



THE FEDERAL
REDISTRIBUTION
QUEENSLAND

Submission S14

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Queensland Redistribution Pre redistribution analysis.

I'd like to first acknowledge @Angas from <https://www.tallyroom.com.au/> for the wonderful tool he created to help with this redistribution <https://auredistribution.com/>. It was truly helpful in creating a fast efficient redistribution.

When deciding where to begin my redistribution it could only be done in one of two places. Either on the northern tip or on the Gold Coast, I decided to start on the northern tip and then sweep down across regional and rural Queensland down to the border with the Sunshine Coast and Southern Queensland. Then I worked my way in an anticlockwise direction from the Gold Coast into the south of Brisbane. Then through Logan and across through Ipswich and the north of Brisbane ending Moreton Bay. This was to allow to do it by region and separate LGAs where possible. I grouped them by region and tried where I was able to separate several LGAs and order the seats in the more urban south-east.

I've chosen not to abolish any seats.

I've renamed only one seat as the changes introduced in this redistribution several seats are altered. However, due to the more than likely increase of seats in 2029 due to population increase in Queensland likely to tip it over the threshold for a 31st seat. These significant changes are likely to be reversed restoring those seats to close to what they represent now. The seats experiencing the most change are Groom, Fairfax, Fisher, Flynn and Wide Bay. Of these only Groom and Fisher are likely not to be returned close to their previous state and as such I've only renamed Groom this time around due to Fisher being named after a former Prime Minister.

I've come up with two different proposals for the seats of Longman and Dickson. These proposals are entirely contained within these two seats and neither changes any other seats. It mostly has to do with the Somerset Council area. As the City of Ipswich, which is largely contained with the seat of Blair is projected to continue to grow exponentially the Somerset Council needs to be removed. My initial thought was to put it entirely in Longman. However further investigation has meant that Somerset is made up of entirely distinct areas. The more rural areas of Kilcoy which is largely tied to the D'Aguilar Highway access through to Longman, and the southern parts of Esk, Lowood and Fernvale. Which have more in common with Ipswich and loosely Dayboro. Given that Blair is way over quota and can no longer contain these parts long term the only real place to move it is to Dickson. As such I've constructed two proposals, one where the entire Somerset is moved into Longman and the other where it is split between Longman and Dickson. These proposals are entirely contained and don't effect any other seat.

As Fisher is named after a Prime Minister, I've left the name as is.

As to Groom the name doesn't meet any of the current conventions on naming of a seat. Approximately 80% of the electors come from the old Groom. The namesake is very vague

and to anyone outside Toowoomba is likely not very known recognize. As such I am suggesting the name be changed to Brown, after William "Bill" Alfred Brown.

Brown - **William Alfred Brown**, OAM (31 July 1912 – 16 March 2008) was an Australian cricketer who played 22 Test Matches between 1934 and 1948, captaining his country in one Test. A right-handed opening batsman, his partnership with Jack Fingleton in the 1930s is regarded as one of the finest in Australian Test history. After the interruption of World War II, Brown was a member of the team dubbed "The Invincibles", who toured England in 1948 without defeat under the leadership of Don Bradman. In a match in November 1947, Brown was the unwitting victim of the first instance of "[Mankading](#)".

Groom -> Brown

I've also attempted to unite several SA1s and have used major infrastructure and LGAS and other geographic locations to draw boundaries.

Overall, 3 seats require no change. That being Leichardt, Bowman and Moncrieff. While Kennedy, Griffith, Brisbane, Oxley, Herbert, Hinkler and Wide Bay are at quota, they needed to be changed due the seats around them needing to be fixed and there was no alternative but to go through them. Kennedy and Herbert were fixed to accommodate community of interest concerns and boundaries that needed to be fixed.

The Redistribution

NORTHERN QUEENSLAND

Leichardt – Current Electors 125,528 (-1.36%), Projected Electors 130,809 (-1.30%).

Unchanged.

All voters in the new boundaries come from the old Leichardt.

After redistribution enrolment is, Current Electors 125,528 (-1.36%), Projected Electors 130,809 (-1.30%).

Kennedy – Current Electors 126,729 (-0.42%), Projected Electors 130,523 (-1.51%).

Gains the Lavarack Barracks, James Cook University and everything between the Ross River, The Ring Road and University Road from Herbert. Gains everything west of Stuart Drive from Dawson.

Loses the Burdekin Shire and parts of Townsville east of the Flinders Highway to Dawson to unite the Burdekin LGA in one seat and create a cleaner boundary with Dawson.

Approximately 91% of the electors come from the old Kennedy.

After redistribution enrolment is estimated as, Current Electors 130,851 (+2.82%), Projected Electors 134,677 (+1.62%).

Herbert – Current Electors 123,471 (-2.98%), Projected Electors 128,270 (-3.21%).

Gains the suburb of Annandale from Dawson.

Loses Lavarack Barracks, James Cook University and everything between the Ross River, The Ring Road and University Road to Kennedy.

Approximately 96% of the electors come from the old Herbert.

After redistribution enrolment is estimated as, Current Electors 127,676 (+0.33%), Projected Electors 132,519 (-0.01%).

Dawson – Current Electors 117,964 (-7.30%), Projected Electors 122,150 (-7.83%).

Gains the Burdekin Shire and parts of Townsville east of the Flinders Highway from Kennedy. Gains the Whitsunday LGA to unite the LGA in one seat and the parts of the City of Mackay up to the Alligator River from Capricornia.

Loses the suburb of Annandale to Herbert. Loses everything west of Stuart Drive to Kennedy
create a cleaner boundary with Kennedy.

Approximately 86% of the electors come from the old Dawson.

After redistribution enrolment is estimated as, Current Electors 129,098 (+1.44%), Projected
Electors 133,931 (+1.06%).

Capricornia – Current Electors 113,317 (-7.81%), Projected Electors 121,630 (-8.22%).

Gains the Barcaldine Shire from Maranoa. Gains the Central Highlands Region, Rockhampton
Surrounds – West, Rockhampton City and Gracemere from Flynn.

Loses the Whitsunday LGA to unite the LGA in one seat and the parts of the City of Mackay west
of the Alligator River to Dawson.

Approximately 78% of the electors come from the old Capricornia.

After redistribution enrolment is estimated as, Current Electors 131,065 (+2.99%), Projected
Electors 135,756 (+2.43%).

CENTRAL QUEENSLAND

Flynn – Current Electors 120,310 (+4.70%), Projected Electors 124,442 (-6.10%).

Gains the remainder of the South Burnett Regional Shire and the Cherbourg Aboriginal Shires
from Wide Bay. Gains the urban city of Bundaberg (everything north of Childers Road, the
Bundaberg Ring Road, west of Zielke Road and south of Kirby Road) from Hinkler.

Loses the Central Highlands Region, Rockhampton Surrounds – West, Rockhampton City and
Gracemere to Capricornia. Loses the town of Biggenden to Hinkler.

Approximately 71% of the electors come from the old Flynn.

After redistribution enrolment is estimated as, Current Electors 131,000 (+2.94%), Projected
Electors 135,398 (+2.16%).

Hinkler – Current Electors 131,320 (+3.03%), Projected Electors 136,398 (+2.92%).

Gains the town of Biggenden from Flynn. Gains the Fraser Coast along Fraser Island from Wide
Bay.

Loses the urban city of Bundaberg (everything north of Childers Road, the Bundaberg Ring
Road, west of Zielke Road and south of Kirby Road) to Wide Bay.

Approximately 74% of the electors come from the old Hinkler.

After redistribution enrolment is estimated as, Current Electors 124,598 (-2.09%), Projected Electors 129,377 (-2.38%).

Wide Bay – Current Electors 126,117 (-0.90%), Projected Electors 129,468 (-2.31%).

Gains everything the Maroochy Hinterland, Yandina. Ninderry, Eumundi, Peregrine Springs, Mount Coolum, Coolum Beach, Point Arkwright and Yaroomba from Fairfax.

Loses the remainder of the South Burnett Regional Shire and the Cherbourg Aboriginal Shires to Flynn. Loses the Fraser Coast along Fraser Island to Hinkler.

Approximately 72% of the electors come from the old Wide Bay.

After redistribution enrolment is estimated as, Current Electors 130,055 (+2.19%), Projected Electors 134,275 (+1.32%).

SOUTHERN QUEENSLAND

Maranoa – Current Electors 117,924 (-7.34%), Projected Electors 120,748 (-8.89%).

Gains all of regional and rural Toowoomba west of Toowoomba Wellcamp Airport and Kingsthorpe and north of Mount Muniganeen and Cobby Creek from Groom.

Loses Barcaldine Shire to Capricornia. Loses Winton Shire and Diamantina Shire to Kennedy.

This change helps fix up Maranoa's deficit while reducing total area by approximately 200,000 sqkm.

Approximately 90% of the electors come from the old Maranoa.

After redistribution enrolment is estimated as, Current Electors 127,113 (-0.12%), Projected Electors 127,622 (-1.80%).

Groom – Current Electors 121,529 (-4.50%), Projected Electors 126,667 (-4.42%).

Gains Lockyer Valley – West and Gatton from Wright.

Loses all of regional and rural Toowoomba west of Toowoomba Wellcamp Airport and Kingsthorpe and north of Mount Muniganeen and Cobby Creek to Maranoa.

Approximately 86% of the electors come from the old Groom.

After redistribution enrolment is estimated as, Current Electors 123,884 (-2.65%), Projected Electors 129,339 (-2.41%).

Renamed Brown after William Alfred Brown.

Wright – Current Electors 147,976 (+16.28%), Projected Electors 158,859 (+19.87%).

Gains everything west of the Pacific Motorway from Fadden. Gains the suburbs of Park Ridge South, Munruben and North Maclean from Forde.

Loses Lockyer Valley – West and Gatton to Groom. Loses Lockyer Valley – East to Blair. Loses the suburbs of Yarrabilba and Logan Village west of the Logan Village River Link and the Waterford-Tamborine Road to Forde. Loses the locality of Bonogin and part of the town of Mudgeeraba east of Wallaby Drive to McPherson.

Approximately 78% of the electors come from the old Wright.

After redistribution enrolment is estimated as, Current Electors 120,434 (-5.37%), Projected Electors 128,665 (-2.92%).

GOLD COAST

McPherson – Current Electors 123,297 (-3.11%), Projected Electors 127,590 (-3.72%).

Gains the locality of Bonogin and part of the town of Mudgeeraba east of Wallaby Drive from Wright.

Approximately 97% of the electors come from the old McPherson.

After redistribution enrolment is estimated as, Current Electors 127,402 (+0.11%), Projected Electors 131,836 (-0.55%).

Moncrieff – Current Electors 127,373 (+0.08%), Projected Electors 133,259 (+0.55%).

Unchanged.

All voters in the new boundaries come from the old Moncrieff.

After redistribution enrolment is estimated as, Current Electors 127,373 (+0.08%), Projected Electors 133,259 (+0.55%).

Fadden – Current Electors 138,978 (+9.21%), Projected Electors 146,349 (+10.43%).

Loses everything west of the Pacific Motorway to Wright.

All voters in the new boundaries come from the old Fadden.

After redistribution enrolment is estimated as, Current Electors 121,029 (-4.90%), Projected Electors 127,898 (-3.50%).

REDLAND CITY

Bowman – Current Electors 126,194 (-0.84%), Projected Electors 129,421 (-2.34%).

Unchanged.

All voters in the new boundaries come from the old Bowman.

After redistribution enrolment is estimated as, Current Electors 126,194 (-0.84%), Projected Electors 129,421 (-2.34%).

LOGAN

Forde – Current Electors 139,963 (+9.98%), Projected Electors 149,098 (+12.50%).

Gains the suburbs of Yarrabilba and Logan Village west of the Logan Village River Link and the Waterford-Tamborine Road from Wright.

Loses the suburbs of Loganlea, Waterford West, Boronia Heights and Park Ridge to Rankin.

Loses the suburbs of Park Ridge South, Munruben and North Maclean to Wright.

Approximately 87% of the electors come from the old Forde.

After redistribution enrolment is estimated as, Current Electors 123,065 (-3.30%), Projected Electors 131,964 (-0.43%).

Rankin – Current Electors 117,298 (-7.83%), Projected Electors 121,280 (-8.49%).

Gains the suburbs of the suburbs of Loganlea, Waterford West, Boronia Heights and Park Ridge from Forde.

Loses the parts of Brisbane west of Beaudesert Road to Moreton.

Approximately 79% of the electors come from the old Rankin.

After redistribution enrolment is estimated as, Current Electors 126,265 (-0.78%), Projected Electors 131,274 (-0.95%).

SOUTH BRISBANE

Bonner – Current Electors 114,688 (-9.88%), Projected Electors 117,450 (-11.38%).

Gains everything south of Holland Road, the suburbs of Mount Gravatt, Carina and Carina Heights from Griffith.

Approximately 90% of the electors come from the old Bonner.

After redistribution enrolment is estimated as, Current Electors 130,748 (+2.74%), Projected Electors 133,988 (+1.10%).

Griffith – Current Electors 123,782 (-2.73%), Projected Electors 129,371 (-2.38%).

Gains the suburbs of Fairfield, Annerley and Yeronga from Moreton.

Loses everything south of Holland Road, the suburbs of Carina and Carina Heights to Bonner.

Approximately 85% of the electors come from the old Griffith.

After redistribution enrolment is estimated as, Current Electors 123,383 (-3.05%), Projected Electors 128,982 (-2.68%).

Moreton – Current Electors 109,636 (-13.85%), Projected Electors 113,083 (-14.67%).

Gains everything east of Blunder Road along with the suburbs of Durack and Oxley and the part of Inala east of Kimberley Street from Oxley. Gains the parts of Brisbane west of Beaudesert Road from Rankin.

Loses the suburbs of Fairfield, Yeronga and Annerley to Griffith.

Approximately 74% of the electors come from the old Moreton.

After redistribution enrolment is estimated as, Current Electors 126,101 (-0.91%), Projected Electors 130,657 (-1.41%).

Oxley – Current Electors 124,944 (-1.82%), Projected Electors 129,999 (-1.91%).

Gains the suburbs of Collingwood Park, Redbank, the parts of Redbank Plains east of Schools Road along with the remainder of Brookwater, Augustine Heights and all of Greater Springfield from Blair.

Loses everything east of Blunder Road along with the suburbs of Durack and Oxley and the part of Inala east of Kimberley Street to Moreton.

Approximately 87% of the electors come from the old Oxley.

After redistribution enrolment is estimated as, Current Electors 126,965 (-0.23%), Projected Electors 132,631 (+0.08%).

IPSWICH

Blair – Current Electors 148,790 (+16.92%), Projected Electors 157,342 (+18.73%).

Gains Lockyer Valley – East from Wright.

Loses the City of Brisbane north of the Brisbane River to Ryan. Loses Somerset Council to Longman (Proposal 1) or Somerset Council is split between Longman (Kilcoy) and Dickson (Esk, Fernvale and Lowood. Loses the suburbs of Collingwood Park, Redbank. the parts of Redbank Plains east of Schools Road along with the remainder of Brookwater, Augustine Heights and all of Greater Springfield to Oxley.

Approximately 84% of the electors come from the old Blair.

After redistribution enrolment is estimated as, Current Electors 124,086 (-2.50%), Projected Electors 131,358 (-0.88%).

NORTH BRISBANE

Ryan – Current Electors 115,638 (-9.14%), Projected Electors 118,545 (-10.55%).

Gains the City of Brisbane north of the Brisbane River from Blair. Gains the suburbs of Paddington, Bardon and Milton along with parts of the suburb of Ashgrove west of Jubilee Drive and Stewart Road from Brisbane.

Approximately 91% of the electors come from the old Ryan.

After redistribution enrolment is estimated as, Current Electors 132,948 (+4.47%), Projected Electors 136,245 (+2.80%).

Brisbane – Current Electors 127,658 (+0.31%), Projected Electors 133,341 (+0.61%).

Gains the suburb of Nundah except for the parts north of Robinson Road from Lilley.

Loses the suburbs of Paddington, Bardon and Milton along with parts of the suburb of Ashgrove west of Jubilee Drive and Stewart Road to Ryan.

Approximately 90% of the electors come from the old Brisbane.

After redistribution enrolment is estimated as, Current Electors 123,640 (-2.85%), Projected Electors 129,352 (-2.40%).

Lilley – Current Electors 119,613 (-6.01%), Projected Electors 122,571 (-7.51%).

Gains the City of Brisbane from Dickson. Gains everything south of the North Coast Railway Line from Petrie.

Loses the suburb of Nundah except for the parts north of Robinson Road to Brisbane.

Approximately 87% of the electors come from the old Lilley.

After redistribution enrolment is estimated as, Current Electors 130,377 (+2.45%), Projected Electors 133,357 (+0.85%).

MORETON BAY

Petrie – Current Electors 137,616 (+8.14%), Projected Electors 37,823 (+7.99%).

Gains everything south of the Caboolture River that's east of the Bruce Highway from Longman.

Loses everything south of the North Coast Railway Line to Lilley.

Approximately 96% of the electors come from the old Petrie.

After redistribution enrolment is estimated as, Current Electors 128,654 (+1.09%), Projected Electors 134,520 (+1.50%).

Dickson – Current Electors 121,147 (-4.80%), Projected Electors 124,841 (-5.80%).

Gains the suburbs of Dakabin, Kallangur and part of the suburb of Narangba south of Oakey Flat Road and Callaghan Road from Longman (Proposal 1).

OR

Gains the Esk and Lowood SA2s from Blair (Proposal 2).

Loses the City of Brisbane to Lilley.

Approximately 92% of the electors come from the old Dickson under both proposals.

(Proposal 1) After redistribution enrolment is estimated as, Current Electors 131,794-132,806 (+3.70%-+4.36%), Projected Electors 136,532-137,470 (+3.02%-+3.70%).

(Proposal 2) After redistribution enrolment is estimated as, Current Electors 132,838 (+4.38%), Projected Electors 136,908 (+3.30%).

Longman – Current Electors 148,218 (+16.47%), Projected Electors 156,827 (+18.34%).

Gains Somerset Council from Blair (Proposal 1). Gains the Kilcoy SA2 from Blair (Proposal 2).

Gains the Caloundra Hinterland, Peachester and the parts of Beerwah and Glass House Mountains west of the North Coast Line from Fisher.

Loses the suburbs of Dakabin, Kallangur and part of the suburb of Narangba south of Oakey Flat Road and Callaghan Road to Dickson (Proposal 1). Loses everything south of the Caboolture River that's east of the Bruce Highway to Petrie. Loses Bribie Island and everything west of the Bruce Highway down to the Caboolture River to Fisher.

Approximately 74% of the electors come from the old Longman under Proposal 1.

Approximately 86% of the electors come from the old Longman under Proposal 2.

(Proposal 1) After redistribution enrolment is estimated as, Current Electors 131,002-131,835 (+2.45%-+3.59), Projected Electors 137,430-138,286 (+3.67%-+4.35%).

(Proposal 2) After redistribution enrolment is estimated as, Current Electors 130,971 (+2.91%), Projected Electors 137,920 (+4.07%). (Even though its slightly over on projected enrolment there are 3 SA1s that would be split with Fisher thus reducing this and if all else fails the commission can simply make a minor boundary adjustment to fix it.)

SUNSHINE COAST

Fisher – Current Electors 143,823 (+13.02%), Projected Electors 153,731 (+16.00%).

Gains Bribie Island and everything west of the Bruce Highway down to the Caboolture River from Longman.

Loses the suburbs of Sippy Downs, Landsborough, Mooloolah and Palmwoods along with Australia Zoo to Fairfax. Loses the Caloundra Hinterland, Peachester and the parts of Beerwah and Glass House Mountains west of the North Coast Line to Longman.

Approximately 72% of the electors come from the old Fisher.

After redistribution enrolment is estimated as, Current Electors 125,655 (-1.26%), Projected Electors 132,982 (+0.34%). (As above there are 3 SA1s that would be split with Longman thus increasing this.)

Fairfax – Current Electors 133,134 (+4.62%), Projected Electors 138,602 (+4.58%).

Gains the suburbs of Sippy Downs, Landsborough, Mooloolah and Palmwoods along with Australia Zoo from Fisher.

Loses everything the Maroochy Hinterland, Yandina. Ninderry, Eumundi, Peregrine Springs, Mount Coolum, Coolum Beach, Point Arkwright and Yaroomba to Wide Bay.

Approximately 74% of the electors come from the old Fairfax.

After redistribution enrolment is estimated as, Current Electors 128,773 (+1.19%), Projected Electors 136,048 (+2.65%).

Post Redistribution Analysis

NORTHERN QUEENSLAND

Looking at the initial numbers one thing was obvious, there needed to be a rearrangement of electors at the top of the state and additional electors brought in due a massive deficit that only got worse as it compounded southwards. However, the updated number revealed the situation to be less dire.

Leichardt is at quota and requires no adjustment.

While Kennedy was at quota there were two reasons for altering it. Firstly, to adjust odd boundaries that should be fixed and to include places with better community of interest concerns.

I drew Kennedy to cover Winton Shire and Diamantina Shire from Maranoa, as this would help reduce the vastness of that seat by about 147,000 sqkm which stretched all the way from Toowoomba. I also adjust its boundaries with Dawson and Herbert to create a better well-defined boundary. The shires of Winton and Diamantina have better community of interest concerns with Kennedy than they do with Maranoa and as Maranoa is extending further into Toowoomba it can accommodate the loss of these areas. The other issue I wanted to solve was the fact that Townsville crossed into 3 seats when it was really only necessary to have it in 2. Unfortunately, the current number won't allow for such an expansion. Therefore, I redefined the boundary of Kennedy to push up to the Ring Road and University Road down along Stuart Drive and then down the Flinders Highway. I also put the remainder of Burdekin Shire into Dawson as there was no reason to split that. I initially wanted to push Kennedy to the Bohle River and take in Palm Island while pushing Herbert into the outskirts of Townsville however, the changed numbers did not allow for that. After the next redistribution occurs likely in 3 years' time with the gaining of a 31st seat in Queensland I predict it may be possible to instead draw Kennedy completely out of Townsville.

Herbert required some adjustments to create a better boundary shedding territory south of the Ring Road and University Road to Kennedy while gaining the suburb of Annadale from Dawson.

Originally, I was able to draw Dawson completely out of Townsville, I was able to draw it to take in the remainder of Burdekin Shire from Kennedy, along the remainder of Whitsunday Region and Mackay Regional Council from Capricornia. However updated numbers meant Dawson had to remain on the outskirts of Townsville and moves up to the Alligator River in Mackay. The

Dawson/Kennedy/Herbert Boundary is now defined as running down Stuart Drive and the Flinders Highway.

Capricornia moves into Barcaldine Shire further reducing the area of Maranoa by a total of 53,000 sqkm to a total of 200,000 and into the Central Highlands and the remainder of parts of Rockhampton surrounds and Gracemere. This gives Capricornia a more defined namesake allowing for communities along the Capricorn Highway to be united into a better community of interest. Barcaldine is approximately the same distance minus about 15km from Rockhampton as it was from Roma previously and shares better communities of interest now that Emerald is also in the seat. This sures up Capricornia and places it truly in the Tropic of Capricorn for which it is named.

CENTRAL QUEENSLAND

For Flynn the best option was to have it take in the remainder of South Burnett from Wide Bay and then take in the urban parts of Bundaberg from Hinkler.

For Hinkler it merely moves down to take in the remainder of the Fraser Coast and Fraser Island from Wide Bay.

Wide Bay would then push further into the Sunshine Coast which currently has a big surplus due to both current and projected electors exceeding maximum tolerance in those 2 seats. I was able to push it into the Maroochy Hinterland, the Maroochy River and down into Mount Coolum.

While I originally wanted to shift the Wide Bay name to Hinkler to preserve the namesake and change Wide Bay to Irwin as it would lose it with these changes further analysis reveals that when Queensland gains its 31st seat likely after the 2028 election, that the changes experienced between Dawson and Wide Bay would largely be reversed restoring Wide Bay to its namesake area with the new seat likely to form on the Sunshine Coast. Therefore, I would implore the commission to resist any need to change the names of any of these seats.

SOUTHERN QUEENSLAND

I then went to fix up the parts of Southern Queensland which includes the seat of Groom which covers Toowoomba and the large seat of Maranoa that currently stretches from Diamantina in

the Far West all the way to the rural parts of Toowoomba and the seat of Wright. Maranoa currently had a major elector issue I believe I've solved along with being a large seat that only seems to get bigger. I believe I have solved both these problems. By shedding Barcaldine, Diamantina and Winton Shires it reduces its low elector LGAs along with 200,000 sqkm of territory and gains the regional and rural parts for the outskirts of Toowoomba from Groom which has more sustainable elector numbers. It takes in the SA2s of Crows Nest, Pittsworth and Jondaryan from Groom and pushes it to the edges of urban Toowoomba.

While I wanted Groom to take in the whole LGA of Lockyer Valley which needs to be shed from Wright given its way over quota and projected to grow even further, it was only possible to take in the Lockyer Valley – West and Gatton SA2s with the eastern sliver being moved into Blair for the time being. Hopefully future numbers will allow Maranoa to take in more of Toowoomba thus allowing Groom to take in the whole Lockyer Valley. The only other place the Lockyer could go is in Blair which has similar over quota issues and wouldn't work. Given the namesake of the division doesn't meet any of the quota looked at by the AEC I decided it need to be renamed given that it's named after someone from one side of politics who represent a particular area that is always subject to change. I've chosen the name Brown and William "Bill" Alfred Brown.

After shedding the Lockyer Valley, Wright fell into quota however issues on the Gold Coast and Logan required me to alter its border via a territory swap with Fadden and Forde. Hopefully with future redistributions should allow Wright to be removed completely from the Gold Coast with Forde the likely choice to become the fourth Gold Coast seat. However the surplus territory in Fadden fitted better in Wright then it did in Forde on this occasion give the Pacific Motorway seemed a better boundary then the Pimpana River.

GOLD COAST

I then went down to the Gold and starting in McPherson shored up its numbers by taking in part of the Gold Coast Hinterland from Wright it takes in several localities south of the lake and future redistributions should allow it to take in more with the goal of eventually pushing Wright out of the Gold Coast altogether.

Moncrieff is at quota and requires no adjustment.

Fadden being over quota has two options, lose the parts north of the Pimpana River to Forde or lose the parts west of the Pacific Motorway to Wright. The parts to the west seemed the best choice. This gives the seat defined boundaries being the Albert, the Pacific Motorway and the suburb of Southport. Losing the parts west of the motorway

pushes Fadden to the very edge of the quota negative range but still within by a handful of electors. This would stabilize at the next redistribution likely to occur in 2029 with a reduced quota when Queensland gains its 31st seat.

REDLANDS CITY

Bowman being currently contained within the entirety of Redlands City is at quota and doesn't need to be altered to include parts of Logan that are not in any way community of interest related. Further analysis shows at the next redistribution when Queensland likely gains a 31st seat, the seat can remain as is as well so the commission should not alter this seat in any way..

LOGAN CITY & SCENIC RIM

Forde being over quota loses Loganlea, Boronia Park, Park Ridge and Waterford West to Rankin. It also swaps territory with Wright by taking takes in Logan Village east of the River link and Yarrabilba from Wright which are areas experiencing a lot of growth while losing Park Ridge South, Munruben and the remainder of North Maclean to Wright.

Rankin sheds parts of the City of Brisbane west of Beaudesert Road to Moreton and takes in the territory previously mentioned from Forde. Analysis of a probable 31st seat indicate these changes would be reversed at the subsequent redistribution.

SOUTH BRISBANE

Despite the seat of Griffith being currently at quota it was necessary to transfer several suburbs into neighboring seat of Bonner due to it would create a bigger problem to cross the Moreton/Bonner boundary being the Pacific Motorway. Griffith then takes in Annerley, Yeronga and Fairfield from Moreton to fix up its numbers.

Moreton moves into Rankin along the Beaudesert Road and up Blunder Road into Oxley. It also takes in the suburbs of Oxley and Durack and a small part of Inala.

Oxley unites Greater Springfield into a single seat and the remainder of Collingwood Park and Redbank that is contained east of Six Mile Creek. It also moves to take in parts of Redbank Plains east of School Road from Blair.

IPSWICH CITY

The seat of Blair which stretches from Somerset Council and all the way down to Greater Springfield in Ipswich is massively over-quota and needs to shed voters. The only remaining option after shedding the City of Brisbane to Ryan is to shed Somerset Council. Given the numbers in Blair Kilcoy, Esk and at least one of Fernvale or Lowood would be able to stay but since the Lockyer Valley cannot fit entirely into Groom the remainder namely the Lockyer Valley – East Sa2 needs to be put in Blair for the time being. Further analysis shows Blair under a 31st Queensland would be an Ipswich only seat and as such Somerset might as well be removed now. For this reason, the entire Somerset Council must be removed this time around. For this task after understanding the complex nature of the differences between the north and south parts and the divide between Kilcoy and Esk I've proposed two options for the commissions review. It can either shed the entire Somerset Council to Longman or be split between Longman and Dickson. I considered putting it all in Dickson but doing so would require Dickson to lose territory and that would be the places that have community of interest with the lower half of the council so wasn't viable. Splitting between Dickson and Longman would put Kilcoy into Longman and Esk, Lowood and Fernvale into Dickson. Either option is completely isolated from changes in other seats as the Longman only option simply requires Dickson to gain voters from Longman whereas splitting it simply has Dickson only gaining parts of Somerset. It also loses the rest of Greater Springfield, Collingwood Park and parts of Redbank Plains to Oxley along with the parts of the City of Brisbane north of the Brisbane River to Ryan.

NORTH BRISBANE

Ryan gains the City of Brisbane north of the Brisbane River from Blair then moves into over Brisbane namely the suburbs of Milton, Paddington, Barton and parts of the suburb of Ashgrove along Jubille Way.

Brisbane takes in parts of the suburb of Nundah from Lilley south of Robinson Road

Lilleys numbers are cause for concern given the difference between Current Elector numbers and that of its Projected Elector numbers. It moves north and gains the remainder of the City of Brisbane from Dickson and moves north into Petrie the railway line.

MORETON BAY

Dickson is then drawn completely out of Brisbane but due to projected and current growth only requires a handful of electors from neighboring Longman or as described earlier from Blair. It has two options firstly I have drawn it into the growth areas there to lower Longmans out of control projected growth within tolerance. It extends to New Settlement Road and down along Burpengary Road. Alternatively if community of interest is a problem in Esk, Lowood and Fernvale it can take in these areas instead from Blair. Which option is better I will leave to the commission.

Petrie's solution is a simple one, after shedding voters to Lilley it moves up the Bruce Highway to the Caboolture River to maintain a nice well-defined boundary.

Longman being far over quota on both current electors and even worse on projected electors needs to shed its growth areas for more stable current elector ones. For that reason I have pushed it into the Somerset regions removed from Blair, either being the entire Council area or just the northern parts of Kilcoy which share strong communities of interest with Woodford. It also takes in Peachester, the Caloundra Hinterland along with parts of the Glass House Mountains and Beerwah west of the North Coast Line from Fisher excluding. It loses the strong elector areas east of the Bruce Highway to Fisher and Petrie which become divided by the Caboolture River. Bribie Island is also ceded to Fisher. If the entire Somerset Council is put into Longman then it loses the area between New Settlement Road and Burpengary Road to Dickson.

SUNSHINE COAST

Home of probably the most difficult seat to draw in one the highest growth areas in Queensland I have originally wanted to draw Fisher between the Bruce Highway in the west, Mooloolah River in the North and the Caboolture River in the south along with Bribie Island. However, reality was this wasn't going to be enough electors so it has retained the voters in Mooloolaba and Alexandra Hinterland along with the parts of Beerwah and The Glass House Mountains that

are east of the North Coast Line except for Australia Zoo which is transferred to Fairfax. Based on analysis of a 31 seat Queensland the boundaries I wanted to achieve would be possible under the reduced quota.

The remaining territory is transferred to the remaining seat of Fairfax along with Australia Zoo. That being the areas of Sippy Downs, Landsborough, Palmwoods and Mooloolah. Along with losing previously described territory I originally thought about renaming Fairfax to massive change to Kenny after Sister Elizabeth Kenny to maintain the representation of women however after the revised changes I have decided to keep it as is.

The 31st seat is more then likely going to happene in 2029 due to Queensland being at the very edge of 30 seats and will more likely then not tip over this point by the next election. This seat would probably be on the Sunshine Coast and the seat should be named Irwin after Australian great Steve Irwin who is hero in the hearts and minds of many Australians and is deserving to have a seat named after him.

CONCLUSION

While there are significant changes in the north of Queensland, on the Sunshine Coast, Moreton Bay, and the upper Gold Coast/Lower Logan these changes are likely to be reversed after a 31st seat is brought in and as such the commission should resist any proposal to rename any seat or abolish any seat at the current redistribution except for the seat of Groom for which reason I provided.

With exception, my analysis reveals that after including a 31st seat the new division of Fairfax will largely resemble the current division of Fisher. It will likely encompass the parts of the Sunshine Coast currently in Fisher north of the Mooloolah River and west of the Bruce Highway including Landsborough, Beerwah, The Glass House Mountains and the Caloundra Hinterland along with Sippy Downs, Mooloolah and Alexandra Headland along with parts of current Fairfax including Bli Bli Buderim and parts south of Mount Coolom.

It also reveals the new seat would reflect the current division of Fairfax being the remainder of the Sunshine Coast and adding in the Noosa LGA.

Therefore, alternatively I would suggest Fairfax be abolished and Fisher become what I have designated Fairfax and what I have designated Fisher to be called Kenny after Sister Elizabeth

Kenny or Irwin after Steve Irwin. Therefore, at the next redistribution Fisher would resemble the current Fisher and the new seat could revive the Fairfax name.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Capricornia

1. Executive Summary

This submission proposes a highly logical structural realignment of the **Division of Capricornia** to unite the economic powerhouse of Central Queensland into a single, cohesive federal electorate. It is proposed to:

- **Include** the entirety of the **Central Highlands Regional Council** area (including Emerald, Blackwater, and Springsure).
- **Include** the **Barcaldine Regional Council** area (unifying the central-western transport and pastoral corridor).
- **Include** the critical satellite city of **Gracemere** and the immediate rural-residential **Rockhampton surrounds** (ensuring the Rockhampton district is no longer fragmented).

Currently split across sprawling electorates like Flynn or Maranoa, these regions form an inseparable socio-economic ecosystem with Capricornia's primary hub of Rockhampton. This alignment groups communities bound by a shared resource economy, the

Capricorn Highway infrastructure spine, and an absolute reliance on Rockhampton as their regional capital.

2. The Capricorn Highway Infrastructure Spine

- **A Direct Economic and Transport Pipeline:** The **Capricorn Highway** serves as the literal infrastructure spine linking Barcaldine, the Central Highlands, and Gracemere directly into the heart of Rockhampton. This transport grid dictates the daily flow of freight, cattle, mining machinery, and regular commuters across Central Queensland.
 - **Logistical Orientation Towards Rockhampton:** For essential services, commercial aviation, heavy retail, and legal infrastructure, residents along this highway axis look entirely east toward Rockhampton—the administrative heart of Capricornia—rather than south toward Brisbane or the Darling Downs.
-

3. Unifying the Central Queensland Resource and Pastoral Supply Chain

- **The Bowen and Galilee Basin Connection:** The **Central Highlands** (anchored by Emerald and Blackwater) represents the industrial engine of the Bowen Basin. The mining services, engineering firms, and logistics workforces that support these multi-billion-dollar resource operations are heavily based in Rockhampton and Gracemere.

- **The Beef Capital Supply Chain:** Bringing **Barcaldine**, the **Central Highlands surrounds**, and **Gracemere** into Capricornia unifies the premier cattle grazing and agricultural belt of Central Queensland with its ultimate destination. Rockhampton is the "Beef Capital of Australia," hosting the major processing facilities and the triennial Beef Australia exposition. Grouping the primary producers of Barcaldine and the Highlands with their primary processing and export hub ensures a single, powerful federal voice for the northern beef industry.
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4. Resolving the Rockhampton–Gracemere Artificial Cleavage

- **A Single Urban-Civic Ecosystem:** **Gracemere** is an immediate satellite city of Rockhampton, situated just 10 kilometres from the city centre. Its workforce, school catchments, and community sporting leagues are completely intertwined with Rockhampton. Separating Gracemere into a different federal electorate from Rockhampton splits an active, daily-integrated commuter community.
 - **Shared Health and Tertiary Infrastructure:** Residents across Gracemere, the Rockhampton surrounds, and the Central Highlands rely entirely on **Rockhampton Hospital** for regional healthcare and **CQUniversity (Rockhampton)** for tertiary education. Aligning the electoral boundary to mirror this regional service network provides far more effective democratic representation.
-

5. Conclusion

Absorbing the Central Highlands, Barcaldine, Gracemere, and the Rockhampton surrounds into Capricornia corrects a fractured electoral layout in Central Queensland. It unites a culturally distinct, economically interdependent population bound by a shared resource workforce, identical highway infrastructure, and a collective regional identity centered entirely on Rockhampton.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Ryan

1. Executive Summary

This submission proposes a logical, contiguous expansion of the **Division of Ryan** to better align with the natural topography, commuter paths, and inner-western lifestyle footprint of Brisbane.

It is proposed to:

- **Consolidate** Ryan's identity strictly to the **north of the Brisbane River** (ensuring no cross-river fragmentation).
- **Include** the inner-western suburbs of **Milton, Bardon, and Paddington**.
- **Include** the parts of **Ashgrove** situated **west of Jubilee Terrace and Stewart Road**.

Currently split or sitting in neighbouring Brisbane, these areas form a seamless urban extension of Ryan's existing inner-western suburbs (like Auchenflower, Toowong, and The Gap). This alignment groups communities with identical socio-demographic characters, transport corridors, and environmental features.

2. A Continuous Inner-Western Lifestyle and Architectural Footprint

- **Socio-Demographic Homogeneity:** **Bardon, Paddington, Milton,** and western **Ashgrove** share an almost identical socio-demographic profile with Ryan's core inner suburbs (such as Toowong and St Lucia). These areas feature high concentrations of tertiary-educated professionals, academics, creatives, and families who prioritize heritage preservation and urban green spaces.
- **Character Housing and Topography:** Architecturally, this entire pocket is defined by hilly, undulating terrain dominated by character-filled, tin-and-timber Queenslander homes. The community infrastructure, local planning challenges, and heritage conservation desires of Paddington and Bardon are completely mismatched with the high-density commercial high-rises or diverse industrial landscapes found in other parts of Brisbane City, but align perfectly with Ryan.

3. Transport Spines and Commercial Gravitation

- **The Milton Road and Coronation Drive Axis:** **Milton** sits as the direct geographic gateway to the west. It is deeply integrated with Auchenflower and Toowong via **Milton Road** and **Coronation Drive**. The local business networks, café culture, and transit

commuters in Milton flow directly into the existing Ryan transport grid rather than looking toward the northern or eastern suburbs.

- **Jubilee Terrace and Stewart Road as a Definitive Boundary:** Utilizing the multi-lane arterial spine of **Jubilee Terrace** and **Stewart Road** (part of Metroroad 5) provides a stark, highly recognizable boundary for voters. It cleanly cuts through Ashgrove, keeping the hilly, foothills-facing community of western Ashgrove unified with **The Gap** (the heart of Ryan's northern footprint), while leaving eastern Ashgrove to integrate with the inner-north transport lines.

4. Cohesive Catchment and Environmental Management

- **The Mt Coot-tha and Enoggera Creek Buffers:** Bardon, western Ashgrove, and Paddington sit directly at the foothills of **Mt Coot-tha** and wrap around the upper reaches of **Enoggera Creek**.
- **Unified Environmental Voice:** These communities share immediate, contiguous environmental relationships regarding urban wildlife corridors, overland flow/flooding management, and bushfire-fringe readiness. Grouping them within Ryan places the entire eastern rim of the Mt Coot-tha forest and its feeding creek systems under a single federal representative equipped to advocate for inner-western environmental resilience.

5. Conclusion

Absorbing Milton, Bardon, Paddington, and western Ashgrove into Ryan corrects an artificial political boundary in Brisbane's inner west. It unites a culturally distinct, topographically continuous, and transit-aligned population with the matching foothills and river-corridor communities that define their daily social and economic realities.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Moreton

1. Executive Summary

This submission proposes a highly logical, contiguous westward expansion of the **Division of Moreton**. It is proposed to:

- **Include** the suburbs of **Oxley** and **Durack**.
- **Include** all residential and commercial territory located **west of Beaudesert Road** and **east of Blunder Road** (fully absorbing the unified corridor of Acacia Ridge, Willawong, and Pallara).

Currently, these areas are fragmented across neighbouring electorates (such as Oxley or Rankin). Bringing them into Moreton unifies an industrial, logistic, and multicultural working-class footprint that is bound together by the **Ipswich Motorway**, the **Oxley Creek Catchment**, and shared outer-south Brisbane transport spines.

2. Unifying the Oxley Creek Environmental and Community Catchment

- **A Continuous Natural Boundary: Oxley Creek** flows directly through **Durack, Oxley, Willawong, and Acacia Ridge**. This creates a continuous environmental and lifestyle ribbon that has historically defined the flooding, industrial footprint, and green-space management of this specific sub-region.
- **Shared Environmental Representation:** By grouping Oxley and Durack into Moreton alongside Willawong, the AEC places the critical water management, flood-mitigation infrastructure, and eco-parks of the Oxley Creek corridor under a single federal voice. These suburbs share acute, lower-lying river-flat geographical pressures that require unified federal infrastructure advocacy.

3. Socio-Economic and Industrial Interdependence

- **The Beaudesert Road Logistics Corridor:** The industrial and logistics territory running between **Beaudesert Road** and **Blunder Road** (including parts of Acacia Ridge, Rocklea, and Willawong) represents a single, highly integrated employment engine.
- **Shared Demographic Profiles:** The residents living in the residential pockets surrounding this zone—including Oxley and Durack—closely mirror Moreton's existing core working-class, multicultural, and diverse family demographics. These populations share a high

concentration of employment in transport, logistics, manufacturing, and local trades, creating identical socio-economic policy needs.

4. Transport and Retail Orientation Toward Moreton Hubs

- **The Ipswich Motorway and Railway Spines: Oxley and Durack** are anchored along the **Ipswich Motorway** and the **Shorncliffe/Ipswich Rail Line**. This transport grid flows seamlessly into Moorooka and Rocklea—the western heart of Moreton. Residents commute along this east-west axis daily for work and schooling, rather than looking south toward Logan or west toward Ipswich.
 - **Blunder Road and Beaudesert Road as Clean Boundaries:** Utilizing **Blunder Road** as a strict western boundary and consolidating everything east of it into Moreton provides a clear, multi-lane arterial line for voters. It cleanly groups the outer-southwest industrial-residential complex into Moreton, leaving the purely suburban, master-planned estates further west to be represented independently.
-

5. Conclusion

Absorbing Oxley, Durack, and the industrial-residential zone between Beaudesert Road and Blunder Road into Moreton corrects a fractured electoral layout. It unites communities bound by a shared industrial workforce, identical highway infrastructure, a highly diverse multicultural demographic, and the continuous geographic footprint of the Oxley Creek catchment into a single, cohesive federal electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Rankin

1. Executive Summary

This submission proposes a logical, contiguous expansion of the **Division of Rankin** to fully capture the urban-industrial and master-planned growth corridors of central Logan City. It is proposed to:

- **Include** the suburbs of **Loganlea** and **Waterford West**.
- **Include** the master-planned growth corridors of **Boronia Heights** and **Park Ridge**.

Currently, Rankin is primarily an outer-suburban, diverse metropolitan electorate. By absorbing these four suburbs, Rankin moves away from artificial fragmentation and cleanly unifies the core civic, educational, and high-density residential nodes that look directly north toward the Kingston, Woodridge, and Browns Plains commercial centers.

2. Unifying the Logan-Crestmead Industrial and Employment Ecosystem

- **The Logan Motorway Corridor:** The **Logan Motorway** serves as the economic spine of Rankin. Both **Boronia Heights** and **Park Ridge** sit directly adjacent to this major transit infrastructure and are deeply tied to the **Crestmead Infrastructure and Industrial Estate**—the absolute employment engine of Rankin.
 - **Shared Working-Class and Commuter Profiles:** The population demographics in these four expanding suburbs closely match Rankin's existing core. They feature high concentrations of logistics workers, manufacturing employees, and growing multicultural families who navigate the exact same cost-of-living, outer-suburban infrastructure, and local manufacturing employment trends.
-

3. Consolidation of Central Logan Civic and Health Infrastructure

- **The Loganlea Health and Knowledge Precinct:** **Loganlea** serves as the literal civic anchor for central Logan, hosting **Logan Hospital**, the **Loganlea TAFE campus**, and **Griffith University Logan Campus**.
 - The vast majority of healthcare workers and students utilizing these facilities live within Rankin's current borders (such as Kingston, Woodridge, and Loganholme).
 - Grouping Loganlea and **Waterford West** into Rankin ensures that Logan's primary health and tertiary education hub is represented by a single federal electorate,

rather than being carved away into a sprawling semi-rural or Gold Coast hinterland electorate like Forde.

4. Transport Nodes as Regional Anchors

- **The Loganlea Rail Hub and Kingston Road Axis:** Loganlea and Waterford West are bound together by **Kingston Road** and the **Beenleigh Rail Line**. This transport pipeline flows directly north into the heart of Rankin. Residents in these suburbs look north toward Springwood and Strathpine/Brisbane for regional governance, rather than looking south toward the Gold Coast.
 - **The Mount Lindesay Highway Alignment:** For **Boronia Heights** and **Park Ridge**, the **Mount Lindesay Highway** acts as a direct commuter conduit that funnels residents seamlessly into **Browns Plains (Grand Plaza)**—the dominant retail and transport interchange of western Rankin. Keeping these suburbs separate from Browns Plains splits an active, daily-integrated commuter and shopping community.
-

5. Conclusion

Absorbing Loganlea, Waterford West, Boronia Heights, and Park Ridge into Rankin corrects a long-standing electoral fragmentation of Logan City. It unifies a high-growth, multicultural, and industrially reliant population with the major transit corridors, health precincts, and shopping hubs that define their daily lives.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Griffith

1. Executive Summary

This submission proposes a highly logical, geographically continuous expansion of the **Division of Griffith** to incorporate the inner-south riverfront and transport corridor suburbs of **Annerley, Yeronga, and Fairfield** (traditionally situated on the eastern fringe of Moreton).

These three suburbs form an inseparable urban, social, and economic ecosystem with the existing western suburbs of Griffith (such as Dutton Park, Highgate Hill, and Woolloongabba). Bringing them into Griffith creates a unified "Inner-South Peninsula" electorate bound by shared transit infrastructure, river catchments, and a distinct inner-metropolitan community identity.

2. The Inner-South Transport and Commuter Axis

- **The Beenleigh/Gold Coast Rail Line Linkage:** **Fairfield** and **Yeronga** are anchored directly along the same railway spine that feeds straight into Dutton Park, South Brisbane, and the Brisbane CBD—the core transit axis of Griffith. The Cross River Rail infrastructure deeply intertwines these stations, creating an identical commuter reality for residents across this corridor.
 - **The Annerley Road and Ipswich Road Corridors:** **Annerley** is physically and socially connected to Woolloongabba and Dutton Park via major arterial spines. The commercial strip along **Annerley Road** transitions seamlessly into the medical and research precincts of the Princess Alexandra (PA) Hospital and the University of Queensland (UQ) via the Eleanor Schonell Bridge, completely bypassing the mid-suburban orientation of Moreton.
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3. Shared Socio-Demographic and Urban Profile

- **Inner-Ring Progressive and Academic Demographics:** Annerley, Yeronga, and Fairfield share a distinct socio-demographic profile with the rest of Griffith. They feature high concentrations of university students, academic staff, medical professionals, and young urban families who rely heavily on the nearby **UQ St Lucia campus** and the **Boggo Road/PA Hospital knowledge precincts**.
- **Urban Density and Housing Styles:** These suburbs mirror Griffith's character, blending character-filled Queenslanders, low-rise apartment brick blocks, and modern transit-oriented infill developments. This starkly contrasts with the broader, lower-density, car-dependent middle suburbs that dominate the remainder of the Division of Moreton.

4. Cohesive Riverfront Infrastructure and Recreation

- **The Brisbane River Catchment: Yeronga and Fairfield** share a continuous physical riverfront ribbon with West End and South Brisbane. This translates directly to shared lifestyle interests, including the use of interconnected river bikeways, rowing clubs, and riverside parklands.
- **Shared Climate and Flood Resiliency Pressures:** As lower-lying inner-river loops, these suburbs face identical environmental challenges regarding flood mitigation, stormwater management, and riverfront green-space conservation. A single federal representative within Griffith would be far more effectively aligned to represent these acute, inner-south riverfront infrastructure needs.

5. Conclusion

Absorbing Annerley, Yeronga, and Fairfield into Griffith recognizes the modern reality of Brisbane's inner-south expansion. It cleanly uses the Brisbane River and major railway corridors to bind a high-density, culturally progressive, and transit-reliant population into a single, compact, and highly harmonious federal electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Bonner

1. Executive Summary

This submission proposes a highly logical consolidation of the inner-eastern suburban footprint of the **Division of Bonner**. It is proposed to:

- **Include** the entirety of the suburbs of **Carina** and **Carina Heights**.
- **Include** the residential areas directly **south of Holland Road** (consolidating parts of Holland Park West/Mount Gravatt East into a uniform northern boundary).

Currently, these areas are artificially separated from their natural commercial, recreational, and transport linkages. Bringing them fully into Bonner unifies a distinct demographic belt of established and transforming middle-ring eastern Brisbane suburbs that look entirely eastward for their daily regional services.

2. Commercial and Retail Gravitation

- **The Carindale Regional Hub:** **Carina** and **Carina Heights** function as the immediate residential buffer to Westfield Carindale—the absolute commercial and transit centerpiece of Bonner. The daily lives, retail habits, and employment networks of residents in these suburbs revolve entirely around the Carindale precinct.
 - **Holland Road Alignment:** The residential zone sitting directly south of **Holland Road** shares this exact eastward economic trajectory. Rather than looking west toward the inner-city core of Griffith, these residents utilize Holland Road and Cavendish Road as direct conduits to access the major retail, medical services, and commercial offices rooted firmly in Bonner’s territory.
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3. Shared Infrastructure, Recreation, and Education

- **Unified Green Space and Sport Corridors:** Carina and Carina Heights are anchored by major regional recreational facilities, such as the **Clem Jones Centre**, local east-side leagues clubs, and the sprawling parklands along the Minnippi catchment. These facilities are heavily utilized by families across Bonner. Unifying these suburbs under Bonner places these vital community sporting assets under a single federal voice.
- **School Catchment Continuity:** The high schools and primary schools in this specific pocket (such as Whites Hill State College, San Sisto College, and nearby local state schools) draw their student populations directly across the current artificial borders of

Bonner, Carina, and Mount Gravatt East. Aligning the electoral boundary with these local schooling and family networks reflects the true day-to-day community of interest.

4. Transport Networks as Regional Integrators

- **The Old Cleveland Road and Cavendish Road Spines:** **Old Cleveland Road** and **Cavendish Road** act as the primary commuter corridors for this region. The bus infrastructure—specifically the Eastern Busway linkages feeding into Carindale and out towards Capalaba—binds Carina, Carina Heights, and the zone south of Holland Road into a unified eastern transport network.
 - **Holland Road as a Clean Northern Boundary:** Utilizing **Holland Road** as a strict, easily recognizable boundary line provides a crisp geographic divider for voters. It clearly demarcates the transition from the older, high-density inner-south suburbs of Griffith from the middle-ring, family-dominant residential landscape that defines Bonner.
-

5. Conclusion

Adding Carina, Carina Heights, and the residential pocket south of Holland Road into Bonner corrects an artificial cleavage of Brisbane's inner-eastern suburbs. It unites communities that share identical housing styles, recreational facilities, transport corridors, and an absolute reliance on the Carindale commercial hub into a single, cohesive federal electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of McPherson

1. Executive Summary

This submission proposes a logical, geographically contiguous boundary adjustment to the **Division of McPherson** by incorporating the suburbs of **Bonogin, Springbrook, and Austinville** (traditionally situated on the southern fringes of Moncrieff or Wright).

These three areas form the natural, physical backdrop to the southern Gold Coast. They are bound to McPherson by shared valley infrastructure, environmental management zones, and an absolute reliance on McPherson's major commercial and transport nodes along the Pacific Motorway (M1) corridor.

2. Complete Integration of the Southern Hinterland Valleys

- **Shared Foothills and Valley Demographics: Bonogin and Austinville** are pristine, low-density rural-residential and acreage valleys. They share identical socio-demographic characteristics, housing styles, and lifestyle expectations with neighboring McPherson hinterland communities like Talgebudgera Valley and Currumbin Valley.
 - **The Springbrook Plateau Connection: Springbrook** sits at the literal crown of the southern Gold Coast hinterland. Geographically and culturally, it forms a cohesive mountain-and-valley network with Austinville and Mudgeeraba (the historic hinterland hub of McPherson). Grouping them under a single federal voice recognizes this interconnected ridge-and-valley community identity.
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3. Transport Infrastructure and Commercial Orientation

- **Direct Transport Pipelines into McPherson:** Topographically, the residents of Bonogin and Austinville are forced by local valley geography to commute directly eastward into McPherson to access the rest of the Gold Coast.
 - **Bonogin Road and Austinville Road** funnel traffic directly into **Mudgeeraba** and the **Robina** commercial precinct—the primary infrastructure and service hubs heavily anchored within McPherson.
 - Residents of Springbrook rely on **Springbrook Road** to travel down the mountain directly into Mudgeeraba for essential services.
- **Economic Interdependence:** For medical care (Robina Hospital), tertiary education (Bond University), major retail (Robina Town Centre), and heavy transport infrastructure

(Robina Rail Station and the M1), residents of these three areas look entirely into McPherson. They share virtually no administrative or daily logistical ties with the high-density, tourism-heavy coastal strips of central Gold Coast electorates (Moncrieff).

4. Cohesive Environmental and Catchment Management

- **Unifying the World Heritage and Catchment Footprint:** Springbrook, Austinville, and Bonogin represent critical environmental buffers and water catchment zones for the southern Gold Coast. Springbrook National Park and the surrounding eco-tourism corridors share continuous environmental, bushfire management, and conservation pressures with the Currumbin and Tallebudgera valleys.
 - **A Single Voice for Eco-Tourism:** Placing these areas together allows a single federal representative to manage the unique intersecting needs of a world-heritage eco-tourism economy alongside local acreage living, rather than splitting these continuous mountain ecosystems across mismatched urban electorates.
-

5. Conclusion

Adding Bonogin, Springbrook, and Austinville into McPherson resolves a long-standing geographic disconnect. It groups communities with identical acreage lifestyles, shared valley topography, and an absolute economic orientation toward the Robina-Mudgeeraba spine into a single, highly cohesive, and naturally bounded southern Gold Coast electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Wright

1. Executive Summary

This submission proposes a structural realignment of the **Division of Wright** to create a highly compact, logical, and socio-economically cohesive electorate. The proposed changes focus on consolidating the expanding acreage, rural-residential, and foothills communities of the Gold Coast and Logan hinterlands, while utilizing top-tier transport corridors to draw clean electoral boundaries.

It is proposed to:

- **Add** all parts of the **Division of Fadden located west of the Pacific Motorway (M1)** (such as the foothill suburbs of Ormeau Hills, Upper Coomera, and Willow Vale).
 - **Add** the suburban/rural-residential expansion corridor of **Munruben, Park Ridge South, and North Maclean**.
 - **Remove** the **Lockyer Valley region** entirely from the electorate.
 - **Remove** the high-density urban growth masterplans of **Yarrabilba and Logan Village (east of the Logan River)**.
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2. Consolidating the Hinterland Spine: Adding Fadden West of the M1

- **The M1 as a Definitive Boundary:** The **Pacific Motorway (M1)** is one of the starkest physical, social, and economic dividers in South East Queensland. The parts of Fadden sitting west of the motorway (encompassing parts of Upper Coomera, Willow Vale, and Ormeau Hills) share virtually no community of interest with the high-density, marine-focused, and tourism-heavy coastal strips of Fadden (like Hope Island or Paradise Point).
 - **Shared Foothills Demographics:** The communities west of the M1 look directly west and south toward the Tamborine Mountain and Albert River catchments—the traditional core of Wright. These areas consist heavily of semi-rural acreages, environmental corridors, and lifestyle estates that face the exact same infrastructure, bushfire management, and local environmental pressures as the existing eastern fringe of Wright.
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3. Creating a Contiguous Logan-Albert Acreage Corridor: Adding Munruben, Park Ridge South, and North Maclean

- **Socio-Demographic Alignment:** Moving the suburbs of **Munruben, Park Ridge South, and North Maclean** into Wright perfectly unifies the contiguous semi-rural and acreage

residential belt running south of Browns Plains. The residents in these suburbs choose large-lot, semi-rural living, mirroring the core lifestyle demographic of Wright's northern Logan footprint.

- **Logistical Transport Axes:** These suburbs are cleanly bound by the **Mount Lindesay Highway** spine. This highway acts as the primary transit and commercial corridor that seamlessly links them south into Beaudesert—the agricultural and civic heart of Wright—rather than drawing them north into the dense, purely urban metropolitan environment of Logan City.

4. Streamlining the Electorate: Removing Lockyer Valley, Yarrabilba, and Logan Village (East of the River)

- **The Lockyer Valley Disconnect:** The Lockyer Valley is a distinct, intensive agricultural and horticultural food-bowl region. Its economic, transport, and community networks run strictly west along the Warrego Highway toward Toowoomba, or east toward Ipswich (Blair). Retaining it in Wright—separated by vast mountain ranges from the Gold Coast Hinterland—creates an artificial, sprawling electorate that stretches a single representative across incompatible economies.
- **Removing Urban Master-Planned Hotspots (Yarrabilba & Logan Village):** Yarrabilba and the urban-expanding pockets of **Logan Village east of the Logan River** have evolved into high-density, master-planned residential growth centers.
 - Their socio-economic issues center on rapid suburban infrastructure, master-planned schools, and compact urban design.
 - Conversely, Wright is fundamentally an electorate of rural towns and sprawling acreages.
 - **The Logan River as a Natural Border:** Utilizing the **Logan River** as a hard eastern boundary cleanly slices away these high-density nodes, keeping the urban commuter hub of Yarrabilba unified with matching urban/suburban catchments (such as Forde).

5. Conclusion

This proposed reconfiguration transforms Wright into a masterclass of electoral community interest. By shedding the distant Lockyer Valley and the dense urban pocket of Yarrabilba, and absorbing the acreage belts of Munruben and Fadden West, the AEC creates a uniquely

harmonious electorate. It establishes the **M1** and the **Logan River** as unarguable, long-term geographic boundaries for voters.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Blair

1. Executive Summary

This submission proposes a major logical realignment of the **Division of Blair** to better reflect the modern economic, social, and transport infrastructure realities of South East Queensland. It is proposed to:

- **Include** the **Lockyer Valley - East** SA2 region (encompassing major growth areas like Hatton Vale, Plainland, Minden, and Marburg).
- **Remove** the entirety of the **Somerset Regional Council** local government area (including Esk, Toogoolawah, and Kilcoy).

This rebalancing shifts Blair away from a split, mismatched identity (vast northern rural catchments vs. compact western urban centres) and focuses it cleanly on the high-growth **Ipswich–Lockyer Western Transport Corridor**.

2. A Shared Western-Corridor Identity: Uniting Ipswich and Lockyer Valley - East

- **Unified Commuter and Growth Economy:** The **Lockyer Valley - East** SA2 is no longer an isolated agrarian hub. Driven by rapid residential expansions in Plainland and Hatton Vale, this area has transformed into a critical commuter-belt for the Greater Ipswich workforce.
- **Complete Transport Integration:** The **Warrego Highway** serves as the literal economic spine connecting Lockyer Valley - East directly into the heart of Blair's commercial core in Ipswich. Residents along this highway look seamlessly east to Ipswich for heavy retail, industrial employment (such as the **Brendale and Amberley RAAF base** ecosystems), advanced manufacturing, and tertiary education via UniSQ Ipswich.
- **Overlapping Local Planning Alignment:** Integrating Lockyer Valley - East into Blair respects the rapid population boom currently reshaping the western edge of South East Queensland. Both outer-western Ipswich and eastern Lockyer Valley share pressing infrastructure challenges, including sub-regional road stresses, public transport development, and shared environmental/flood hazard management networks.

3. Case for Removing Somerset Regional Council

- **Geographic and Socio-Economic Disconnect:** The **Somerset Regional Council** area represents a completely different socio-demographic landscape compared to the rest of

Blair. While Blair is dominated by the urban, suburban, and commuter-centric needs of the City of Ipswich, Somerset is a vast, low-density rural and environmental region anchored by cattle grazing, forestry, and water catchment management (Lake Wivenhoe and Lake Somerset).

- **Incompatible Infrastructure Axes:** The transport lines of Somerset look entirely north and northeast. The **Brisbane Valley Highway** and **D'Aguilar Highway** draw the towns of Esk, Toogoolawah, and Kilcoy away from Ipswich, connecting them far more naturally with the peri-urban and hinterland electorates of the outer-northwest (such as Dickson or Longman).
- **Diluted Representation:** Forcing a federal representative to split attention between a high-density, rapidly industrialising urban city (Ipswich) and an expansive, distinct rural council (Somerset) naturally disadvantages both communities. Removing Somerset allows its purely rural voice to be unified with matching agricultural electorates, while Blair achieves clear community boundaries.

4. Conclusion

By adding the **Lockyer Valley - East SA2** and removing **Somerset Council**, the AEC will create a compact, legally defensible, and socio-economically harmonious electorate. This ensures the electors of Blair are bounded by shared highway reliance, economic interdependence, and a unified outer-suburban Western-Corridor voice.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Dickson

1. Executive Summary

This submission proposes a logical, peri-urban expansion of the **Division of Dickson** by incorporating the **Esk** and **Lowood** SA2 regions (currently situated in the vast, rural electorate of Blair or Wright).

As the outer-northwestern fringes of the Brisbane metropolitan area rapidly expand, the Brisbane Valley communities of Esk and Lowood are no longer purely isolated rural towns. Instead, they form an interdependent socio-economic corridor with the existing rural-residential and peri-urban hubs of Dickson (such as Samford, Dayboro, and the D'Aguilar Highway corridor).

2. A Shared Peri-Urban & Commuter Identity

- **The Shift from Rural to Peri-Urban:** The [AEC boundary guidelines](#) prioritize communities of interest that share common living pressures. Both Esk and Lowood have evolved from independent agrarian communities into major commuter and lifestyle-acreage hubs for the greater Brisbane workforce.
 - **Shared Demographics:** The residents of Esk and Lowood share identical socio-demographic interests with Dickson's existing hinterland communities (like Dayboro, Mount Glorious, and Samford Valley). These populations navigate the unique challenges of peri-urban living, including:
 - Reliance on outer-metropolitan road infrastructure.
 - Rapid residential growth encroaching on traditional agricultural land.
 - A shared reliance on the major health, tertiary education, and retail hubs of outer-north Brisbane.
-

3. Transport and Infrastructure Corridors

- **The D'Aguilar and Brisbane Valley Highway Linkages:** The **Brisbane Valley Highway** acts as a direct conduit feeding residents from Lowood and Esk north and east towards the **D'Aguilar Highway** and **Mount Glorious Road** corridors. This infrastructure tightly binds the Brisbane Valley into the western geography of Dickson.
- **Logistical Orientation Towards Strathpine and Caboolture:** For healthcare, commercial services, and weekly retail, residents in the Esk and Lowood SA2s increasingly look toward the major commercial hubs along the Bruce Highway spine and the

Strathpine/Brendale industrial zones—the economic heart of Dickson—rather than driving south into the distinct industrial settings of Ipswich.

4. Cohesive Environmental and Catchment Management

- **The Somerset and Wivenhoe Catchments:** The Esk and Lowood SA2s wrap around the critical water infrastructure of **Lake Wivenhoe** and **Lake Somerset**. The eastern borders of these catchments directly touch the existing western border of Dickson.
 - **Unified Environmental Representation:** Grouping these regions under Dickson unites the communities that physically live within, manage, and rely on the environmental and tourism economies of the Brisbane River catchment area. It gives these interconnected water-security and eco-tourism communities a single, powerful federal voice.
-

5. Conclusion

Adding the Esk and Lowood SA2s into Dickson recognizes the modern reality of Brisbane's expanding northwestern commuter footprint. It groups communities with identical lifestyle expectations, shared highway reliance, and intertwined environmental catchments into a single, logical peri-urban electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Kennedy

1. Executive Summary

This submission proposes structural adjustments to the boundaries of the **Division of Kennedy** to align the electorate with its true demographic identity. The proposed changes focus on consolidating the remote, central-western grazing shires and clarifying boundaries near urban centres using clear transport infrastructure.

It is proposed to:

- **Include** the entirety of **Winton Shire** and **Diamantina Shire** into Kennedy.
 - **Add** all areas **south of University Road** (Townsville region) to Kennedy.
 - **Remove** all areas **east of the Flinders Highway** from Kennedy.
-

2. Inclusion of Winton and Diamantina Shires

- **Unified Channel Country & Outback Economy:** Winton and Diamantina shires share inseparable economic and logistical ties with Boulia and Mount Isa, which form the bedrock of Kennedy's western territory. These regions are deeply connected through the cattle grazing industry, shared drought-management challenges, and Outback tourism networks.
- **The Outback Way Corridor:** Incorporating Winton directly aligns with major transit infrastructure upgrades. The [Outback Way](#) upgrade on the **Kennedy Developmental Road** links Winton directly to Boulia. This acts as a primary transport and communication lifeline, knitting these central-western communities together.
- **Proximity to Regional Hubs vs. Isolation from Roma:** Forcing Winton and Diamantina into a southern-focused electorate like Maranoa creates extreme disconnects in administrative representation. The physical distance from these central-western shires to **Mount Isa** (the economic capital of Kennedy) is vastly shorter than the distance to **Roma** (the administrative heart of Maranoa):
 - **Winton to Mount Isa** is roughly **470 km** (a ~5-hour drive via the Landsborough Highway), whereas **Winton to Roma** is nearly double that at **880 km** (~9.5 hours).
 - From the administrative hub of Diamantina Shire (**Bedourie**), **Mount Isa** is roughly **500 km** away (~5.5 hours via National Route 83). In stark contrast, driving from **Bedourie to Roma** is an exhausting **1,115 km journey** (~12.5 hours).
 -
- **Effective Representation:** Leaving these remote shires in an electorate oriented toward Roma dilutes their democratic voice. Their day-to-day healthcare, business logistical

supply chains, and freight networks naturally look north toward Mount Isa, not southeast toward the Darling Downs region.

3. Expansion South of University Road (Townsville Hinterland)

- **Demographic Continuity:** The area directly south of **University Road** (surrounding the southern fringes of Townsville, such as parts of Annandale, Douglas, or Stuart) marks a distinct shift from high-density, coastal suburban Townsville to peri-urban and rural residential acreage.
 - **University Road as a Strong Regional Border:** Using **University Road** as a strict northern divider provides a highly recognizable, multi-lane arterial boundary for voters. It cleanly separates urban Townsville from the rural-facing commuter zones that naturally feed into the outback transport corridors heading west towards Charters Towers.
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4. Removal of Areas East of the Flinders Highway

- **The Flinders Highway as a Clean Eastern Boundary:** The **Flinders Highway** serves as a vital infrastructure spine across Northern Queensland. Removing the pockets of land situated **east of the Flinders Highway** (moving towards the east coast or the Burdekin catchment) ensures Kennedy does not bleed into the distinct sugarcane, coastal farming, and industrial shipping economies of the Coral Sea coast.
 - **Enforcing a Rural vs. Coastal Boundary:** This change allows areas east of the highway to be represented by electorates focused entirely on coastal and maritime industrial interests (such as Herbert or Dawson). Meanwhile, Kennedy remains dedicated to the primary production, mining, and vast pastoral landscapes that define its demographic profile.
-

5. Conclusion

Adopting these adjustments creates a clear geographic and socio-demographic framework for Kennedy. Consolidating the central-west via the **Kennedy Developmental Road** while using **University Road** and the **Flinders Highway** as stark boundary lines ensures that communities with shared infrastructure and economic realities are represented by a single, cohesive voice.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Fisher

1. Executive Summary

This submission proposes a logical alignment of the **Division of Fisher** to better reflect coastal communities of interest, using major transport infrastructure and natural features as definitive electoral boundaries. It is proposed to:

- **Remove** all areas **west of the Bruce Highway** and **south of the Mooloolah River** from Fisher.
- **Include Bribie Island** and all areas **east of the Bruce Highway down to the Caboolture River** into Fisher.

This adjustment shifts Fisher into a highly cohesive, purely coastal and near-coastal electorate unified by shared maritime, tourism, and lifestyle economies.

2. Arguments for Removing Areas West of the Bruce Highway & South of the Mooloolah River

- **The Bruce Highway as a Natural Electoral Divider:** The **Bruce Highway** acts as a major physical and psychological barrier. Communities west of the highway (such as the hinterland towns of Maleny, Montville, and Glass House Mountains) have distinct rural, agricultural, and eco-tourism economies that differ significantly from the high-density coastal strip.
 - **Mooloolah River Boundary:** Utilizing the **Mooloolah River** as a firm northern boundary cleanly delineates Fisher from the neighboring Division of Fairfax, providing a clear, easily recognizable geographic boundary for voters.
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3. Arguments for Adding Bribie Island and the Coastal Strip Down to the Caboolture River

- **Shared Coastal and Marine Community of Interest:** **Bribie Island** and the coastal strip stretching down to the **Caboolture River** (including areas like Beachmere and Toorbul) share identical socio-demographic characteristics with the southern Sunshine Coast (Caloundra region). These areas are unified by:
 - A shared focus on marine recreation, boating, and environmental management of the **Pumicestone Passage**.
 - Similar retirement and lifestyle-driven demographics requiring aligned healthcare and community services.

- Tourism-dependent local economies.
 - **Transport and Communication Corridors:** Residents along the coastal strip east of the Bruce Highway heavily rely on the coastal road networks and look north toward Caloundra and the Sunshine Coast for regional services, beaches, and recreation, rather than west toward the rural hinterland or south into industrial Brisbane corridors.
 - **The Caboolture River as a Strong Southern Boundary:** Ending the electorate at the **Caboolture River** provides a definitive, unarguable geographic feature that separates the coastal/Pumicestone communities of Fisher from the more urban, commuter-heavy hubs of the outer northern Brisbane metro area.
-

4. Conclusion

By adopting the **Bruce Highway** as the western boundary and the **Caboolture River** as the southern boundary, the AEC will create a compact, contiguous, and highly unified electorate. This ensures that the unique environmental, economic, and social needs of the Pumicestone Passage and the northern coastal strip are represented by a single voice.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Fisher and Fairfax

1. Executive Summary

This submission proposes a highly logical, structurally sound boundary adjustment to consolidate the central economic and academic axis of the Sunshine Coast into the **Division of Fairfax**. It is proposed to include:

- The major educational and technology hub of **Sippy Downs**.
- The historic rail and commuter township of **Palmwoods**.
- The southern rail gateway community of **Landsborough**.

Currently fractured across electoral boundaries or sitting in neighboring Fisher, these three distinct nodes form a continuous "hinterland-to-coast transition belt." They are bound to Fairfax by unified public transport corridors, direct commercial gravitation toward Maroochydore, and an absolute reliance on the region's central infrastructure networks.

2. Unifying the Sunshine Coast Knowledge and Education Spine

- **The Sippy Downs Core:** Sippy Downs is home to the primary campus of **UniSC (University of Queensland / University of the Sunshine Coast)**. The university serves as the primary driver of regional innovation, student housing, and high-tech employment for the central Sunshine Coast.
 - **The Palmwoods–Landsborough Student Pipeline:** Historically, the rail townships of **Palmwoods** and **Landsborough** serve as vital residential feeder zones for university students and academic staff who choose lower-density housing but commute daily to Sippy Downs. Grouping these areas under Fairfax firmly binds the region's primary educational institution with its immediate commuter and residential catchments under a single federal voice.
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3. Transport Infrastructures as Regional Integrators

- **The North Coast Rail Corridor Alignment:** **Palmwoods** and **Landsborough** are anchored tightly along the **North Coast Rail Line**. This transport grid functions as an inseparable commuter spine, shifting residents north toward Nambour—the historic commercial heart of Fairfax—or directly into the central Sunshine Coast transit lines.

- **The Maroochydore Road and Highway Pipelines:** From Sippy Downs and Palmwoods, local arterial roads funnel traffic directly onto the **Sunshine Motorway** and **Bruce Highway**, driving daily commercial traffic straight toward the new **Maroochydore City Centre (CBD)** and Sunshine Coast Airport—the primary infrastructure assets heavily rooted within Fairfax.
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4. Cohesive Socio-Demographic Profile: The Transition Belt

- **Shared "Tree-Change" and Commuter Pressures:** Palmwoods and Landsborough share identical socio-demographic realities with existing Fairfax hinterland towns like Woombye and Yandina. These populations consist heavily of young families, railway commuters, and semi-rural lifestyle buyers.
 - **Managing Sub-Regional Urban Growth:** Both the Sippy Downs urban masterplans and the residential expansions around Palmwoods and Landsborough face acute, intersecting pressures. These include managing sub-regional traffic flow, upgrading public bus networks, and preserving green corridors between urban pockets. A single federal representative within Fairfax would be perfectly positioned to advocate for these interconnected infrastructure needs.
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5. Conclusion

Absorbing Palmwoods, Sippy Downs, and Landsborough into Fairfax recognizes the modern reality of the Sunshine Coast's linear infrastructure layout. It cleanly uses the major rail pipeline and the university ecosystem to bind a highly mobile, transit-reliant, and academically linked population into a single, compact, and highly harmonious federal electorate.

Submission to the AEC: Proposed Boundary Redistribution

1. Executive Summary

This submission proposes a logical, geographically contiguous boundary alignment centered tightly on the **D'Aguilar Range and Upper Stanley River Hinterland Corridor**. It is proposed to group together:

- The **Kilcoy** SA2 region.
- The **Caloundra Hinterland** SA2.
- Pockets of **Beerwah** and the **Glass House Mountains** situated strictly **west of the North Coast Rail Line**.

Currently fractured across different coastal or peri-urban divisions, these areas form a unified socio-demographic and physical ribbon. They are bound together by shared rural-residential lifestyles, heavy agricultural and forestry economies, and a strict topographical separation from the high-density coastal strips.

2. The North Coast Rail Line as a Long-Term Electoral Divider

- **A Sharp Geographic Break:** The **North Coast Rail Line** acts as an unarguable physical, social, and economic divider in this sub-region. The communities sitting *west* of the railway track (the western flanks of Beerwah, Glass House Mountains, and Landsborough) look entirely away from the high-rise, tourism-focused coastal strips of the Sunshine Coast.
 - **Shared Hinterland Demographics:** Instead, these western railway pockets are topographically fused to the **Caloundra Hinterland** (including Maleny, Montville, and Peachester) and flow naturally down the range into the **Kilcoy** valley. These populations choose lifestyle acreages, small-scale farming, or eco-tourism operations, facing identical planning, bushfire management, and rural road infrastructure challenges.
 - **Numbers game:** While I did want to include all of Beerwah and The Glass House Mountains in Longman the current number in both Longman and Fisher did not allow for this. Based on the fact Queensland should be receiving a 31st seat in 2029, this would doable then.
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3. Economic and Agricultural Interdependence

- **The D'Aguilar and Woodford-Kilcoy Linkages:** The **D'Aguilar Highway** and **Kilcoy-Beerwah Road** serve as the vital infrastructure spines connecting these regions. The agricultural supply chains, livestock transport, and timber logging operations from Kilcoy move seamlessly along these roads, directly intersecting with the rural-residential economies of the Glass House hinterland.
 - **Shared Agri-Tourism Profiles:** From the dairy and beef farms of Kilcoy to the orchards, vineyards, and cottage tourism industries of Maleny and the western Glass House Mountains, this entire corridor represents a single, highly integrated rural economic engine. Grouping them ensures that the unique intersecting needs of a primary-production and eco-tourism economy are protected by a single, focused federal voice.
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4. Cohesive Catchment and Environmental Management

- **The Upper Stanley and Mary River Catchments:** The Kilcoy SA2 and the Caloundra Hinterland encompass the critical headwaters of the **Somerset Dam catchment (Stanley River)** and the **Mary River system**.
 - **Unified Environmental Representation:** The landowners, environmental groups, and rural fire brigades in Kilcoy, Maleny, and the western foothills of the Glass House Mountains operate within the same interconnected wilderness and water-security footprint. A single federal representative covering this range-and-valley topography is far more effectively aligned to advocate for rural water assets, weed/pest management, and bushfire resilience.
-

5. Conclusion

Grouping the Kilcoy SA2, Caloundra Hinterland, and the western pockets of Beerwah and the Glass House Mountains corrects an artificial fragmentation of the hinterland. By establishing the **North Coast Rail Line** as a hard eastern boundary, the AEC will create a compact, legally defensible, and socio-economically harmonious electorate that gives a clear, unified voice to this vital rural-residential corridor.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Lilley

1. Executive Summary

This submission proposes a highly logical alignment to consolidate the northern boundary of the **Division of Lilley** by absorbing the remaining northern suburbs of the **City of Brisbane (BCC local government area)** currently situated in the peri-urban electorate of Dickson. It is proposed to move Lilley's western and northern boundaries cleanly **up to the North Coast Railway Line** to encapsulate these urban Brisbane communities.

This rebalancing shifts Dickson entirely into a hinterland, acreage, and Moreton Bay regional seat, while consolidating Lilley as a unified, purely inner-to-outer northern Brisbane metropolitan electorate.

2. Respecting Local Government Boundaries: Consolidating the City of Brisbane into Lilley

- **Eliminating Artificial Fragmentation:** Splitting northern Brisbane City Council suburbs (such as **Bridgeman Downs**, **McDowall**, and parts of **Carseldine** or **Bald Hills**) into Dickson creates a severe electoral fracture. Residents in these pockets pay rates to the Brisbane City Council, utilize the Brisbane City Council bus network, and are governed by BCC municipal planning laws.
- **Mismatched Representation in Dickson:** Dickson is fundamentally anchored by the **Moreton Bay Regional Council** footprint, facing issues related to sprawling peri-urban acreages, hinterland roads, and distinct regional governance. Moving the remaining BCC territory into Lilley ensures that these purely suburban Brisbane residents are grouped with matching north-Brisbane metropolitan catchments.

3. The North Coast Railway Line as a Structural Infrastructure Spine

- **A Direct Commuter Pipeline:** Moving the boundary **up to the North Coast Railway Line** establishes an unarguable, long-term physical and logistical divider for voters. The suburbs situated along this rail corridor rely directly on the train line or adjacent arterial bus networks for daily transport into the Brisbane CBD and secondary northern hubs.
- **Transit-Oriented Unity:** Lilley is uniquely structured to represent northern commuter belts (already capturing much of the rail line through Zillmere, Geebung, and Nundah). Anchoring the boundary to the North Coast Railway Line brings the adjacent transit-oriented housing, commuter park-and-rides, and local shopping strips under a single,

highly focused federal voice accustomed to fighting for Brisbane metropolitan rail and transport upgrades.

4. Socio-Demographic Cohesion and Commercial Gravitation

- **Suburban Family Demographics:** The populations in these northern Brisbane pockets share identical socio-demographic features with Lilley's core residential footprint. They consist of established families, professionals, and suburban downsizers who share a high reliance on outer-metropolitan retail complexes, local state school catchments, and public transport infrastructure.
 - **Orientation Toward the Chermside Regional Hub:** The commercial, medical, and civic life of residents in Bridgeman Downs, Carseldine, and McDowall revolves entirely around the **Westfield Chermside** precinct and the **Prince Charles Hospital**—the absolute civic and infrastructure anchors rooted firmly inside the Division of Lilley. They share virtually no administrative or daily logistical ties with the Pine Rivers or Samford valleys of Dickson.
-

5. Conclusion

Transferring the remaining City of Brisbane territory from Dickson into Lilley and utilizing the **North Coast Railway Line** as a definitive boundary baseline creates a cleaner, more intuitive map for voters. It respects council boundaries, aligns shared commuter habits, and ensures that northern Brisbane families are represented alongside communities with identical infrastructure, health service, and lifestyle realities.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Brisbane

1. Executive Summary

This submission proposes a logical, contiguous northerly expansion of the **Division of Brisbane** to absorb the rapidly transforming inner-north urban footprint. It is proposed to:

- **Include** the suburb of **Nundah**, extending the boundary northwards up to **Robinson Road** (encompassing parts of Nundah and Wavell Heights/Geebung borders where relevant to the alignment).

Currently situated in the middle-suburban electorate of Lilley, the southern and central urban core of Nundah has evolved out of its post-war suburban character. It has transformed into a high-density, transit-oriented, and culturally vibrant community that mirrors the exact inner-metropolitan, progressive socio-demographic profile of the Division of Brisbane.

2. The Inner-North Transit-Oriented Development (TOD) Corridor

- **The Gympie Road and Sandgate Road Arterial Spines:** **Sandgate Road** and the **Airport Link/Clem7 tunnel infrastructure** bind Nundah directly to the inner-city commercial grid of the Division of Brisbane. The commute, local commerce, and traffic management of Nundah flow directly south into Fortitude Valley and the Brisbane CBD, rather than looking northeast toward the bay or industrial ports.
- **The Rail Pipeline Synergy:** Nundah and Toombul stations sit along the primary inner-north railway spine that funnels commuters directly through Albion, Bowen Hills, and Fortitude Valley—the core urban landscape of Brisbane. Residents in this pocket share an identical public transport and commuting lifestyle with Brisbane electors.

3. Shared Urban Density and Socio-Demographic Shift

- **High-Density Urban Infill:** Over the past decade, the **Nundah Village** precinct has undergone massive master-planned urban renewal, leading to a high concentration of multi-story apartment complexes, modern unit blocks, and retail spaces. This architectural landscape and density are identical to Brisbane's inner-north hubs (like Albion, Clayfield, and Newstead) and stand in stark contrast to the low-density, detached post-war housing that characterizes the outer reaches of Lilley.
- **Aspirational and Professional Demographics:** Nundah's population has shifted significantly toward young professionals, university students, and inner-city workers who rely heavily on Brisbane's corporate, creative, and hospitality sectors. Their consumer

habits, lifestyle expectations, and cost-of-living pressures directly align with the progressive, inner-urban policy focus of the Division of Brisbane.

4. Robinson Road as a Definitive, Multi-Lane Boundary

- **A Clear Regional Divider:** Utilizing **Robinson Road** as the hard northern boundary provides a highly recognizable, major east-west multi-lane arterial road for voters.
 - **Clean Electoral Demarcation:** Shifting the line up to Robinson Road cleanly encapsulates the high-density commuter and apartment belt of Nundah and its immediate fringes into Brisbane. Simultaneously, it leaves the purely middle-to-outer suburban, industrial-facing, and residential tracts north of Robinson Road (such as Aspley, Carseldine, and Zillmere) to be represented independently within Lilley.
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5. Conclusion

Absorbing Nundah up to Robinson Road into the Division of Brisbane recognizes the modern reality of Brisbane's expanding inner-city urban footprint. It cleanly uses a major transport corridor and a shared transit-oriented identity to bind a high-density, commuter-reliant, and professionally driven population into a single, compact, and highly harmonious inner-metropolitan electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Groom

1. Executive Summary

This submission proposes a logical, geographically contiguous easterly expansion of the **Division of Groom** to incorporate the **Gatton** and **Lockyer Valley - West** SA2 regions.

The western Lockyer Valley is topographically, economically, and socially bound to the Toowoomba region. Transferring these areas into Groom unifies a highly integrated agricultural, educational, and transport ecosystem. It ensures that the primary producers and residents of the western Lockyer Valley are represented by the regional capital that acts as their primary economic, medical, and logistical lifeline.

2. The Warrego Highway and Toowoomba Bypass Infrastructure Spine

- **A Direct Economic Pipeline:** The **Warrego Highway** serves as the literal infrastructure spine linking Gatton and the western Lockyer Valley directly up the range into **Toowoomba** (the heart of Groom). This transport grid dictates the daily flow of fresh produce, freight, and regular commuters.
 - **Logistical Orientation Towards Toowoomba:** With the completion of the **Toowoomba Bypass**, the logistical connections between the heavy transport networks of Toowoomba and the distribution hubs of Gatton have become entirely unified. For commercial freight, heavy vehicle servicing, and interstate logistics, the western Lockyer Valley looks directly up the range into Groom.
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3. The Toowoomba–Gatton Agricultural and Research Axis

- **An Interdependent Agri-Business Sector:** Toowoomba is the undisputed commercial and financial capital of the Darling Downs and Lockyer Valley agricultural sectors. The corporate headquarters, agricultural suppliers, machinery dealerships, and agronomy firms based in Groom service the intensive vegetable farming and horticultural operations of Gatton and Lockyer Valley - West.
- **The University of Queensland (UQ) Gatton and UniSQ Connection:** Gatton is home to the **UQ Gatton Campus**, a premier hub for agricultural and veterinary science. This facility operates in tandem with the **University of Southern Queensland (UniSQ)** in Toowoomba. Academic staff, agricultural researchers, and students regularly commute between Toowoomba and Gatton, creating a highly specific, shared "knowledge-

economy" community of interest that is completely distinct from the coastal or Brisbane metropolitan electorates.

4. Regional Health, Retail, and Civic Gravitation

- **Toowoomba as the Principal Service Hub:** For services that cannot be accessed locally, residents of Gatton and Lockyer Valley - West look instinctively west to Toowoomba rather than east to Brisbane or Ipswich. This includes an absolute reliance on:
 - **Toowoomba Base Hospital** and **St Andrew's Toowoomba Hospital** for regional, specialist healthcare.
 - Major regional retail, legal, and financial services based in the Toowoomba CBD.
 - Boarding schools and secondary education institutions heavily utilized by Lockyer Valley families.
 - **Effective Democratic Representation:** Grouping these western valley communities under Groom aligns the electoral boundary with the real-world habits of the population. It allows a single federal representative to champion the infrastructure, water security, and economic needs of an interconnected regional city and its primary productive valley catchment.
-

5. Conclusion

Absorbing the Gatton and Lockyer Valley - West SA2s into Groom recognizes the geographic and economic reality of the Toowoomba Range transition. It cleanly uses the Warrego Highway pipeline and a shared agricultural-research identity to bind a highly mobile, primary-producing, and service-linked population into a single, cohesive, and naturally bounded regional electorate.

While it was desirable to put the entire Lockyer Valley into a single seat the numbers in Maranoa, Groom and Blair did not allow for this. But it is highly likely this will be able to be done at the next redistribution.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Maranoa

1. Executive Summary

This submission proposes a logical, geographically contiguous easterly realignment of the **Division of Maranoa** to incorporate the **Crows Nest – Rosalie** and **Jondaryan** SA2 regions.

Traditionally positioned on the outer boundaries of Groom, these two distinct regions are overwhelmingly rural, agricultural, and pastoral. Transferring them into Maranoa unifies these broad-acre farming and regional livestock communities with their true socioeconomic peers, while allowing the neighbouring Division of Groom to refine its identity purely around the high-density urban footprint of Toowoomba City.

2. Alignment of a Unified Broad-Acre Agricultural Economy

- **The Darling Downs Farming Cohesion:** The **Jondaryan** and **Crows Nest** regions form part of the fundamental agricultural bedrock of the northern Darling Downs.
 - Their primary industries—including grain cropping, beef cattle grazing, intensive pork, and dairy farming—directly match the dominant economic identity of Maranoa.
 - Conversely, they share very little economic overlap with the service-based, retail, and commercial tech economy of urban Toowoomba (Groom).
 - **Shared Primary Production Pressures:** Landholders in the Jondaryan and Crows Nest SA2s face identical rural regulatory and environmental landscapes to those currently in Maranoa. This includes broad-scale vegetation management laws, overland water flow allocations, biosecurity protocols, and collective grain/livestock logistics networks.
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3. Transport Infrastructure and Logistics Spines

- **The Warrego Highway Axis:** The **Jondaryan SA2** (encompassing localities like Jondaryan, Oakey, and parts of the northern Downs) sits squarely along the **Warrego Highway** corridor. This highway serves as the critical transport spine of Maranoa, connecting western production hubs like Roma and Dalby directly through to the coast. Placing Jondaryan in Maranoa ensures this vital grain and freight transportation corridor is under unified electoral oversight.
- **The New England Highway Network:** The **Crows Nest – Rosalie SA2** is anchored along the **New England Highway**, flowing naturally northwest toward the South Burnett region

(which is heavily integrated into Maranoa). The movement of agricultural machinery, grain freight, and livestock along these key rural transport lanes creates a deep infrastructure tie into Maranoa's existing layout.

4. Resolving the Urban vs. Rural Representation Split in Groom

- **Toowoomba's Urban Expansion:** The Division of Groom has increasingly evolved into a high-density, urban metropolitan electorate centered on the rapid growth of Toowoomba, Highfields, and immediate commuter-belt master plans.
 - **Providing a Dedicated Rural Voice:** Forcing the purely rural communities of Jondaryan, Crows Nest, and the surrounding small farming hamlets into an urban-dominated seat like Groom heavily dilutes their democratic representation. Moving them into Maranoa pairs them with identical rural-residential, acreage, and broad-acre farming populations who share the exact same priorities regarding regional road upgrades, black-spot communications funding, and rural healthcare access.
-

5. Conclusion

Absorbing the Crows Nest and Jondaryan SA2s into Maranoa respects the clear geographic and economic boundaries of the northern Darling Downs. It neatly detaches these traditional agricultural hubs from the expanding urban footprint of Toowoomba, grouping them instead with the broad-acre farming, transport-reliant, and resource-managing communities that define the heart of Maranoa.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Oxley

1. Executive Summary

This submission proposes a highly logical, contiguous expansion of the **Division of Oxley** to consolidate the high-growth **Centenary–Springfield Transport and Economic Corridor**. It is proposed to include:

- The entire **Greater Springfield** master-planned region (including Springfield Central, Springfield Lakes, and Augustine Heights).
- The established residential and logistics hubs of **Redbank** and **Collingwood Park**.
- The eastern residential precinct of **Redbank Plains** situated strictly **east of School Road**.

Currently split between Oxley and neighbouring Blair or Forde, these areas form an inseparable socio-economic ecosystem. They are bound to Oxley by unified public transport lines, direct commercial gravitation toward the Centenary Motorway spine, and an absolute reliance on the region's shared infrastructure networks.

2. Unifying the Centenary Motorway and Springfield Rail Infrastructure

- **The Centenary Motorway as an Economic Spine:** The **Centenary Motorway** serves as the literal infrastructure spine linking Greater Springfield and Collingwood Park directly into the western suburbs of Brisbane (the traditional heart of Oxley). This transport grid dictates the daily flow of commuters, freight, and commercial traffic.
 - **The Springfield Rail Line Axis:** The **Springfield Central and Springfield Rail Line** flows seamlessly through Oxley (via Richlands and Darra) toward the Brisbane CBD. Residents in Greater Springfield share an identical public transport and commuting reality with Oxley electors, completely distinct from the Ipswich-centric rail corridors that dominate the Division of Blair.
-

3. Shared Socio-Demographic and Master-Planned Profile

- **High-Growth Outer-Suburban Families:** Greater Springfield, Collingwood Park, and eastern Redbank Plains share a distinct socio-demographic profile with Oxley's newer growth zones (like Pallara and Ellen Grove). These areas feature high concentrations of young, multicultural, and aspirational families navigating acute mortgage-belt pressures, outer-suburban infrastructure gaps, and local schooling demands.

- **School Road as a Logical Boundary:** Utilizing **School Road** as a strict western boundary in Redbank Plains provides a clear, highly recognizable multi-lane arterial divider for voters. It cleanly separates the newer, master-planned commuter estates on the east side (which look toward Springfield for retail and transit) from the older, established urban core of Redbank Plains on the west side (which look toward Ipswich).
-

4. Economic Interdependence and Regional Service Gravitation

- **The Springfield-Redbank Employment Engines: Greater Springfield** functions as a premier civic, retail (Orion Springfield Central), and educational hub (UniSQ Springfield), while **Redbank** hosts massive industrial, manufacturing, and logistics complexes.
 - **The Oxley Logistics Synergy:** The industrial workforces in Redbank and Springfield are deeply intertwined with the manufacturing and logistics ecosystems of Oxley (such as Wacol and Carole Park). Grouping these suburbs together unites an interdependent western-suburban employment network under a single, highly focused federal voice.
-

5. Conclusion

Absorbing Greater Springfield, Redbank, Collingwood Park, and eastern Redbank Plains into Oxley recognizes the modern reality of Brisbane's outer-southwestern infrastructure layout. It cleanly uses the Centenary transit pipelines and shared logistics corridors to bind a high-growth, commuter-reliant, and family-dominant population into a single, compact, and highly harmonious federal electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Petrie

1. Executive Summary

This submission proposes a highly contiguous, logical expansion of the northern boundary of the **Division of Petrie**. It is proposed to:

- **Extend** the northern boundary of Petrie up to the southern banks of the **Caboolture River**.
- **Utilise** the **Bruce Highway** as a hard, definitive western boundary for this expanded zone.

Currently, Petrie terminates mid-way up the Moreton Bay coastal strip (capturing the Redcliffe Peninsula, North Lakes, and Mango Hill). Pushing the boundary north to the Caboolture River—absorbing eastern Burpengary, Narangba East, and Deception Bay fringes—creates a unified **Moreton Bay Coastal and Transit-Oriented Electorate**. This separates high-density coastal commuter corridors from the rural and provincial inland expanses of the Division of Longman.

2. The Bruce Highway as an Unarguable Electoral Boundary

- **A Sharp Socio-Economic Cleavage:** The **Bruce Highway** is one of the starkest structural dividers in South East Queensland. Incorporating *only* the territory **east of the Bruce Highway** ensures Petrie maintains a pure identity centered around high-density, coastal, and near-coastal metropolitan suburbs.
 - **Preserving Inland vs. Coastal Identities:** The areas west of the Bruce Highway (such as Morayfield, Caboolture West, and the rural hinterlands) face distinct industrial, acreage, and regional planning challenges. By utilizing the multi-lane motorway as a hard western boundary, the AEC cleanly separates these inland growth hubs from the coastal-oriented communities.
-

3. Shared Coastal, Maritime, and Environmental Catchments

- **The Deception Bay and Pumicestone Passage Continuity:** The coastal strip extending from Deception Bay north up to the mouth of the Caboolture River forms a single environmental and recreational community of interest. The residents in these suburbs (including Burpengary East and the shoreline communities) share identical lifestyles focused on:
 - Moreton Bay marine management and recreational boating.

- Low-lying coastal flood resiliency and catchment preservation.
 - Coastal lifestyle demographics, featuring high percentages of young families and retirees.
 - **A Single Voice for the Coast:** Grouping this entire eastern bay strip under Petrie unites these continuous marine-facing communities under a single federal voice, rather than leaving them fragmented into Longman.
-

4. Direct Infrastructure and Transit Alignment

- **The Eastern Transportation Grid:** The suburbs east of the highway look directly south into Petrie's existing footprint for major logistics, employment, and infrastructure. They rely on arterial roads like **Anzac Avenue** and **Deception Bay Road** to travel straight toward the Redcliffe Peninsula, North Lakes retail hubs, and the Mango Hill rail lines.
 - **The Caboolture River as a Natural Northern Border:** The **Caboolture River** provides a definitive, unarguable geographic feature that perfectly closes off this coastal electorate. It establishes a clear, recognizable boundary for voters, cleanly separating Petrie's coastal suburban landscape from Bribie Island and the Sunshine Coast hinterland corridors further north.
-

5. Conclusion

Moving Petrie up to the **Caboolture River east of the Bruce Highway** creates a masterclass in electoral design. It respects the stark structural divider of the motorway, groups highly compatible coastal-commuter populations together, and utilizes a prominent river boundary to build an intuitive, harmonious, and highly effective federal division.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Wide Bay

1. Executive Summary

This submission proposes a highly logical, contiguous southern expansion of the **Division of Wide Bay** to unite the northern Sunshine Coast coastal and hinterland ecosystems. It is proposed to include:

- The northern hinterland and market towns of **Eumundi, Yandina**, and the broader **Maroochy hinterland**.
- The master-planned and coastal lifestyle ribbon of **Peregian Springs, Coolum Beach, Point Arkwright**, and **Mount Coolum**.

Currently split into the central Sunshine Coast electorate of Fairfax, these regions form an inseparable socio-economic and environmental corridor with Wide Bay's southern boundary (Noosa, Cooroy, and the Sunshine Coast hinterland). Pushing Wide Bay's border south to Mount Coolum creates a unified **Northern Sunshine Coast and Biosphere Electorate**, bounded by shared eco-tourism, artisan economies, and a strict geographic anchor.

2. Unifying the Northern Sunshine Coast Eco-Tourism and Market Economy

- **The Artisan and Tourism Axis:** **Eumundi** (famous for its world-class markets) and **Yandina** (home to the Ginger Factory and hinterland agro-tourism) share an identical cultural and economic identity with Wide Bay towns like Cooroy and Pomona. These areas are defined by acreage lifestyles, historic main streets, and boutique tourism, which are completely distinct from the dense commercial and suburban sprawl of Maroochydhore.
- **The Coastal Lifestyle Continuity:** The coastal strip spanning **Peregian Springs, Coolum Beach, Point Arkwright, and Mount Coolum** mirrors the relaxed, low-rise beachside character of Sunshine Beach and Peregian Beach (the traditional coastal heart of Wide Bay). These populations are heavily driven by marine recreation, domestic tourism, and environmental conservation.

3. Transport Corridors as Natural Integration Spines

- **The Bruce Highway Hinterland Spine:** For Yandina and Eumundi, the **Bruce Highway** and the **North Coast Rail Line** serve as direct transit lines running seamlessly north into Cooroy and Gympie. Local logistics, regional agricultural freight, and hinterland commuters naturally travel along this north-south axis.

- **The David Low Way Coastal Pipeline:** Along the coast, **David Low Way** acts as the primary commuter and lifestyle artery. Residents in Coolum Beach and Peregrine Springs look directly north along this road to Noosa for secondary employment, high-end retail, and marine recreation, rather than navigating south into the industrial and high-density transport traps of central Maroochydore.
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4. Mount Coolum and the Maroochy River Catchment as a Hard Southern Boundary

- **A Dominant Geographic Landmark: Mount Coolum** provides an unmistakable, visually dominant natural landmark to serve as the definitive southern anchor for Wide Bay.
 - **A Clean Regional Divide:** Utilizing Mount Coolum and the immediate northern banks of the **Maroochy River** system establishes an unarguable geographic barrier for voters. It cleanly cuts off Wide Bay's pristine, eco-focused northern coastal strip from the high-rise tourist strips, massive commercial CBD infrastructure, and urban density found immediately south in Fairfax (such as Maroochydore, Mooloolaba, and Buderim).
-

5. Conclusion

Absorbing the Maroochy hinterland, Eumundi, Yandina, Peregrine Springs, Coolum Beach, Point Arkwright, and Mount Coolum into Wide Bay recognizes the modern cultural and environmental boundaries of the region. It cleanly uses the Maroochy River catchment and Mount Coolum to bind a highly cohesive, environment-loving, and tourism-reliant population into a single, beautifully balanced federal electorate.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Hinkler

1. Executive Summary

This submission proposes a highly logical structural realignment of the **Division of Hinkler** to eliminate local government and regional marketing fragmentation. It is proposed to:

- **Include** the remainder of the **Fraser Coast Regional Council** local government area (fully absorbing Maryborough and the surrounding rural-residential districts).
 - **Include** the entirety of **K'gari (formerly Fraser Island)** into Hinkler. Currently, the Fraser Coast region is artificially fractured between Hinkler (which captures Hervey Bay) and Wide Bay (which captures Maryborough and K'gari). Unifying the entire Fraser Coast and its premier natural assets under Hinkler aligns perfectly with existing tri-level government funding frameworks, a singular regional tourism economy, and shared community identity.
-

2. Formalising the Hinkler Regional Deal Framework

- **A Pre-Existing Governance and Infrastructure Reality:** The Australian Government, alongside the Fraser Coast Regional Council and Bundaberg Regional Council, has spent years executing the **Hinkler Regional Deal**. This formal, tri-level intergovernmental partnership explicitly binds the entire Fraser Coast local government area to the economic future of Hinkler.
 - **Unified Economic Development:** Major game-changing infrastructure projects under the deal—such as the **Hervey Bay City Centre Community Hub** and airport upgrades—were designed to serve the broader, interconnected population of both Hervey Bay and Maryborough. Aligning the federal electoral boundary to encapsulate the full footprint of the Regional Deal ensures coherent economic advocacy.
-

3. Unifying the Dual-Engine Fraser Coast Economy

- **The Maryborough–Hervey Bay Interdependence:** Maryborough and Hervey Bay do not operate as separate regional entities; they function as a highly integrated dual-city ecosystem.
 - **Maryborough** acts as the historic industrial, manufacturing, and public administration hub.
 - **Hervey Bay** serves as the rapid-growth commercial, marine, and lifestyle center. [

- **Commuter and Service Continuity:** Thousands of residents commute daily between the two cities via the Maryborough-Hervey Bay Road corridor for work, manufacturing supply chains, and specialist medical care via the Wide Bay Hospital and Health Service network. Splitting these two deeply intertwined communities across different federal electorates heavily fractures local representation.
-

4. Cohesive Management of the Tourism and Biosphere Economy

- **K'gari as the Anchor of the Fraser Coast:** K'gari is the crown jewel of the local tourism sector. Logistically and commercially, the tourism operators, booking hubs, barge transport lines, and marketing bodies that service K'gari are entirely based out of Hervey Bay.
 - **A Single Voice for Tourism & Environment:** Currently, Fraser Coast Tourism & Events manages a singular narrative for the region, yet a line drawn in the Great Sandy Strait separates the mainland hub (Hinkler) from the island destination (Wide Bay). Transferring K'gari and the complete coastal strip into Hinkler places the environmental stewardship of the Great Sandy Strait, UNESCO World Heritage mandates, and the region's nature-based tourism economy under a single, highly focused federal representative.
-

5. Conclusion

Absorbing the rest of the Fraser Coast and K'gari into Hinkler respects real-world regional boundaries. It eliminates an artificial political cleavage between Maryborough and Hervey Bay, aligns the electoral map with the active Hinkler Regional Deal, and ensures that the unique economic and environmental assets of the Fraser Coast speak with a single, un-fragmented voice.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Flynn

1. Executive Summary

This submission proposes a logical, resource- and agriculture-focused realignment of the **Division of Flynn**

. It is proposed to:

- **Include** the remainder of the **South Burnett Regional Council** area (including major hubs like Kingaroy and Nanango).
- **Include** the **urban parts of Bundaberg** (consolidating the urban city center, industrial, and immediate residential suburbs).

Currently fragmented across Maranoa, Hinkler, or Wide Bay, these areas form an inseparable socio-economic ecosystem with Flynn's core industries. This rebalancing allows Flynn to solidify its identity as the premier industrial-manufacturing, energy-producing, and intensive broad-acre agricultural powerhouse of Central-Wide Bay Queensland.

2. Consolidating the South Burnett Agricultural and Energy Footprint

- **Unifying the Burnett Highway Economy:** Absorbing the southern remainder of the South Burnett (such as Kingaroy) completes Flynn's alignment along the **Burnett Highway** agricultural corridor. The region's defining intensive cropping, peanut farming, pork production, and beef cattle grazing industries share direct economic, logistical, and environmental realities with Flynn's existing North Burnett territory (Mundubbera, Gayndah).
- **Energy and Resource Cohesion:** The South Burnett is home to critical energy infrastructure, including the Tarong Power Station and Meandu Mine. Flynn is an electorate traditionally defined by large-scale energy production (Gladstone, Callide). Grouping the entire South Burnett into Flynn unites Queensland's primary industrial power-generation communities under a single federal voice equipped to advocate for regional energy transition, grid stability, and workforce retraining.

3. Integrating Bundaberg's Urban and Manufacturing Engine

- **The Gladstone–Bundaberg Industrial Synergy:** Flynn's primary port and manufacturing city is Gladstone. The **urban parts of Bundaberg** operate on an identical economic axis, characterized by heavy engineering, agricultural manufacturing, and advanced food

processing. Unifying the urban city of Bundaberg with Flynn connects these two vital central-coastal industrial hubs.

- **The Isis Highway Logistics Axis:** The **Isis Highway** serves as a direct infrastructure pipeline connecting Bundaberg's urban manufacturing sector straight into Flynn's agricultural heartlands. Regional producers from the North Burnett and surrounding zones rely entirely on Bundaberg's urban logistics, machinery dealerships, and processing facilities to bring their goods to market.

4. Resolving Regional Civic Disconnects

- **Providing a Focused Voice for Urban Bundaberg:** Forcing urban Bundaberg into a coastal-strip electorate like Hinkler (which is heavily dominated by the tourism and retirement demographics of Hervey Bay) creates an artificial representation split. Urban Bundaberg is a working-class, manufacturing, and trade-heavy city. Moving its urban core into Flynn pairs it with a matching industrial and regional demographic profile.
- **Streamlining Groom and Maranoa:** Shifting the remainder of the South Burnett into Flynn frees up the expansive western electorate of Maranoa and the urban-fringe seat of Groom to focus strictly on the Darling Downs and remote outback horizons, keeping the sub-coastal farming belts unified.

5. Conclusion

Absorbing the remainder of the South Burnett and the urban parts of Bundaberg into Flynn recognizes real-world economic, energy, and infrastructure boundaries. It cleanly unites an interdependent network of primary producers, energy workers, and heavy manufacturer workforces into a single, highly cohesive, and economically harmonious federal division.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Dawson

1. Executive Summary

This submission proposes a structural realignment of the **Division of Dawson** to better reflect the modern industrial, agricultural, and transport networks of the North Queensland coastline.

It is proposed to:

- **Include** all parts of the Townsville region situated **east of the Flinders Highway**.
- **Include** the entirety of the **Burdekin Shire** (transferring it from Kennedy).
- **Include** the entirety of the **Whitsunday Regional Council** area (transferring it from Capricornia).
- **Include** the parts of **Mackay** situated **west of Alligator Creek**.

Currently fragmented across multiple sprawling electorates, these regions form a continuous, interdependent socio-economic ribbon. This alignment consolidates Dawson as the premier sugar-producing, horticultural, and maritime-industrial powerhouse of the Great Barrier Reef coastline.

2. The Bruce Highway and Rail Network as a Single Coastal Axis

- **A Unified Transport Spine:** The **Bruce Highway** and the **North Coast Rail Line** serve as the literal infrastructure spine for this entire region. The daily flow of agricultural freight, harvest machinery, and regional commuters moves strictly north-south between Townsville, the Burdekin, the Whitsundays, and Mackay.
 - **The Flinders Highway as a Clean Eastern Boundary:** Utilizing the **Flinders Highway** in the north provides a highly recognizable, multi-lane arterial boundary for voters. It cleanly cuts off the coastal, maritime-industrial, and commuter-heavy pockets of eastern Townsville from the sprawling, inland pastoral lands that define the Division of Kennedy.
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3. Consolidating the North Queensland Sugar and Horticultural Belt

- **Unifying the Burdekin and Whitsunday Cane Fields:** Splitting the **Burdekin Shire** (the highest-yielding sugar-producing region in Australia) and the **Whitsunday Regional Council** (encompassing major agricultural hubs like Proserpine and the Bowen horticultural sector) across separate federal seats dilutes their representation.

- **Shared Primary Production Pressures:** Bringing these regions into Dawson unifies Australia's premier sugar-cane and winter-vegetable growing assets under a single federal voice. These primary producers share identical, acute regulatory landscapes, including Great Barrier Reef water-run-off mandates, collective mill logistics, seasonal workforce demands, and shared water-security infrastructure (such as the Burdekin Falls Dam network).
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4. Integrating the Mackay-Townsville Industrial Ecosystem

- **Alligator Creek as a Logical Boundary:** Pushing Dawson's boundary **west of Alligator Creek** in the Mackay region cleanly encompasses the industrial, engineering, and logistical support estates that feed directly into the coastal trade routes.
 - **Synergy of Coastal Ports:** Dawson is historically anchored by major maritime assets, including the Ports of Mackay and Abbot Point (Bowen). Incorporating eastern Townsville (interfacing with the Port of Townsville) and the industrial transport sectors of Mackay West creates a powerful, unified electorate dedicated to heavy manufacturing, maritime shipping, and reef-adjacent port logistics.
-

5. Conclusion

Absorbing eastern Townsville, the Burdekin Shire, the Whitsundays, and western Mackay into Dawson corrects an artificial fragmentation of the North Queensland coastline. It cleanly uses the Flinders Highway and Alligator Creek to bind a highly mobile, primary-producing, and industrially linked population into a single, cohesive, and economically harmonious federal division.

Submission to the AEC: Proposed Boundary Redistribution for the Divisions of Blair, Dickson and Longman

An argument to place the **entire Somerset Regional Council local government area (LGA)** into the federal [Division of Longman](#) is rooted in strengthening **regional community of interest**, administrative alignment, and economic connectivity.

Currently, Somerset is split or shared across adjacent federal boundaries (historically divided with seats like Blair and Fisher). Consolidating it wholly within Longman offers several distinct structural and socio-economic advantages:

1. Executive Summary

This submission proposes a highly logical structural realignment of the Divisions of Blair, Dickson and Longman to unite Somerset Regional Council into a single, cohesive federal electorate.

It is proposed to:

- Remove the entire of the Somerset Regional Council from the Division of Blair.
- Include the entirety of the Somerset Regional Council into the Division of Longman.
- Include the parts of Moreton Bay between Burpengary Road and New Settlement Road in the Division of Dickson.

Currently included in the Division of Blair which is massively over quota and will only continue to increase the Somerset Region will no longer be able to fit entirely into Blair and will need to be removed entirely by the next redistribution.

1. Unified Local Government Representation

- **Eliminating Artificial Borders:** Splitting an LGA across federal seats fragments the political voice of a cohesive geographic community. Uniting the entire Somerset Regional Council within Longman aligns local government boundaries directly with federal boundaries.
- **Streamlined Advocacy:** A single Federal Member of Parliament (MP) could work directly with the Somerset Mayor and councillors on key regional infrastructure, emergency management, and community grants. This eliminates the need for the council to navigate multiple federal offices for regional funding packages.

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2. Connected Growth Corridors & Geography

- **The D'Aguilar Highway Axis:** The northern and eastern pockets of Somerset (such as Kilcoy) share a direct logistical and transport pipeline with Longman's commercial hubs via the D'Aguilar Highway.

- **Peri-Urban and Rural Synergy:** Longman transitions from a provincial, high-growth hub (Caboolture and Morayfield) into semi-rural and rural communities. Somerset shares an identical socio-demographic makeup, striking a balance between protecting rural character/agriculture and managing peri-urban spillover.

3. Aligned Economic and Environmental Interests

- **Shared Tourism and Infrastructure:** Somerset Regional Council operates under the "Experience Somerset" brand, driving tourism that directly intersects with visitors and eco-tourism operators traveling from the Moreton Bay and Sunshine Coast regions (which anchor Longman).
- **Water Catchment & Natural Disasters:** Somerset is home to critical water infrastructure (such as Somerset Dam and Wivenhoe Dam) and shares identical environmental and disaster management profiles with the rural fringes of Longman. Cohesive federal oversight over biosecurity, water security, and flood resilience funding ensures resources are allocated to the catchment as a whole rather than a fragmented district.

4. Strategic Future-Proofing: Maximising Electoral Stability

- **The Inevitability of a Blair Overhaul:** According to recent [Australian Electoral Commission \(AEC\) data](#), the **Division of Blair is drastically over-quota**, sitting at more than 16.9% above the redistribution quota (projected to reach over 18.7% by 2028). Driven by the explosive urban growth corridor of Ipswich, Blair *must* shed significant population to meet statutory requirements.
- **The 2029 Realignment:** Even if the AEC implements a temporary stopgap measure now, Queensland's ongoing population boom means a future redistribution (likely by 2029 if a 31st seat is added to the state) will inevitably force Blair to contract completely into a compact, urbanised Ipswich seat. This will slice the rural Somerset Region out of Blair regardless. The AEC can prevent severe, repetitive disruption for regional electors by rectifying this boundary now rather than forcing voters into a new seat twice in a short span.
- **The Dickson/Dayboro Ripple Effect:** Proactively shifting the major Somerset towns of **Esk and Lowood** into Longman at this juncture serves an additional administrative benefit for the neighbouring **Division of Dickson**. Dickson is currently under-quota (-4.8% dropping to -5.8% by 2028) and needs to gain voters. Dickson could gain the Esk and Lowood parts of Somerset now however the 2029 redistribution would force the AEC to remove either Somerset or the parts of Dayboro to which it shares a Community of Interest into Longman. Putting Dayboro into Longman would create a nightmare shape seat and remove the only Col that put Somerset into Dickson in the first place.
- **Resolving Long-Term Communities of Interest:** Taking Esk and Lowood into Longman clears structural space on Longman's western/southern flanks. This enables **Dayboro**—which sits in Dickson to remain there.

An argument to **transfer the urban growth pocket between New Settlement Road and Burpengary Road** from Longman into the Division of Dickson serves a dual structural purpose: it rectifies local community of interest misalignments and completely stabilizes Dickson's boundaries for future cycles.

5. Strengthening a Cohesive Peri-Urban Community of Interest

- **Narangba-Narangba East Connectivity:** The geographic area bounded by **New Settlement Road** and **Burpengary Road** shares an immediate socioeconomic, educational, and transport framework with **Narangba**, which is primarily anchored within Dickson. This pocket forms a continuous peri-urban residential canopy with Narangba's newer estates rather than tying logically to the northern, more regional Caboolture hubs that define the heart of Longman.
Shared Local Infrastructure and Travel Paths: Residents in this specific pocket utilize the commercial amenities, schools, and sporting facilities of Narangba, and commute via the Narangba and Burpengary train stations along the North Coast line. Splitting these tightly integrated, street-level neighbourhoods along arbitrary historical lines fractures their municipal advocacy. Absorbing this pocket into Dickson respects the actual lifestyle, transit, and shopping footprint of the local populace.

6. Strategic Structural Balancing and Boundary Stability

- **Resolving Longman's Surplus and Dickson's Deficit:** The latest [Australian Electoral Commission \(AEC\) enrolment data](#) shows a profound demographic imbalance between the two seats:
 - **Longman** is heavily over-quota at **+16.47%** (+18.34% by 2028), necessitating the removal of significant voter blocks.
 - **Dickson** is under-quota at **-4.80%** (-5.80% by 2028) and legally must gain electors.
- **The "One-and-Done" Redistribution Fix:** Shifting the New Settlement Road to Burpengary Road pocket into Dickson—simultaneously with the broader Somerset movement—acts as the exact numerical weight needed to bring Dickson into perfect structural alignment with both current and 2028 projected quotas.
- **Insulating Dickson from Future Disruption:** Because this specific border correction acts as a high-density population bridge, it completely satisfies Dickson's growth requirement. Consequently, **Dickson would require little to no change at the next redistribution** (or even a potential 2029 overhaul). By locking in these organic, stable geographic boundaries now, the AEC prevents repetitive, confusing, and unnecessary electoral disruptions for Moreton Bay residents in upcoming cycles.
- If the AEC defers moving Esk and Lowood now, they will only be forced to split or heavily disrupt Dickson and the Moreton Bay hinterland at the very next boundary review. Uniting the entirety of Somerset within Longman during this cycle acts as a domino that solves multiple regional boundary pressures at once, guaranteeing long-term electoral stability across three distinct divisions.

Summary Conclusion

Placing the entirety of Somerset Regional Council within Longman respects the Australian Electoral Commission's (AEC) community of interest principles. It provides the rural and regional townships of Somerset with a loud, undivided federal voice aligned with an

electorate that understands the distinct challenges of managing rapid peri-urban growth alongside a dominant agricultural and tourism economy.

In any scenario revolving around the Division of Dickson, The City of Brisbane would need to be removed and placed in the Division of Lilley, regardless to prevent spill over of Dicksons projected enrolment.

Submission to the AEC: Proposed Boundary Redistribution for the Division of Bowman

An argument to maintain the existing boundaries of the [Division of Bowman](#) without any changes is structurally sound, mathematically compliant, and heavily backed by local community alignment.

The primary reasons for preserving Bowman exactly as it stands include:

1. Mathematical Compliance and Stability

- **Perfect Alignment with AEC Quotas:** According to the latest [AEC enrolment data](#), Bowman is one of the few stable divisions in South East Queensland. It sits at a near-perfect **-0.84% deviation from the current redistribution quota** and is projected to sit at just **-2.34% by August 2028**.
- **No Statutory Triggers for Intervention:** Because Bowman sits comfortably within the strict legislated tolerances (well within the $\pm 10\%$ current and $\pm 3.5\%$ projected limits), the AEC has no legislative obligation or numeric pressure to alter its current boundary lines.

2. A Pure, Contained Local Government Area (LGA) Boundary

- **Un undivided Local Voice:** Bowman is a rare and highly effective example of a federal seat that almost perfectly maps to a single local government area: The **City of Redlands**. Keeping the council and federal boundaries aligned creates seamless representation. As Redland City Mayor [Jos Mitchell noted](#), having a single federal voice speak on behalf of the entire LGA streamlines advocacy for major regional infrastructure, roads, and island services.
- **No Encroachment into Brisbane or Logan:** Altering Bowman would mean either pushing its borders west into the Brisbane City Council area (overlapping with Bonner) or south into the Logan City Council area (overlapping with Forde or Fadden). This would artificially fracture distinct municipal communities and split local government representation for no mathematical gain.

3. A Homogeneous Coast and Island Community of Interest

- **The "Redlands Coast" Identity:** The residents of Bowman share an organic, deep-seated socioeconomic community of interest anchored by the Moreton Bay marine ecosystem, coastal conservation efforts (such as Toondah Harbour), and a unique outer-metropolitan lifestyle.
- **Shared Island Infrastructure:** Bowman uniquely encompasses the [Moreton Bay islands](#), including North Stradbroke, Russell, Macleay, Karragarra, and Lamb Islands. The mainland coastal hubs (like Cleveland, Victoria Point, and Capalaba) serve as the direct transit, ferry terminal, economic, and educational lifelines for these island communities. This highly integrated marine and coastal relationship is entirely unique to the Redlands and should not be diluted by expanding the seat into landlocked suburban corridors.

Conclusion

When an electorate aligns cleanly with a distinct geographic and municipal identity, and completely satisfies the AEC's mathematical criteria, the principle of **minimal disruption**

should apply. Leaving Bowman unchanged protects a textbook community of interest and allows the Redistribution Committee to focus on correcting severe population imbalances elsewhere in the state.

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Submission to the AEC: Precedence and Proposed Boundary Redistribution for the Division of Fisher

A **precedence argument** submitted to the Australian Electoral Commission (AEC) during the current federal redistribution must demonstrate that a proposed boundary aligns with established electoral principles, statutory requirements, and historical community connections.

The proposed boundary for the **Federal Division of Fisher**—defined by the **Mooloolah River** to the north, the **Bruce Highway** to the west, and the **Caboolture River** to the south—can be argued using the following framework:

1. The Principle of Unambiguous Natural and Built Boundaries

Electoral commissions heavily favor clear, easily recognized physical features to minimize voter confusion and prevent the splitting of street-level neighborhoods.

- **The Northern Boundary (Mooloolah River):** This follows long-standing precedents of utilizing major waterways to define the separation between distinct socio-economic coastal zones (e.g., separating the core Maroochydore/Buderim urban centers from the southern Kawana/Caloundra strip). [[1](#), [2](#)]
- **The Southern Boundary (Caboolture River):** Waterways consistently serve as definitive borders between local government areas and federal boundaries. Using the Caboolture River firmly establishes a clean break between the Sunshine Coast/Moreton Bay northern hinterland communities and the dense Brisbane outer-metro interface.
- **The Western Boundary (Bruce Highway):** Major national highways are the gold standard for artificial electoral boundaries. The Bruce Highway functions as an unmistakable physical barrier. Using it as the western edge ensures the electorate remains explicitly cohesive, rather than bleeding into sprawling, rural hinterland regions that lack common infrastructural ties.

2. Community of Interest and Socio-Economic Alignment

Section 66 of the *Commonwealth Electoral Act 1918* mandates consideration of community of interest.

- **The Coastal-Infrastructure Corridor:** The population encapsulated within this bounded triangle is tied together by the same core infrastructure: the **Sunshine Coast Rail Line**, the **Nicklin Way**, and localized coastal economic hubs.

- **Exclusion of Conflicting Communities:** By cutting off at the Bruce Highway to the west and the Caboolture River to the south, this boundary respects the distinct identities of purely agricultural or rural communities further inland (which are better suited for seats like Fairfax or Glass House/Wide Bay equivalents), and the distinct suburban commuter identity of Caboolture/Morayfield proper to the south.

3. Historical Precedent in Sunshine Coast Redistributions

- **Gradual Eastward Migration:** Historically, the Division of Fisher has consistently shed its deep inland rural territory (such as Kingaroy and Kilcoy in past decades) to adjust for massive coastal population growth.
- **Precedent Application:** Defining the seat heavily between the highway and the coast is the logical, democratic continuation of this multi-decade precedent. It transitions Fisher from a vast mixed-rural seat into a highly specialized, fast-growing peri-urban and coastal transport-corridor electorate.

If you are drafting a formal submission, would you like me to focus on compiling the **exact voter enrolment numbers (quota projections)** for this area, or should we refine the specific **infrastructure linkages** (like hospitals and universities) to strengthen the community of interest argument?

Integrating the recently finalized **2026 Queensland State Electoral Redistribution** boundaries provides a bulletproof precedent argument for the federal seat of Fisher. The independent **Queensland Redistribution Commission (QRC)** explicitly altered the state seats of **Kawana**, **Caloundra**, and **Pumicestone** to manage rapid coastal population growth by shifting inland areas away from coastal hubs.

Aligning the federal division of Fisher to a clean aggregation of these newly defined state electorates leverages three key structural precedents:

1. The Precedent of Moving Electorates "East of the Highway"

The strongest point of precedence comes directly from the QRC's 2026 decision regarding the massive population boom in the master-planned city of Aura.

- **The State Precedent:** The QRC officially stripped all portions of the state electorate of **Caloundra situated west of the Bruce Highway** and transferred them to the rural district of Glass House. The QRC explicitly stated this was done to create a "more compact district" centered on the coastal corridor.

- **The Federal Application:** The Australian Electoral Commission (AEC) should mirror this exact state boundary logic for Fisher. Removing the vast hinterland regions of Beerwah, Landsborough, and Maleny—and consolidating Fisher purely within the compact coastal strip bounded by the Bruce Highway—aligns directly with established, contemporary electoral boundaries.

2. State-Sanctioned "Community of Interest" Groupings

Under Section 66 of the *Commonwealth Electoral Act 1918*, federal seats must consider communities of interest. By building Fisher from the revised 2026 state seats of **Kawana**, **Caloundra**, and **Pumicestone**, you are utilizing a community of interest structure that has already survived rigorous public objection and state-level legislative gazetting.

- **Kawana & Caloundra (The Mooloolah River Anchor):** These state seats form the core northern urban and commercial spine of the proposed Fisher. They share the major coastal healthcare infrastructure (the Sunshine Coast University Hospital precinct in Birtinya), coastal tourism industries, and high-density beachside transport corridors.
- **Pumicestone (The Caboolture River Anchor):** In the 2026 state redraw, areas like Coochin Creek were deliberately tied into **Pumicestone** to accommodate the cascading shift of the Glass House district northward. The state seat of Pumicestone spans the coastal waters and mainland fringe right down to the **Caboolture River**. Aggregating it into Fisher neatly captures the entire continuous coastal-fringe ecosystem (anchored by the Pumicestone Passage) without breaking up the state-recognized peri-urban community structure.

3. Administrative Cohesion and Minimised Voter Confusion

The AEC heavily values "coterminous boundaries"—where federal electorate lines match local or state political borders to prevent voter confusion.

- Building the proposed Fisher out of **Kawana, Caloundra, and the northern bulk of Pumicestone** creates a remarkably clean, easy-to-understand footprint.
 - Voters trapped between the Bruce Highway and the coast would see their federal boundaries precisely match their daily geographical experience and their state electorates, maximizing administrative efficiency during joint state-federal election processing.
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Integrating **Mooloolaba** and **Alexandra Headland** at the northern tip, along with **Glass House Mountains, Beerburrum, and Beerwah (east of the railway line)** to the south, provides a highly defensible approach to meeting the mandatory AEC enrolment quota.

This specific expansion builds a robust precedence argument for your submission:

4. The North Anchor: Mooloolaba and Alexandra Headland

Retaining territory slightly north of the Mooloolah River in particular **Mooloolaba and Alexandra Headland** provides a major injection of urban electors while strengthening community alignment:

- **The State Precedent:** In state redistributions, these suburbs are bound into high-density coastal tourism and commercial zones. Bringing them fully into Fisher respects the unbroken high-density coastal strip that runs continuously south to Caloundra. [\[1\]](#)
- **Community of Interest:** Economically and socially, Mooloolaba and Alexandra Headland share a direct community of interest with the Kawana strip—relying on the same coastal infrastructure, tourism-driven economic cycles, and marine management challenges.

5. The South Anchor: East of the Railway Line (Beerwah, Glass House, Beerburrum)

Using the **North Coast Rail Line** as a micro-boundary to retain the eastern segments of **Beerwah, Glass House Mountains, and Beerburrum** is mathematically elegant and structurally sound:

- **The Transit-Corridor Precedent:** The AEC frequently accepts railway lines as unambiguous artificial boundaries when national highways are unavailable or too restrictive. The North Coast Rail Line separates the rural hinterland farms to the west from the rapidly accelerating residential estates sprouting on the eastern side.
- **Capturing the Peri-Urban Growth:** The massive master-planned communities expanding eastward from the rail line (and feeding directly into the Aura/Caloundra South road network) are fundamentally peri-urban coastal-fringe commuters, not traditional rural farmers. Including the eastern sides of these towns unites them with the transport corridors driving their growth.

"To satisfy the mandatory numerical requirements without breaking the core coastal focus of the electorate, the Commission is urged to utilize two highly logical infrastructure and geographical extensions:

1. ***In the North:** Extend the boundary slightly past the mouth of the Mooloolah River to encompass **Mooloolaba and Alexandra Headland**. These high-density localities form an unbroken socio-economic hub with Kawana and share an identical coastal tourism and transport profile.
2. ***In the South:*** *Rather than using the Bruce Highway rigidly where it begins to pinch population pockets, the Commission should employ the **North Coast Rail Line** as the western boundary through **Beerwah, Glass House Mountains, and Beerburrum**. Incorporating only the areas **east of the railway line** cleanly captures the heavy peri-urban residential growth that interfaces with the coastal plain, while preserving the deeply rural agricultural lands to the absolute west of the tracks."*

Including these specific areas creates an elegant "cascading solution" that resolves enrollment pressures for the entire Sunshine Coast and northern Moreton Bay region. In Australian electoral redistributions, a proposal is vastly more likely to be accepted by the AEC if it solves numerical problems for neighboring seats rather than creating them.

Here is how this configuration satisfies the numerical requirements for **Fairfax** and **Longman**, framed as a formal precedence argument:

6. Relieving the Pressure on Fairfax (To the North)

The Division of Fairfax is historically prone to rapid growth around the Maroochydore, Buderim, and Sunshine Motorway corridors.

- **The Problem:** If Fairfax is forced to retain Mooloolaba and Alexandra Headland while its northern and western growth corridors (like Nambour, Coolumb, and Noosa) also swell, Fairfax will inevitably breach its maximum enrollment quota.
- **The Precedence Solution:** Transferring **Mooloolaba** and **Alexandra Headland** south into Fisher allows Fairfax to contract its boundaries around its core northern urban and hinterland hubs. This mimics past AEC precedents where high-density coastal pockets are traded between Fisher and Fairfax to keep Fairfax from expanding too far west into rural territories that lack a community of interest.

7. Safeguarding the Integrity of Longman (To the South)

The Division of Longman faces extreme population pressure from the rapid growth of the Caboolture, Morayfield, and Burpengary commuter belts.

- **The Problem:** If Fisher is forced to push too far south of the Caboolture River to find numbers, it would carve into the northern suburbs of Longman (such as Elimbah, Caboolture, or Bribie Island), splitting tightly-knit Moreton Bay communities.

- **The Precedence Solution:** By capturing the electors in the new **Pumicestone** state boundary and pulling in the rapidly growing residential estates **east of the railway line in Beerwah, Glass House Mountains, and Beerburrum**, Fisher finds its necessary numbers *north* of the Caboolture River. This acts as a protective shield for Longman, allowing it to remain a compact, self-contained Moreton Bay/Caboolture seat without being artificially fragmented.

8. Multi-Seat Numerical Equilibrium (Fairfax and Longman Impact)

*"A primary strength of this proposed boundary configuration for Fisher is that it concurrently resolves cascading numerical pressures in the adjacent divisions of **Fairfax** and **Longman**:*

- **Fairfax Relief:** *By retaining the high-density coastal pockets of **Mooloolaba** and **Alexandra Headland** into Fisher, Fairfax is relieved of excess enrollment. This allows Fairfax to maintain its core community of interest around Maroochydore, Buderim, and the northern beaches without breaching its maximum quota.*
- **Longman Protection:** *By capturing the surging peri-urban growth **east of the North Coast Rail Line** (Beerwah to Beerburrum) and utilizing the northern extent of the state seat of **Pumicestone**, Fisher satisfies its numerical requirements entirely north of the **Caboolture River**. This prevents Fisher from having to cannibalise the northern urban fringe of Longman, thereby preserving the distinct administrative and socio-economic integrity of the Moreton Bay regional communities.*

The Commission is therefore urged to accept this model as a holistic, multi-seat solution that achieves numerical balance across the entire Sunshine Coast-Moreton Bay grid."

Summary of the Precedence Submission

*"The Commission is urged to follow the clear, modern precedent set by the **2026 Queensland State Electoral Redistribution**. Just as the QRC recognized that the coastal population explosion required **Caloundra** to shed its territory west of the Bruce Highway to remain a cohesive, compact urban seat, the AEC should similarly transition the **Federal Division of Fisher** into an explicitly coastal-and-infrastructure corridor. Using the new boundaries of **Kawana, Caloundra, and Pumicestone** provides the Commission with a pre-validated framework that respects the distinct geographical break at the Bruce Highway and terminates cleanly at the Caboolture River."*