	Above/below average divisional enrolment at projection time
Average - NSW	94,353	n/a	98,907	n/a
Fowler	96,119	1.9%	100,339	1.4%
Werriwa	93,464	0.9%	101,111	2.2%
Hughes	95,854	1.6%	98,417	-0.5%
Cook	94,744	0.4%	97,259	1.7%

Community of interests

Liverpool CBD

4.9. The Liberal Party's proposed seat of Werriwa includes the whole CBD of Liverpool.

4.10. The Liberal Party's proposal recognises the business district's importance to Liverpool's place as one of the largest growing local government areas in NSW⁶¹.

4.11. As a growing economic centre in greater western Sydney, Liverpool was classified a regional city (with Parramatta and Penrith) under the New

⁶¹ Greater Western Sydney Economic Development Board website: <http://www.gws.org.au/links.asp?catID=6>

South Wales Government's Sydney Metropolitan Strategy in 2007⁶². That strategy asserts that “[t]o meet the challenge of equitable access, the roles of Penrith and Liverpool as Regional River Cities will be elevated over the next 25 years as jobs and housing growth is concentrated in Western Sydney”⁶³. Liverpool will have “a full range of business, Government, retail, cultural, entertainment and recreational activities” and is “a focal point for regional transport and jobs”. “Employment growth in commercial and retail areas in the city centre is expected to reach a total of 30,000 jobs by 2031”⁶⁴. The Liverpool CBD already has 15,000 jobs⁶⁵.

4.12. The “LIVERPOOL BUSINESS CENTRES AND CORRIDORS STRATEGY” for the Liverpool LGA states⁶⁶:

“It is evident that the economy of the Liverpool city centre economy is undergoing a major transformation. For many years, employment in the city centre was stagnant with a major drop in employment between 1996 and 2001. However, it is now experiencing employment growth driven by new investments in retail centres and the health sector...

Sustainable economic growth will require *strong community and government leadership*. The city centre is positioned to experience substantial growth due to the rapidly growing South West Growth Sector, the introduction of stronger infrastructure connections with the rest of metropolitan Sydney, and the rise of major public and private projects and investments within the city centre itself.” (emphasis added)

4.13. To support economic development, the interests of the three tiers of government should be aligned. That means an interdependence between the strategic planning of local government, and state and federal

⁶² Sydney Metropolitan Strategy, Department of Planning, New South Wales Government website:
<http://www.metrostrategy.nsw.gov.au/dev/ViewPage.action?siteNodId=80&languageId=1&contentId=-1>

⁶³ Sydney Metropolitan Strategy, Department of Planning, New South Wales Government website:
<http://www.metrostrategy.nsw.gov.au/dev/ViewPage.action?siteNodId=80&languageId=1&contentId=-1>

⁶⁴ <http://www.liverpool.nsw.gov.au/LCC/INTERNET/trimDownloadDocument.aspx?number=23676>
8.2007 page 8

⁶⁵ <http://www.liverpool.nsw.gov.au/LCC/INTERNET/trimDownloadDocument.aspx?number=23676>
8.2007 ie expected 30,000 jobs in 2031 (page 8) minus extra 15,000 jobs (page 7)

⁶⁶ <http://www.liverpool.nsw.gov.au/LCC/INTERNET/trimDownloadDocument.aspx?number=23676>
8.2007 pages 7-8

representation by elected members whose interests are tied to that community.

- 4.14. Splitting the CBD of Liverpool across three federal seats, given the pressure of growth in this region, would make federal representation of this area particularly difficult.
- 4.15. There is an analogy with the Parramatta CBD.
- 4.16. At the 2006 redistribution, the Redistribution Committee proposed transferring the greater part of the Parramatta CBD from the division of Parramatta to the then proposed division of Reid.⁶⁷
- 4.17. However, in its reasons for the determination, the Augmented Electoral Commission for New South Wales amended the proposed boundary, stating⁶⁸:

“A number of objections related to the Committee’s changes to the boundaries of the division of Parramatta, which had the effect of excluding much of the Central Business District of the City of Parramatta. The augmented Commission found itself able, without needing to make compensating adjustments elsewhere, to vary the boundary between Parramatta and Reid so as to bring back into the division of Parramatta, as proposed by it, an important part of the central business district and historic centre of Parramatta, and it decided to do so...

...The alterations thereby made to the proposed boundaries of Parramatta had only a small demographic effect, but reflected an important issue of regional community of interest in so far as electors in the division of Parramatta have obvious links with the central business district and the historic centre of the City of Parramatta.”

- 4.18. Like Parramatta, an historic community of interest exists between the three levels of government aligned with the Liverpool CBD – Liverpool City Council, the State electoral district of Liverpool and the Federal Division of Werriwa.

Bonnet Bay and Como West

⁶⁷ *Report of the Redistribution Committee, The 2006 Proposed Redistribution of New South Wales into 49 Electoral Divisions*, page 31, paragraph 186.

http://www.aec.gov.au/pdf/redistributions/2005/nsw/proposal_nsw_redistribution06.pdf

⁶⁸ 2006 New South Wales redistribution - Final Report, page 11-12, paragraph 28

http://www.aec.gov.au/pdf/redistributions/2005/nsw/report/final/final_report.pdf

- 4.19. There are strong reasons why Bonnet Bay and Como West should be retained in Hughes, rather than be transferred into Cook
- 4.20. With the recent construction of the Bangor Bypass and the Woronora Bridge, major shopping areas such as Menai and Bangor are more accessible by road to Bonnet Bay and Como West residents than are other shopping areas such as Sutherland or Miranda (where finding suitable parking can be problematic because of commuter parking).
- 4.21. Many Bonnet Bay and Como West residents send their children to local non-Government schools such as Aquinas College in Menai, Inaburra School at Bangor and Sutherland Shire Christian School at Barden Ridge. They are based in Hughes.
- 4.22. See also paragraphs below about travel.

Means of communication and travel

- 4.23. For residents in Bonnet Bay and Como West, the current electorate office for Hughes is in Sutherland. That is (or any future office in, say, Menai would be) much more accessible for Bonnet Bay and Como West residents than the electorate office for Cook. That office is in Caringbah, to which there are few direct transport services as opposed to Sutherland with its central location.
- 4.24. Likewise the Liverpool and Warwick Farm areas which the Liberal Party proposes be in Werriwa instead of Hughes are closer to the current Werriwa electorate office in Ingleburn than to the Hughes electorate office in Sutherland (or even to a future one in say Menai). According to Google Maps⁶⁹, travel times are as follows:

⁶⁹ <http://maps.google.com.au>

To/from	From Warwick Farm	From Liverpool
To Ingleburn	28 mins	23 mins
To Sutherland	44 mins	41 mins
To Menai	34 mins	29 mins

4.25. Ingleburn is far easier to reach by public transport from Warwick Farm or Liverpool (direct train line) than is Sutherland or Menai. It is a 1.5 hour trip from Liverpool to Sutherland via public transport⁷⁰.

Physical features and areas

- 4.26. The Liberal Party's proposals have strongly identifiable boundaries.
- 4.27. As between Hughes and Cook, the north-south Illawarra railway line forms a natural boundary. Moreover, the railway line is also used as a boundary for wards within the Sutherland LGA⁷¹, so it is a commonly recognised electoral boundary by the local community.
- 4.28. As between Hughes and Werriwa and as between Hughes and Fowler, the Georges River forms a natural boundary.
- 4.29. As between Werriwa and Fowler:
- (a) The Cabramatta Creek forms a natural boundary and the Liverpool suburb boundary between east and west.
 - (b) The Liberal Party then proposes the same boundary running east to west as does the Redistribution Committee. This follows suburb boundaries, maintaining the whole localities of Hinchinbrook, Miller and Cartwright to the north in Fowler and Hoxton Park and Prestons to the south in Werriwa.
 - (c) The boundary in the south west end between Werriwa and Fowler

⁷⁰ www.131500.com

⁷¹ <http://www.sutherland.nsw.gov.au>

are the suburb boundaries of West Hoxton in Fowler and Hornington Park and Leppington in Werriwa.

- 4.30. The Liberal Party's proposed boundaries at the Georges River and Chipping Norton Lake between Fowler, Hughes and Werriwa also follow current state boundaries between the seats of Cabramatta, Menai and Liverpool.
- 4.31. The Liberal Party's proposed boundaries follow clear demarcations.
- 4.32. In both state and federal electoral arrangements since 1970, Liverpool CBD has generally been in a seat with that part of the Liverpool LGA west of the Georges River. Usually, the Georges River has been the boundary, with Moorebank on the eastern bank of the river in a different seat.

Federal electorates:

Year	Liverpool CBD in ...	Moorebank in ...
2006	Hughes	Hughes
1999	Fowler	Hughes
1992	Fowler	Hughes
1984	Fowler	Fowler
1977	Werriwa	Blaxland

State electorates:

Year	Liverpool CBD in ...	Moorebank in ...
2004	Liverpool	Menai
1998	Liverpool	Menai
1991	Liverpool	Moorebank

1987	Liverpool	Liverpool
1980	Liverpool	Ingleburn
1973	Liverpool	Woronora
1970	Liverpool	Campbelltown

Boundaries of existing divisions

4.33. Bonnet Bay and Como West have historically been located in the seat of Hughes. The Redistribution Committee's proposed Cook takes 8,229 voters from the existing Hughes. The Liberal Party's proposed Cook instead takes 3,368 voters from the existing Hughes.

4 September 2009

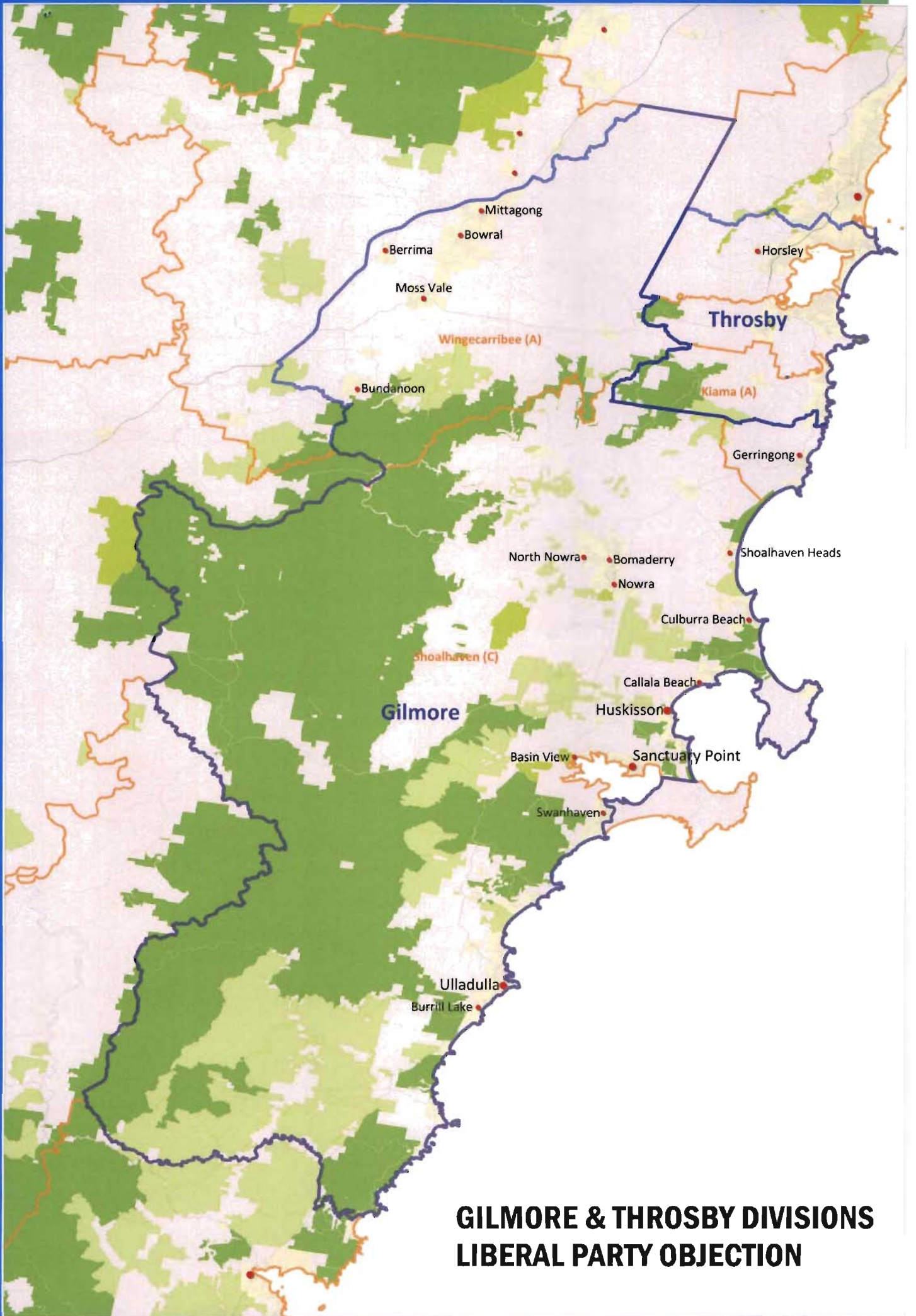
LIST OF APPENDICES

1. Maps

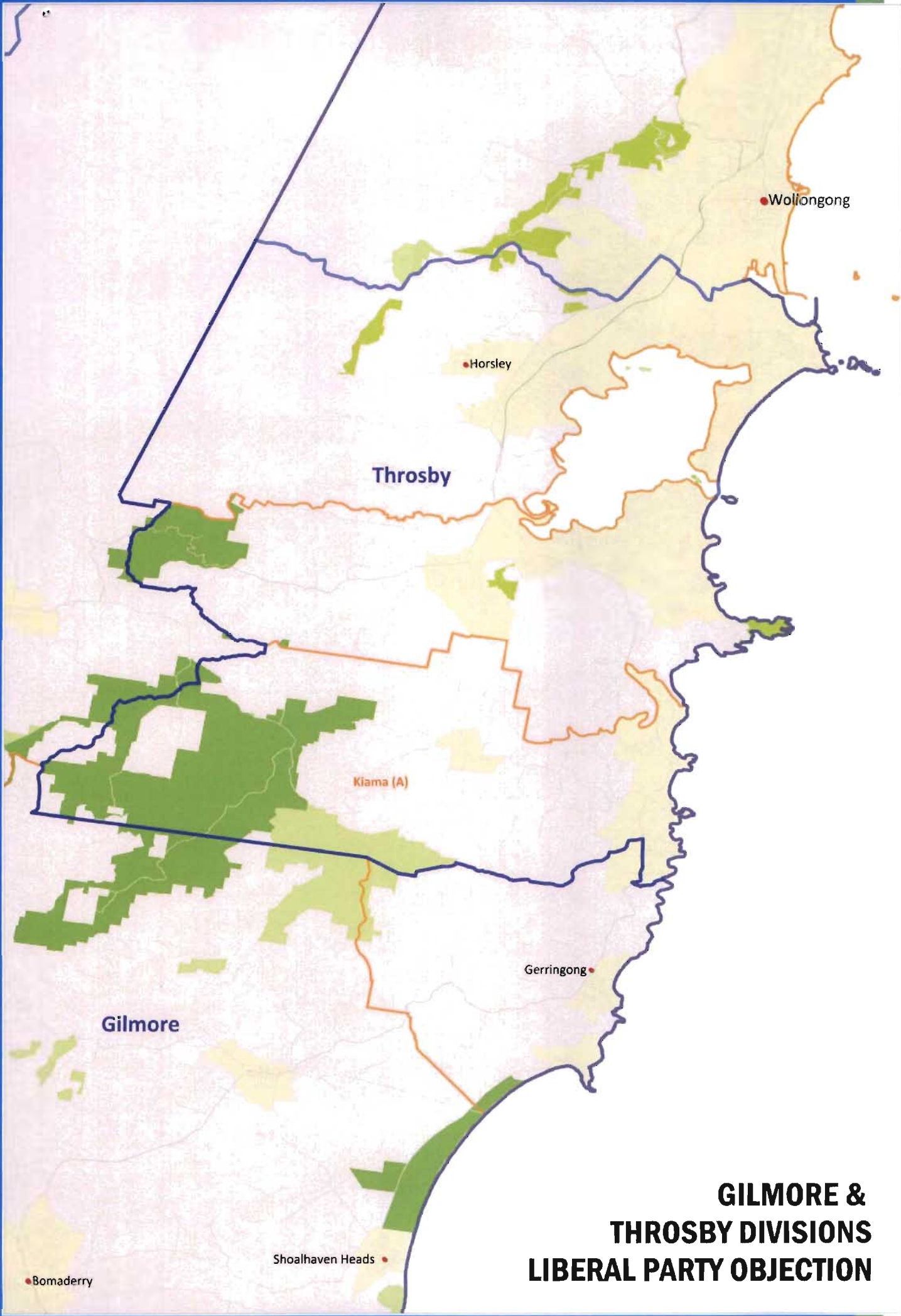
- 1.1. Map #1 Liberal Party's proposals for Gilmore/Throsby.
- 1.2. Map #2 Liberal Party's proposals for Gilmore/Throsby.
- 1.3. Map #1 Liberal Party's proposals for Paterson/Newcastle/Lyne.
- 1.4. Map #2 Liberal Party's proposals for Paterson/Newcastle/Lyne.
- 1.5. Map #3 Liberal Party's proposals for Paterson/Newcastle/Lyne.
- 1.6. Map #1 Liberal Party's proposals for Fowler/Werriwa/Hughes/Cook.
- 1.7. Map #2 Liberal Party's proposals for Fowler/Werriwa/Hughes/Cook.

2. Paterson/Newcastle/Lyne

- 2.1. Article in the *Maitland Mercury* 17 August 2009



**GILMORE & THROSBY DIVISIONS
LIBERAL PARTY OBJECTION**

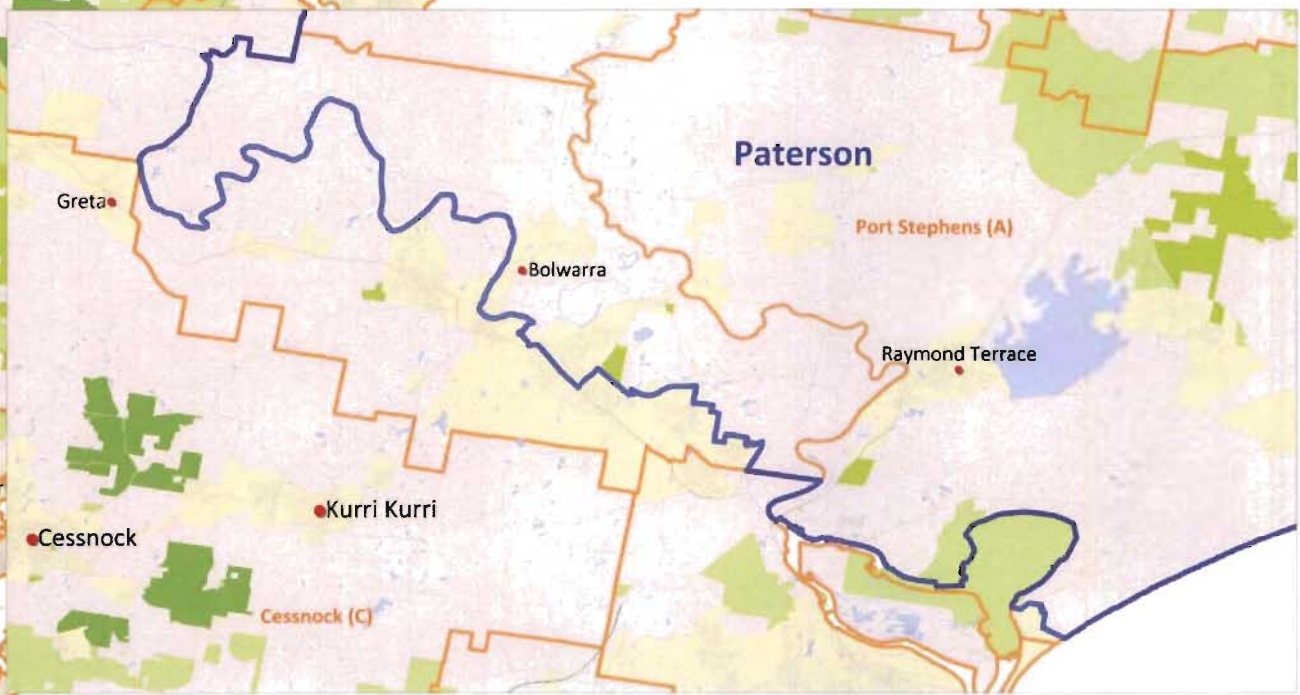
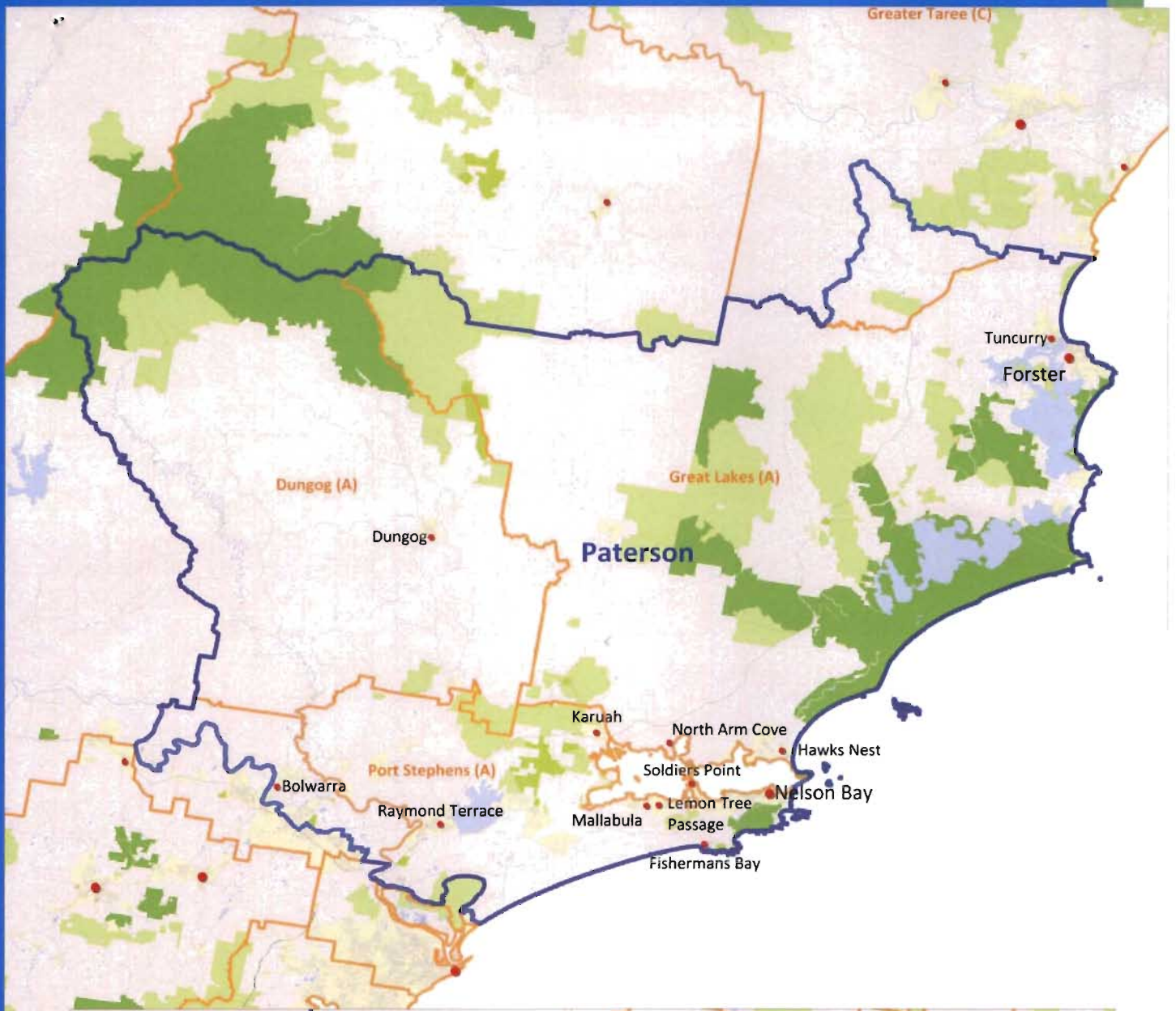


**GILMORE &
THROSBY DIVISIONS
LIBERAL PARTY OBJECTION**

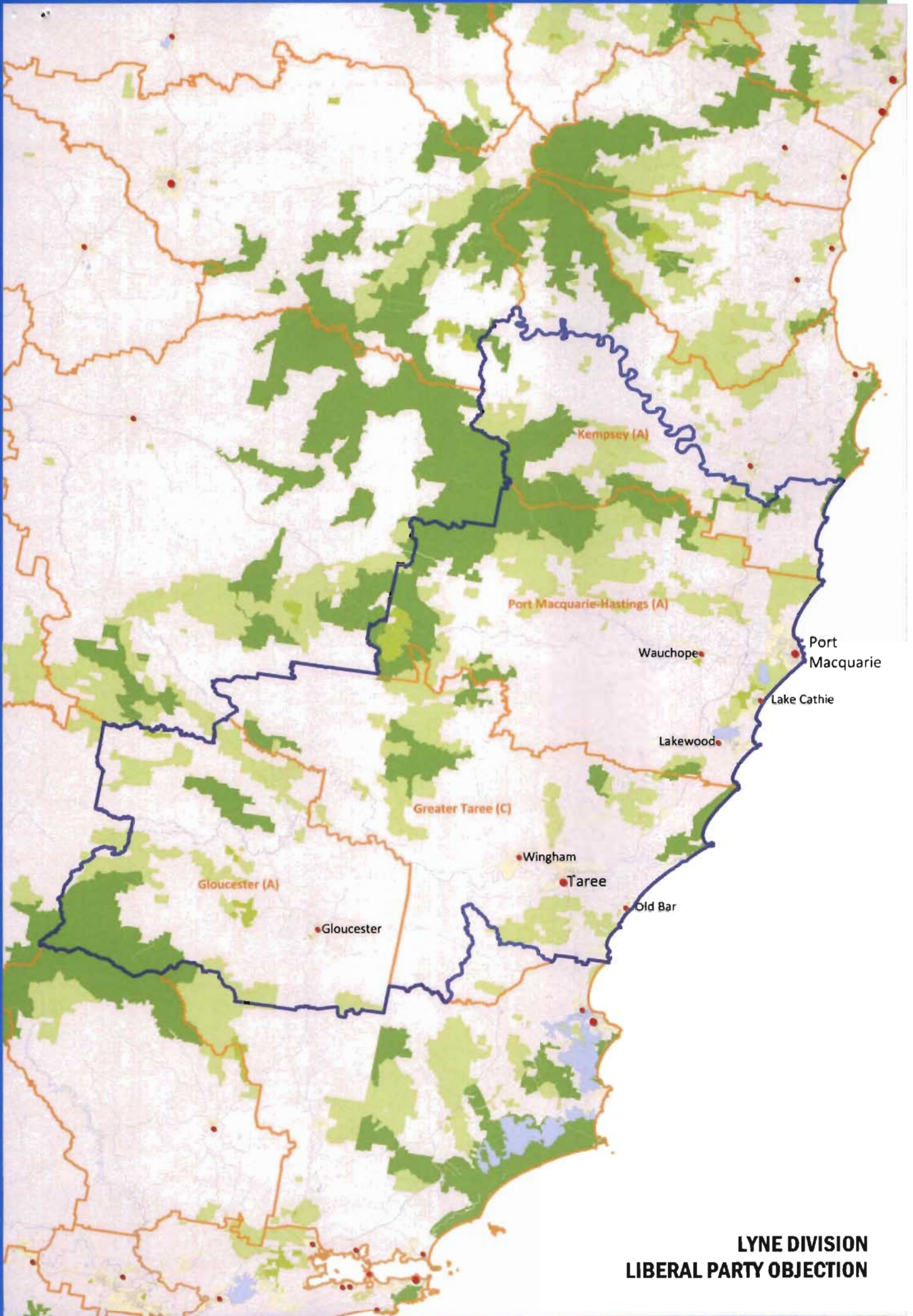
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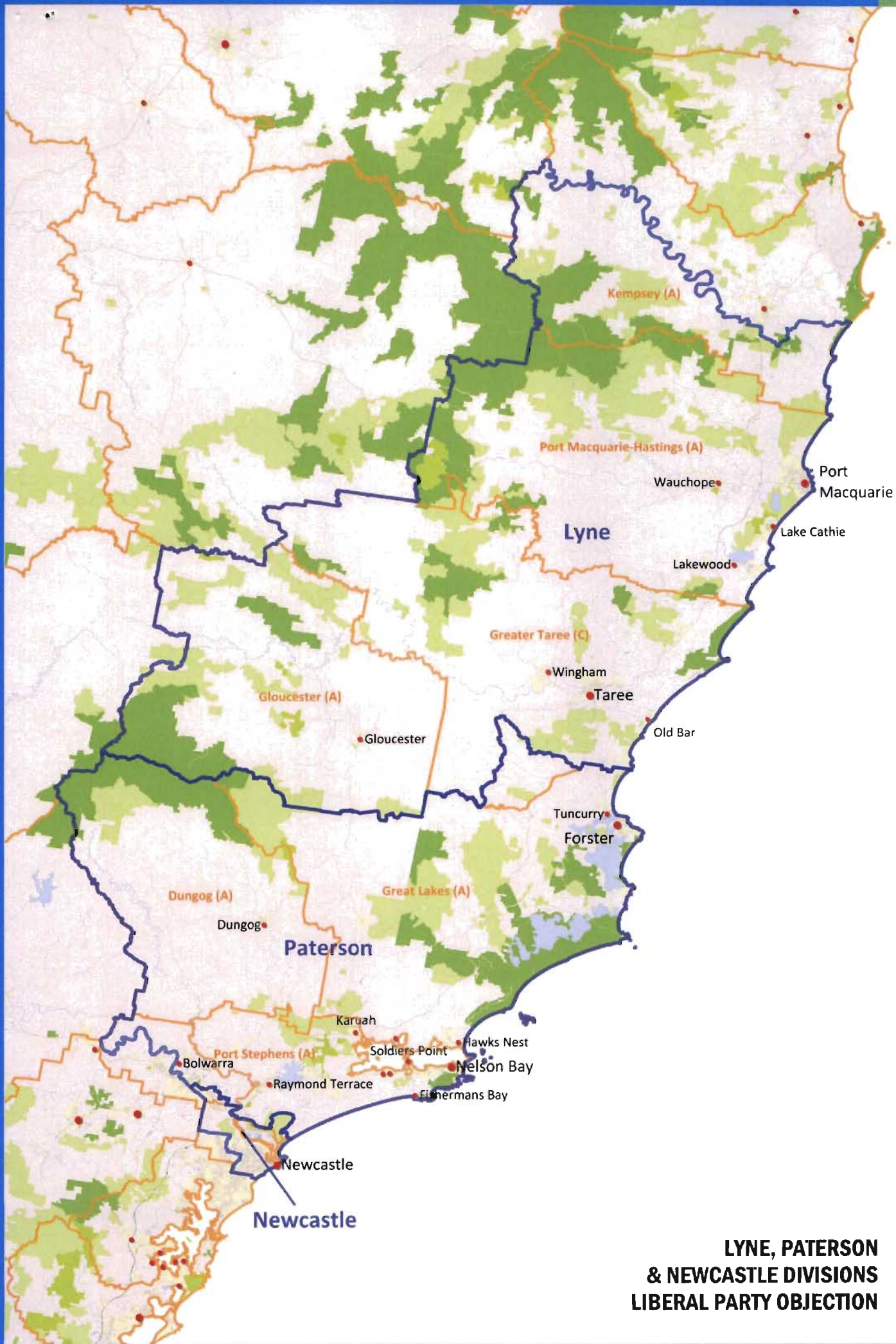
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LIBERAL PARTY OBJECTION**



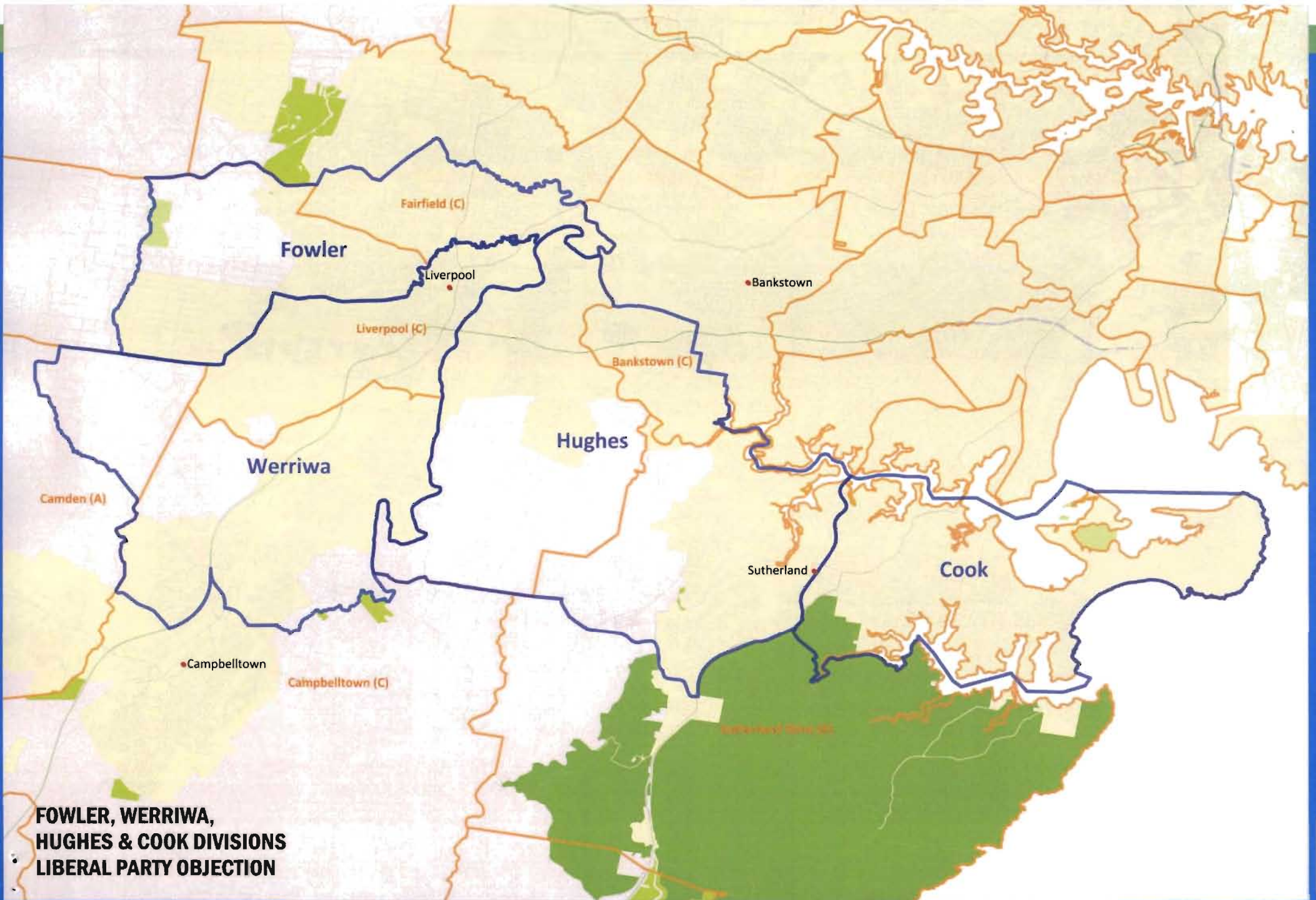
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LIBERAL PARTY OBJECTION**



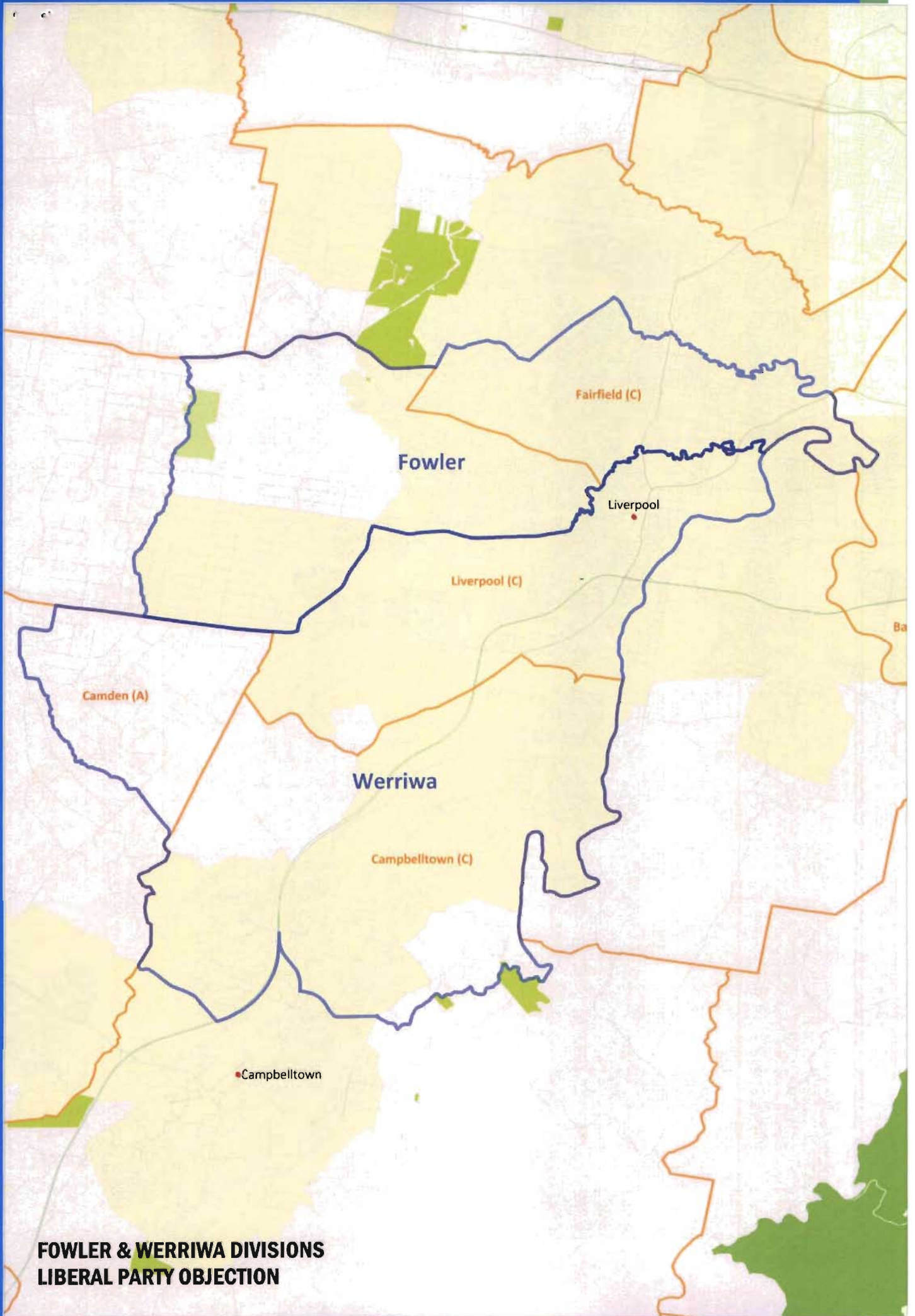
**LYNE DIVISION
LIBERAL PARTY OBJECTION**



**LYNE, PATERSON
& NEWCASTLE DIVISIONS
LIBERAL PARTY OBJECTION**



**FOWLER, WERRIWA,
HUGHES & COOK DIVISIONS
LIBERAL PARTY OBJECTION**



**FOWLER & WERRIWA DIVISIONS
LIBERAL PARTY OBJECTION**

Residents keen to be united

BRIONY SNEDDEN
17/08/2009 8:50:00 AM

Residents of the tiny township of Millers Forest are hoping to be united at the next Federal election.

And they want to be part of the Paterson electorate.

The township is divided by Raymond Terrace Road under current Federal boundaries introduced for the previous election, with voters on the south side in the Newcastle electorate and those on the north side in Paterson.

The situation meant half of the town had to travel to polling booths in Woodberry, Beresfield or Thornton to cast their votes, instead of Millers Forest Public School.

But under proposed changes for the next election on exhibition, Raymond Terrace Road will be swallowed by the Newcastle electorate, meaning that Millers Forest will be voting in the same seat – but it will be Newcastle.

Long time Millers Forest resident Gloria Green will make an objection to the Australian Electoral Commission (AEC), calling for Millers Forest, Berry Park and Duckenfield to be included in Paterson.

“We really have no affiliation with Newcastle – we’re rural, and it’s metropolitan,” she said.

“We can’t have dairy cattle and chicken farms in the middle of the city.”

Paterson MP Bob Baldwin was also unhappy about the proposed changes.

The Hunter River boundary means his own home is excluded from his seat, and will be part of the Newcastle electorate. Duckenfield, Berry Park and the fledgling suburb of Chisholm would become part of Newcastle, held by ALP’s Sharon Grierson, at the next general election.

Mr Baldwin said he was seeking clarification on the boundaries.

“I think I should go and argue for this,” he said.

The report of the Redistribution Committee is on public exhibition, and objections can be lodged with the AEC in writing before 6pm on September 4.

For more information, call 1300 391 039 or email nsw.redistribution@aec.gov.au

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