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**Name:** Ben Riley  
**Organisation Name:** Liberal National Party of Queensland  
**Submission Topic:** Electorate Boundaries and Names  
**Electoral District:** All  
**Multiple Signatories:** No

**Submission:**

See below

# Submission

of the

**Liberal National Party  
of Queensland**

to the

**2025 Queensland  
Redistribution  
Commission**



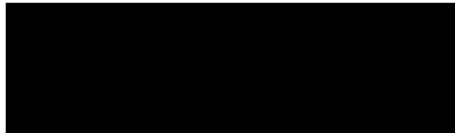
Judge Gregory Koppenol  
Chairperson  
Queensland Redistribution Commission  
GPO Box 1393  
Brisbane QLD 4001

Dear Chairperson,

I enclose the submission of the Liberal National Party in response to your invitation for a written submission to the Queensland Redistribution Commission.

Please do not hesitate to contact me if you require any further information in relation to this submission.

Yours sincerely



Ben Riley  
State Director

## 1. Executive Summary

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Queensland's population has grown by more than 780,000 electors since the last redistribution and that growth has not been uniform. It now clusters in the South-East growth corridors, while several inland and far-northern districts now trend below quota.

Our submission balances those pressures with one clear objective: **stable, community-focused boundaries that will endure through to the 2032 projection without wholesale voter disruption.**

We achieve that objective through four statewide moves:

- **Create two new electorates** – Caboolture in Moreton Bay and Greenbank in the Logan-Ipswich corridor – where greenfield estates are driving sustained enrolment.
- **Abolish two under quota electorates** – Hill in the north and Toohey on Brisbane's south side – reallocating their electors into neighbouring seats that share stronger communities of interest.
- **Fine tune every region** – utilise transport spines, river catchments and historical suburb lines to maximise the number of electors remaining in their current electorate and every electorate sits inside the quota bands.
- **Future-proof Olympic, education and economic precincts** – group major venues (Southport-Carrara, Victoria Park-RNA), university or hospital campuses, master-planned cities (Aura, Ripley) and other key precincts under single representatives.

Our guiding view is that highways, rivers and rail lines are often connectors rather than barriers: where suburbs on either side share schools, shopping centres or public-transport hubs, we place them in the same electorate. Conversely, we use those same corridors as logical boundaries where they do mark a clear break in community patterns.

These statewide settings translate into measured, region-specific adjustments: modest trims in the north to shore up Gregory and Traeger; hinterland realignments on the Sunshine Coast and Moreton Bay; a north-south re-balancing along the Bruce Highway in Moreton Bay; and quota-restoring westward shifts across Logan and Ipswich.

In every case we have preferred the **lightest effective touch**, retaining historic seat names wherever possible and making boundary changes only where growth or decline makes them unavoidable.

The result is a redistribution that preserves **coherent communities of interest**, keeps infrastructure corridors intact, and positions Queensland for the demographic landscape of the next decade.



## 2. Guiding Philosophy & Methodology

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### **Core Principles**

Our approach to electoral redistribution is founded on the recognition that significant population shifts have occurred across our state and must be reflected in electoral boundaries. These demographic changes are unavoidable realities that require careful consideration in any redistribution process.

### **Community-Centred Approach**

Central to our philosophy is the principle of minimising voter disruption wherever possible. We recognise that electoral boundaries should serve communities, not fragment them. Our approach prioritises capturing genuine communities of interest, which may be defined by shared schools, economic activities, cultural identity, common needs, or access to similar services. We acknowledge that different contexts require different weightings and priorities when balancing these factors.

### **Contextual Flexibility**

We firmly reject a one-size-fits-all approach to redistribution. Our diverse state demands nuanced solutions that reflect local circumstances and community characteristics. What works in urban centres may not be appropriate for regional areas, and our methodology accounts for these variations.

### **Infrastructure and Geography**

Roads and major highways are not automatically treated as barriers in our approach. Instead, we recognise that transportation infrastructure can serve as focal points that connect people and communities, and we consider these connections when drawing boundaries.

### **Regional Representation**

We are committed to providing effective regional representation through the strategic grouping of seats into regional clusters. This approach ensures that both town and country interests are adequately represented while maintaining logical geographic and community connections.

### **Growth Management Strategy**

In areas experiencing exceptional growth, particularly where Statistical Area Level 1 (SA1) populations have grown so significantly that natural subdivision is required, we have implemented targeted adjustments. The growth patterns in Brisbane, including both the CBD and outer suburban areas, demand structural boundary adjustments that will inevitably have cascading effects throughout the region.

**Minimising Disruption**

Where population levels are more stable, we have made deliberate efforts to limit cascading impacts from necessary changes elsewhere. This approach aims to provide continuity for established communities while accommodating growth pressures in other areas.

**3. Naming Conventions**

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The LNP strongly advocates for a return to the longstanding and practical convention of naming electorates after prominent geographic features, rather than historical figures. We urge the Commission to reverse recent changes and adopt names that reflect the natural or well-known geographic landmarks of each electorate.

Queensland is a vast and rapidly growing state, experiencing substantial migration from interstate and overseas. As our population becomes more diverse and mobile, it is essential that electorate names remain intuitive and geographically grounded. Names based on local geography help voters quickly and clearly identify their community, fostering a stronger connection to their electorate and reducing confusion at election time.

In line with this principle, the LNP has proposed a number of name changes throughout this submission that prioritise recognisable geographic features over less familiar historical references.

**4. Legislative Framework & Compliance Check**

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Electoral Act s.45 Factor	Submission Response
Current quota (±10 %)	All 93 districts within range
Projected quota 2032	Majority of districts within range
Large-district allowance	Gregory, Traeger, Warrego, Cook retained
Communities of interest	Detailed in regional recommendations
Physical features	Used where they reflect, not divide, communities
Communication links	Highways, rail and ferry routes treated accordingly in different electorates

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## 5. Regional Recommendations

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### 5.1 Far North & Western Queensland

This region covers more than half of Queensland's landmass yet houses only a small fraction of electors. For this reason, the LNP submits that it would not be appropriate to see any further reduction in the number of large electorates as it would risk disenfranchisement of electors due to the creation of electorates that are too large to be properly serviced by the sitting member.

Our aim is to respect the life-line highways and service corridors that bind remote towns to regional hubs, while ensuring each electorate remains comfortably within quota through the decade ahead. Our task is therefore two-fold: preserve these transport and service corridors that bind remote towns to regional hubs, and pre-emptively restore each electorate to a sustainable quota position for the decade ahead.

- **Cook** – Already sits comfortably within quota and is projected to remain stable; therefore, only minor boundary changes are proposed. The electorate continues to unite Cape York Indigenous communities, Torres Strait Islands, key tourism centres and tropical agriculture districts under a single representative.
- **Gregory** – Currently trending under quota. By extending an eastern arm to include the mining centres of Clermont and Moranbah—communities already linked to Emerald by highway and rail—the electorate regains quota compliance and consolidates the economic focus of agriculture and mining.
- **Traeger** – Experiencing gradual population decline. It is submitted that two changes are required to properly rebalance the electorate:
  - Traeger should extend into the Tablelands region, incorporating Ravenshoe, Herberton, Atherton, and Tolga. This expansion creates a logical north-south corridor that unites communities sharing similar agricultural interests, and service needs. The Tablelands communities have historical and ongoing connections with the pastoral and agricultural areas of western Queensland, making this boundary adjustment both statistically necessary and community-appropriate.
  - The area encompassing Charters Towers Regional Council should be transferred to the seat of Burdekin. This adjustment recognises the practical reality that Charters Towers functions as part of the greater Townsville economic and social region. Residents frequently travel to Townsville for specialised services, employment opportunities, and administrative needs, creating stronger community ties with Burdekin than with the western pastoral areas currently defining Traeger.
- **Warrego** – Projected to fall outside quota in the medium term. Expanding to include Jandowae and Bell which form a key community of interest with Dalby which is already situated within the electorate, stabilising enrolment through the projection horizon.

## 5.2 North Queensland

This region is anchored by the twin cities of Cairns and Townsville and edged by the Atherton Tablelands to the west and the Whitsunday coast to the south. Mundingburra is the only electorate presently outside quota, yet projections show Mundingburra, Thuringowa, Townsville and Burdekin drifting beyond tolerance by 2032. Our adjustments restore balance now, future-proof the roll for the next redistribution, and keep four large weighted electorates intact by abolishing *Hill*.

- **Abolish Hill** – The Atherton Tablelands communities are better represented when split along their natural economic gravity: the inland agricultural towns (Herberton, Ravenshoe, Atherton and Tolga) gravitate towards the south-west, while the coastal rainforest towns (Malanda, Millaa Millaa) look east to Cairns. Abolishing Hill enables surrounding seats to regain quota without fragmenting these Tablelands linkages and avoids a cascade of disruptive adjustments throughout Northern Queensland.
- **Retain Barron River & Cairns** – Both electorates sit comfortably within quota and align cleanly with Cairns’ northern and inner-city communities, therefore no boundary changes are proposed.
- **Mackay & Whitsunday** – Both remain within quota and retain coherent coastal and island communities, so no changes are proposed.
- **Mulgrave** – Extending the seat past Gordonvale to Mirriwinni and Babinda brings the entire Cairns Regional Council into a single electorate, ensuring stronger regional advocacy for the outer Cairns communities.
- **Hinchinbrook** – The Bruce Highway is the seat’s connective tissue; moving the boundary north to Townsville’s outskirts allows it to encapsulate Mission Beach and Innisfail which unites highway-reliant coastal towns. The addition of the towns linked by the Palmerston Highway and Milla Milla Malanda Road within the Tablelands provides a link for those areas that look towards Cairns for specialised services, employment and administrative needs. Palm Island is also transferred here, reflecting the ferry service from Lucinda and longstanding cultural ties.
- **Townsville Metro rebalance** –
  - **Townsville** gains Bushland Beach, Mount Low and Burdell (between Bohle and Black Rivers, north of the highway), cementing its northern growth corridor.
  - **Thuringowa** gains Deeragun, Rangewood and Alice River, creating a coherent peri-urban arc south of the highway.
  - **Mundingburra** absorbs Heatley (from Thuringowa) and Rosslea, Hermit Park, Hyde Park, Mysterton and Currajong (from Townsville), restoring its suburban heart around Ross River. Together, these swaps keep each electorate recognisably “Townsville” while re-setting voter parity.
- **Burdekin** – The seat should capture the agricultural and small-town communities south and west of Townsville that rely on the city for higher-order health, education and freight services. It therefore gains the Charters Towers Regional Council and relinquishes the isolated Central Queensland mining enclaves to electorates that already service those workforces.

### 5.3 Central Queensland

Covering the Fitzroy Basin and Capricorn Coast, this region comprises the electorates of Callide, Gladstone, Keppel, Mirani and Rockhampton. Every seat is presently within quota, yet demographic modelling shows Callide and Mirani trending outside tolerance by 2032. Our adjustments are therefore targeted and proportionate—realigning boundaries along natural transport corridors and industry linkages while keeping community integrity front of mind.

- **Keppel** – Adds Glenlee and Rockyview so that the Bruce Highway becomes the boundary up to The Caves, reflecting shared commuter, schooling and retail patterns between these localities, the Keppel Coast and Rockhampton.
- **Mirani** – Extends west to absorb parts of Central Highlands, Banana, Middlemount, Dysart and Glenden. This expansion unifies the Bowen Basin mining workforce with surrounding cattle and grain districts while preserving Mirani’s historic role as the connective corridor between Rockhampton and Mackay.
- **Rockhampton** – Gains Pink Lily, Glenlee and Alton Downs, bringing peri-urban communities that rely on Rockhampton’s health, education and retail services into the same representative fold.
- **Callide** – To offset its projected enrolment shortfall, the seat pushes east toward Maryborough, south toward Kingaroy and incorporates Kilkivan. These moves knit together towns linked by the Burnett and Bruce Highway corridors and sustain Callide’s agricultural identity.
- **Gladstone** – No boundary changes proposed. The industrial port city and its immediate hinterland already form a cohesive community of interest that satisfies present and projected quota.

### 5.4 Wide Bay & Burnett

Stretching from Bundaberg through Hervey Bay to the South Burnett, this region comprises Bundaberg, Burnett, Gympie, Hervey Bay, Maryborough and Nanango. Gympie and Hervey Bay currently exceed the allowable quota, while Bundaberg is projected to fall under quota by 2032. Our boundary refinements rebalance enrolments while strengthening obvious coastal and hinterland connections.

- **Bundaberg** – The current urban-only footprint, wholly enveloped by Burnett like a doughnut, understates the role of tourism and agriculture in the local economy. Expanding south of the Burnett River to include coastal communities between Burnett Heads and Elliot Heads brings beaches, resorts and the CBD into one electorate, creating a clearer visitor-economy narrative and allowing Burnett to encompass some urban areas into an otherwise rural electorate.
- **Burnett** – In turn, Burnett gains Bundaberg North plus the western CBD, then reaches south to balance population pressure in Maryborough and Hervey Bay, encompassing towns that sit squarely on the Bruce Highway and tilt toward both Bundaberg and Maryborough for work and services. This delivers a clean rural-urban mix and absorbs population pressure from Hervey Bay.

- **Hervey Bay** – To correct its over-quota position without fracturing the maritime link between River Heads and K’gari, the split locality of Eli Waters is transferred to Maryborough to reduce voter confusion.
- **Maryborough** – Gains Eli Waters from Hervey Bay but sheds inland areas to Callide and Burnett to hold quota. Result: an electorate centred on the heritage CBD, coastal community and northern Bruce Highway interchange.
- **Gympie** – Transfers the town of Imbil and surrounding Mary Valley areas to Nicklin, restoring Gympie to quota. Gains the Great Sandy Strait area from Maryborough to better represent the shared interest of the Marine Park which is already partially situated within the electorate.
- **Nanango** – Although within quota, the seat absorbs Crows Nest and relinquishes Coominya, Preston and Kilkivan to balance population. Nanango recognises the pronounced east–west freight, retail and social ties along the D’Aguilar and Brisbane Valley highways.

## 5.5 Southern Queensland

Encompassing the Darling Downs, Lockyer Valley and Toowoomba hinterland, this region comprises Condamine, Lockyer, Southern Downs, Toowoomba North and Toowoomba South. All five electorates are currently within quota and are projected to remain so, hence only light-touch adjustments are required to respect community ties and tidy historic boundaries.

- **Southern Downs, Toowoomba North & Toowoomba South** – No changes proposed. Each electorate already aligns cleanly with its urban or rural service centre and remains well within both current and projected quota bands.
- **Condamine** – The only alteration is the previously noted transfer of Crows Nest to Nanango. Condamine therefore continues to represent the broadacre cropping belt and peri-urban communities west of Toowoomba without further disturbance.
- **Lockyer** – To ease pressure within the Ipswich growth corridor, Fernvale moves to Ipswich West. In return, Lockyer gains Coominya and rural areas south of Esk—localities that share Gatton-centred freight routes, school catchments and irrigation networks with the rest of the Valley. These offsetting moves keep Lockyer comfortably within quota through to 2032.

## 5.6 Sunshine Coast

The Sunshine Coast remains broadly balanced, yet continuing growth around Caloundra South (Aura) and along the Bruce Highway corridor calls for modest boundary refinements so every electorate stays comfortably within quota through 2032. Our adjustments realign seats along the coast–hinterland divide, letting each electorate reflect their community, while preserving room for future population.

- **Caloundra** – Realigns to the coastal strip east of the Bruce Highway, focusing the electorate on Caloundra CBD and beachside suburbs, and placing Aura closer to the lower quota bound so it can accommodate its planned 50,000-resident expansion within one seat.

- **Glass House** – Cedes Beerburum, Woodford and D’Aguilar to the new Caboolture electorate and gains Beerwah, Landsborough and Palmwoods. This refocuses Glass House on the southern Sunshine Coast hinterland west of the highway, where residents share rail stops, school buses and hinterland tourist trails.
- **Nicklin** – Picks up Imbil, Kandanga and Eumundi from neighbouring districts and releases Palmwoods to Glass House. The seat now neatly covers the northern hinterland from Mapleton through the Mary Valley to Cooroy, tying together small farming towns and hinterland villages.
- **Ninderry** – Retains its coastal-hinterland mix from Coolum to Yandina; no further boundary change is needed after transferring Eumundi to Nicklin.
- **Noosa** – No change; the tightly bounded coastal shire is already within quota.
- **Maroochydore** – No change; remains centred on the tourist and retail hub around Sunshine Plaza and the new CBD.
- **Buderim** – Despite strong infill growth, enrolment remains inside tolerance once Caloundra and Glass House shed southern growth corridors, so no boundary shift is required.
- **Kawana** – No change; the coastal strip from Parrearra to Bokarina remains an intact, quota-compliant community.

## 5.7 Moreton Bay

Burgeoning greenfield estates and infill along the Bruce Highway corridor now place sustained pressure on every northern Moreton Bay electorate. Our plan introduces a new Caboolture-centred electorate and re-balances neighbouring seats along clear transport spines and natural catchments, keeping each within quota through 2032.

- **Caboolture (new seat)** – Drawn north of the Caboolture River and west along the D’Aguilar Highway through Wamuran to Woodford—including Upper Caboolture and Bellmere—this semi-rural belt shares acreage living, highway-linked commuting and emerging master-planned estates. Establishing this electorate safeguards rural-urban transition zones and prevents serial boundary churn in surrounding seats.
- **Pine Rivers** – The northern shift of Glasshouse allows Pine Rivers to consolidate its Samford Valley–Dayboro heartland by adding Ocean View, Mount Mee and other hinterland hamlets via Mount Mee Road, in addition to Whiteside and Joyner on the banks of Lake Samsonvale. Some urban areas are ceded to the southern end of Kurwongbah to balance voter numbers and preserve the electorate’s rural-bushland character.
- **Kurwongbah** – Gains areas of Bray Park, Lawnton and Strathpine from Pine Rivers, forming a coherent rail corridor electorate. To stay balanced it transfers Burpengary and Morayfield areas north of Pitt Street to Morayfield while absorbing the Old North Road adjustments from Pine Rivers.
- **Murrumba** – Cedes Rothwell to Bancroft, allowing the electorate to refocus on Mango Hill, Kallangur and Griffin growth areas and curbing a projected over-quota drift.
- **Deception Bay (formerly Bancroft)** – Centred on Deception Bay, the seat gains Rothwell and the Kippa-Ring station precinct west of Anzac Avenue, north of MacDonnell Road, preventing Redcliffe from exceeding quota.



- **Pumicestone** – Relinquishes all land west of the Bruce Highway but gains Burpengary East to Burpengary Creek, linking the North Harbour marina precinct with Bribie and Pumicestone Passage boating communities.
- **Morayfield** – Receives Burpengary and Morayfield areas north of Pitt Street from Kurwongbah, restoring quota while keeping the Caboolture River as a clear northern edge.
- **Redcliffe** – Minor boundary change required to the West, the Peninsula remains a tight, self-contained seaside community within quota.

## 5.8 North Brisbane

Inner-north Brisbane is absorbing high-density growth around the CBD and Olympic venues, while outer rim pockets face proportional decline. Realignments here follow rail, river/creek and main-road corridors, restore communities of interest and ensure every electorate holds sustainable numbers for 2025 and 2032.

- **Victoria Park (formerly Cooper)** – Reoriented as an inner-north/north-west electorate bounded by the Inner City Bypass, Coronation Dr, Waterworks Rd, Newmarket–Enoggera Rd and Wardell St. By bringing together the Olympics Precinct at Victoria Park, the athlete’s village at the RNA Showgrounds, Suncorp Stadium and Ballymore, the seat will have a strong sporting community of interest. The electorate will also have strong education and health links, bringing together QUT Kelvin Grove, UQ Herston and the Royal Brisbane and Women’s Hospital and the suburbs that house many who use the campuses. The electorate is well serviced by public transport options with the Inner Northern busway, bus routes, and train stations, linking the way in which people travel.
- **Indooroopilly (formerly Maiwar)** – Crosses the Brisbane River at Walter Taylor Bridge to include all of Chelmer and Graceville, making Oxley Creek Miller’s new edge. Residents on both banks share Indooroopilly’s road links, major shopping centre, Indooroopilly State High School and other private school catchments. These changes will reunite this community under the one representative, reinstating the historic Indooroopilly community of interest.
- **Moggill** – Extends west across the Brisbane River to Chuwar, Karalee, Barellan Point (and the Mt Crosby water-treatment plant). These suburbs between the Bremer and Brisbane rivers unite semi-rural acreage suburbs long serviced via Colleges Crossing and historically tied to Karana Downs–Mt Crosby.
- **Ferny Grove** – Gains The Gap, Enoggera Reservoir, with realignment of some border areas with Everton. The Gap and Upper Kedron share the major shopping hub at the Great Western Centre in Keperra and are linked via Settlement Road. Both Ferny Grove and The Gap suburbs are already contained within the same Brisbane City Council ward highlighting their accepted community of interest.
- **Everton** – Takes in all of Bunya and the area north of Cesar Road and Plucks Road, transfers the small McDowall pocket back to Aspley and shifts the south eastern border north from the rail line to Kedron Brook.
- **Aspley** – Unites the locality of McDowall from three electorates to one to reduce voter confusion. Shifts east to Murphy Rd, returning Geebung to its traditional home in Nudgee and releases Zillmere east of the rail line and north of Zillmere Rd to Sandgate, balancing growth.



- **Stafford** – Surrenders Chermside north of Hamilton Rd (east of Gympie Rd) to Nudgee/Aspley and gains Gordon Park and territory south of Kedron Brook from Clayfield. The electorate stays centred on the Kedron Brook corridor with balanced enrolment.
- **Clayfield** – Transfers Gordon Park and some western areas to Stafford and south of the rail line to Victoria Park. The adjustment allows future projected growth and sharpens the electorate's airport-gateway profile.
- **Nudgee** – Gains Chermside blocks from Stafford; releases the area north of Zillmere Rd west of Muller Rd to Sandgate. Change reunites Geebung and maintains a coherent coastal-rail commuter belt.
- **Sandgate** – Absorbs the rail-side streets of Zillmere from Aspley and the growth pocket west of Muller Rd from Nudgee, keeping the electorate centred on the Shorncliffe line and Sandgate foreshore.
- **Brisbane Central (formerly McConnel)** – Returns the electorate to quota and retains the CBD-Fortitude Valley axis, recognising a discrete high-density community.

## 5.9 South Brisbane

The Logan-to-Ipswich growth corridor presses hard against Brisbane's southern fringe, while several inner-south electorates now sit well under quota. Our solution minimises voter disruption, crosses the river where community links are clear, and abolishes one chronically under-quota electorate to create a set of enduring, community-focused boundaries.

- **Abolish Toohey** – The electorate is dissolved, with Salisbury and Nathan joining Miller, while Eight Mile Plains and MacGregor move into Mansfield. Robertson, Coopers Plains and Sunnybank flow into a re-drawn Stretton, ensuring each suburb ends up in an electorate that better matches its daily travel, schooling and shopping patterns.
- **Mansfield** – Moves west across the South-East Freeway to unite MacGregor and all of Eight Mile Plains with Upper Mount Gravatt, creating a seat centred on the area's major retail and busway hub at Garden City. The MacGregor State High School catchment also includes the majority of Upper Mount Gravatt and parts of Wishart in the current Mansfield electorate, linking these localities. In return, Rochedale is passed to Springwood, easing growth pressure in Logan seats.
- **Yeerongpilly (formerly Miller)** – Gains Salisbury, Nathan and southern pockets of South Brisbane around Dutton Park, reinforcing its health-education spine from the PA Hospital through UQ St Lucia. To balance numbers, Miller cedes its western edges, allowing Sherwood to be moved into Mount Ommaney and then Chelmer and Graceville to Indooroopilly.
- **Sunnybank (formerly Stretton)** – Expands north to include Sunnybank, Sunnybank Hills, Coopers Plains, Runcorn and Kuraby up to the South-East Freeway, with Compton Rd as its new southern edge. The shift reunites a culturally cohesive corridor centred on Sunnybank's retail precinct and dining economy, ensuring representation matches community identity.
- **Algeria** – Slides east to take the remainder of Calamvale plus the suburb of Stretton, south of Compton Road maintaining the existing western border and shedding electors in the Logan City based suburbs to make it a Brisbane City based seat.

- **Mount Ommaney** – Extends north-east continuing to follow the existing boundary of Oxley Creek and to pick up the suburb of Sherwood from Miller, following the Ipswich Motorway and creek lines for logical boundary to retain the electorate within quota.
- **Chatsworth** – Gains the eastern slice of Camp Hill (east of Boundary Rd) and a small Carina pocket south of Minnippi Parklands from Bulimba, while retaining the Brisbane-Redlands border as its eastern edge. Creek Rd and Wynnum Rd provide logical northern and southern limits.
- **Bulimba** – Trades Carina’s southern fringe to Chatsworth but absorbs the remainder of Norman Park and a section of Coorparoo east of Cavendish Rd from Greenslopes, tightening its footprint along the Brisbane River and Old Cleveland Rd.
- **Greenslopes** – Receives a section of Mount Gravatt previously transferred from Mansfield, keeping the electorate substantially along Logan Rd corridor, while handing Norman Park and the Coorparoo segment to Bulimba to fine-tune enrolment.
- **Lytton** – No boundary change proposed; the Port of Brisbane, Wynnum-Manly foreshore and surrounding suburbs already form a self-contained coastal electorate within quota.

These adjustments minimise overall voter disruption, align each seat with dominant shopping, schooling and transport hubs, and free capacity to create a new electorate in the booming Logan-Ipswich corridor.

## 5.10 Ipswich & Ripley Corridor

Rapid greenfield expansion in the Mount Lindesay Highway spine and Ripley Valley is pushing every Ipswich-area electorate toward the top of quota. We propose creating a new Greenbank-centred electorate and trimming neighbouring seats along clear motorway, river and suburb boundaries to secure sustainable numbers to 2032.

- **Greenbank (new seat)** – Centres on Greenbank, Flagstone and Boronia Heights along the Mount Lindesay Highway, extending north-east to Camira. Positioning the electorate at the junction of future rail and motorway upgrades grants these emerging suburbs a distinct parliamentary voice during their critical growth phase.
- **Springfield (formerly Jordan)** – Contracts to become a wholly urban seat anchored on Springfield Central, taking in Goodna and Bellbird Park up to the Brisbane River while releasing Greenbank and Flagstone to the new Greenbank electorate.
- **Inala** – Minor western trim shifts the boundary to the Centenary Motorway and rail line, transferring the small pocket west of the motorway to Mount Ommaney, nudging enrolment back within quota while keeping the Inala-Richlands civic hub intact.
- **Ipswich West** – After ceding Karalee to Moggill, the seat encircles urban Ipswich and restores Ipswich-facing localities from Scenic Rim such as Rosewood, Peak Crossing and Harrisville and Fernvale along the Brisbane River from Lockyer, locking in sustainable numbers.
- **Ripley (formerly Bundamba)** – Refocuses on Ripley, Spring Mountain and the rapidly growing Ripley Valley master-planned community, while transferring the historic Bundamba suburb to urban Ipswich.
- **Ipswich** – Unites the heart of urban Ipswich by utilising the Bremer River and rail lines as arteries. The Warrego and Cunningham Highways form hard boundaries. Linking

the Rail Museum to other heritage aspects of the community reinforces the unique character of Ipswich.

### 5.11 Logan–Redlands & Scenic Rim

Population momentum in the Logan growth corridor and the coastal Redlands strip demands careful realignment to keep each electorate within quota while preserving clear suburb and transport ties.

- **Capalaba** – Extends south to include Sheldon’s acreage blocks beyond Scribbly Gum Conservation Park and moves East along Birkdale Road to Three Paddock’s Park, to ensure all three Redland City electorates remain within quota. Sheldon residents shop, school and commute via Capalaba’s busway and retail hub, making the boundary logical.
- **Cleveland (formerly Oodgeroo)** – Gains extra streets in Thornlands to ensure the seat stays in quota.
- **Redlands** – Gains Mount Cotton and Carbrook from Springwood, following suburb boundaries and the Logan River to restore quota. Strengthening the electorate’s alignment with the country and coastal lifestyle. Beenleigh Redland Bay Road is a key transport route, linking southern Redlands residents to Carbrook and the Logan-based services and Loganholme shopping centre utilised by the community as has been recognised in previous boundaries.
- **Springwood** – Cedes Mount Cotton to Redlands and expands north to absorb most of residential Rochedale, aligning the electorate with the Gateway Motorway and Rochedale South. The industrial and acreage areas are retained in Mansfield, minimising voter disruption. Cornubia is added, taking the boundary to a natural edge at the Logan River and ensuring population stays within quota.
- **Beenleigh (formerly Macalister)** – Slides west across the Logan River to take Bethania, adopting the river as a clear western edge while releasing Carbrook to Redlands and Cornubia to Springwood. Bethania’s rail and shopping links to Beenleigh fit neatly with Macalister’s existing footprint.
- **Waterford** – Pushes west to include Crestmead and parts of the high-growth Park Ridge development, while transferring its northern fringe near Underwood to Sunnybank. This absorbs future housing supply without disturbing settled suburbs.
- **Woodridge** – Moves west toward Browns Plains, taking in adjacent neighbourhoods that rely on Grand Plaza and the Logan Motorway, yet remains anchored on the Woodridge rail hub.
- **Logan** – Loses existing areas around the edges of the current boundaries, allowing surrounding electorates to balance growth, while retaining its civic and hospital precinct at Logan Central.
- **Scenic Rim** – Cedes areas in the North West to areas traditionally linked to Ipswich West, while maintaining the seat as a cohesive rural community.

## 5.12 Gold Coast

All Gold Coast seats currently sit within the city boundary. This provides the region with a clear identity and effective representation. Ongoing population growth supports the case for keeping those arrangements in place, and we see no reason for that to change. Growth, however, has not been evenly spread.

In the north, a significant surplus in Pimpama is redistributed south into Albert and Broadwater, while structural decline in Gaven is addressed by incorporating new communities more closely linked by transport and economic catchments. These adjustments flow logically through the city: Southport consolidates its role at the heart of Olympic preparations, Mudgeeraba strengthens its hinterland identity with Highland Park, Boonooroo Park and the SkyRidge development, and Robina is united as the Gold Coast's second CBD. Burleigh is positioned to manage major new growth, Currumbin is rebalanced to keep Tallebudgera whole, and Surfers Paradise remains unchanged to preserve its stability and cohesion.

- **Pimpama (formerly Coomera)** – This electorate is significantly over quota. To keep all Gold Coast seats within the city boundary, the overflow cannot go north, west or east. Instead, population is transferred south into Albert (formerly Theodore) and Broadwater. Upper Coomera is moved into Albert, while east of the M1, Coomera Town Centre and its housing estates rejoin Hope Island, as has historically been the case. The new seat is centred on the emerging community of Pimpama, with the capacity to accommodate further rapid growth.
- **Albert (formerly Theodore)** – Shifts north to reclaim Upper Coomera and some rural pockets in the west. This allows Pimpama (formerly Coomera) to redistribute its excess population in the least disruptive way possible, as these residents were previously part of Albert. A further adjustment moves a small pocket of Helensvale, north of Hope Island Road, into Broadwater to strengthen the connection between Broadwater and Coomera.
- **Broadwater** – Moves north to absorb parts of Coomera along the river, an area that has historically shifted between electorates at successive redistributions. The proposed boundary reflects earlier configurations, bringing together the Broadwater and lower Coomera waterways with their shared boating, tourism and environmental management interests. To balance this shift, the southern boundary is adjusted, transferring Coombabah and Runaway Bay into Biggera Waters (formerly Bonney).
- **Biggera Waters (formerly Bonney)** – Undergoes moderate change to meet the statutory requirement of keeping population within a 10 per cent margin and in response to the restructuring of Gaven. The electorate is re-oriented towards the Broadwater, representing communities connected to the waterways from the Labrador foreshore to the canal estates of Runaway Bay. The Olsen Avenue–Oxley Drive corridor links these communities, with Harbour Town at the geographic heart of the electorate.
- **Gaven** – Facing a declining enrolment base, Gaven is reshaped for sustainability. Highland Park is moved into Mudgeeraba, reflecting its growing ties through the SkyRidge development. Boonooroo Park is also transferred to Mudgeeraba, correcting its anomalous earlier inclusion and creating a sensible Nielsens Road–Alexander Drive boundary. The balance of Nerang and Carrara east of the Pacific Motorway is shifted to Southport for reasons outlined in that section. Gaven, in turn,

incorporates Parkwood, Arundel and Molendinar — suburbs connected by major transport corridors and part of the same economic catchment — creating a practical, cohesive electorate.

- **Southport** – Crosses the Nerang River via the four-lane Nerang–Broadbeach Road bridge, a key corridor for road, cycle and public transport. The electorate takes in People’s First Stadium, Carrara Sports & Leisure Centre and the proposed athletes’ village. Emerald Lakes and Royal Pines, near-identical master-planned golf and residential communities straddling the river, are also united within Southport. Molendinar, bounded by Southport–Nerang Road and Olsen Avenue, is transferred to Gaven. This makes sense given its strong links through two transport interchanges and its place in a broader employment catchment. Together, these changes streamline Olympic precinct planning, traffic management and the delivery of long-term legacy benefits.
- **Mudgeeraba** – Gains Highland Park, the Boonooroo Park estate and parts of Carrara, creating a logical northern boundary along Nielsens Road and Alexander Drive. Together with the SkyRidge community, these changes shift the electorate’s centre of gravity north, while allowing the suburb of Robina to be coherently represented within the seat of Robina (formerly Mermaid Beach). The result is a more balanced hinterland electorate, closely aligned with community links and growth patterns.
- **Robina (formerly Mermaid Beach)** – A name change and westward shift unite the entire Robina master-planned community, including the hospital, stadium and emerging high-rise precinct, within a single electorate. This reflects Robina’s status as the Gold Coast’s second CBD and ensures coherent representation for one of the city’s most significant growth centres. Much of this area was already represented by Mermaid Beach, so the change is not disruptive. Apart from a small pocket of Burleigh Waters moving into the seat of Burleigh, other boundaries remain stable.
- **Burleigh** – Extends north to represent all of Burleigh Waters, which is presently and inexplicably within the Robina electorate (formerly Mermaid Beach). It also transfers the small part of Tallebudgera currently in its southern boundary to Currumbin, uniting both suburbs and their communities of interest. The southern shift is logical, as the area is separated from the rest of Burleigh by the Pacific Motorway and this positions Burleigh to absorb significant future growth with minimal boundary disruption in the years ahead.
- **Currumbin** – Unites the whole of Tallebudgera, including St Andrews Lutheran College and the surrounding semi-rural pockets. This keeps schooling, sporting and shopping communities together, ensuring coherent representation for the valley and strengthening Currumbin’s identity as a cohesive southern Gold Coast electorate.
- **Surfers Paradise** – No significant changes are proposed. The suburb has clearly defined geographic boundaries, proportionate growth, and a strong sense of identity. Unnecessary disruption has been avoided to preserve the stability and cohesion of the electorate.

These boundary realignments restore every Gold Coast electorate to a sustainable population count, respect established suburb identities and align major transport and Olympic precincts within coherent seats.



Albert

UPPER  
COOMERA

EAGLE  
HEIGHTS

Brisbane Road

Brisbane Road

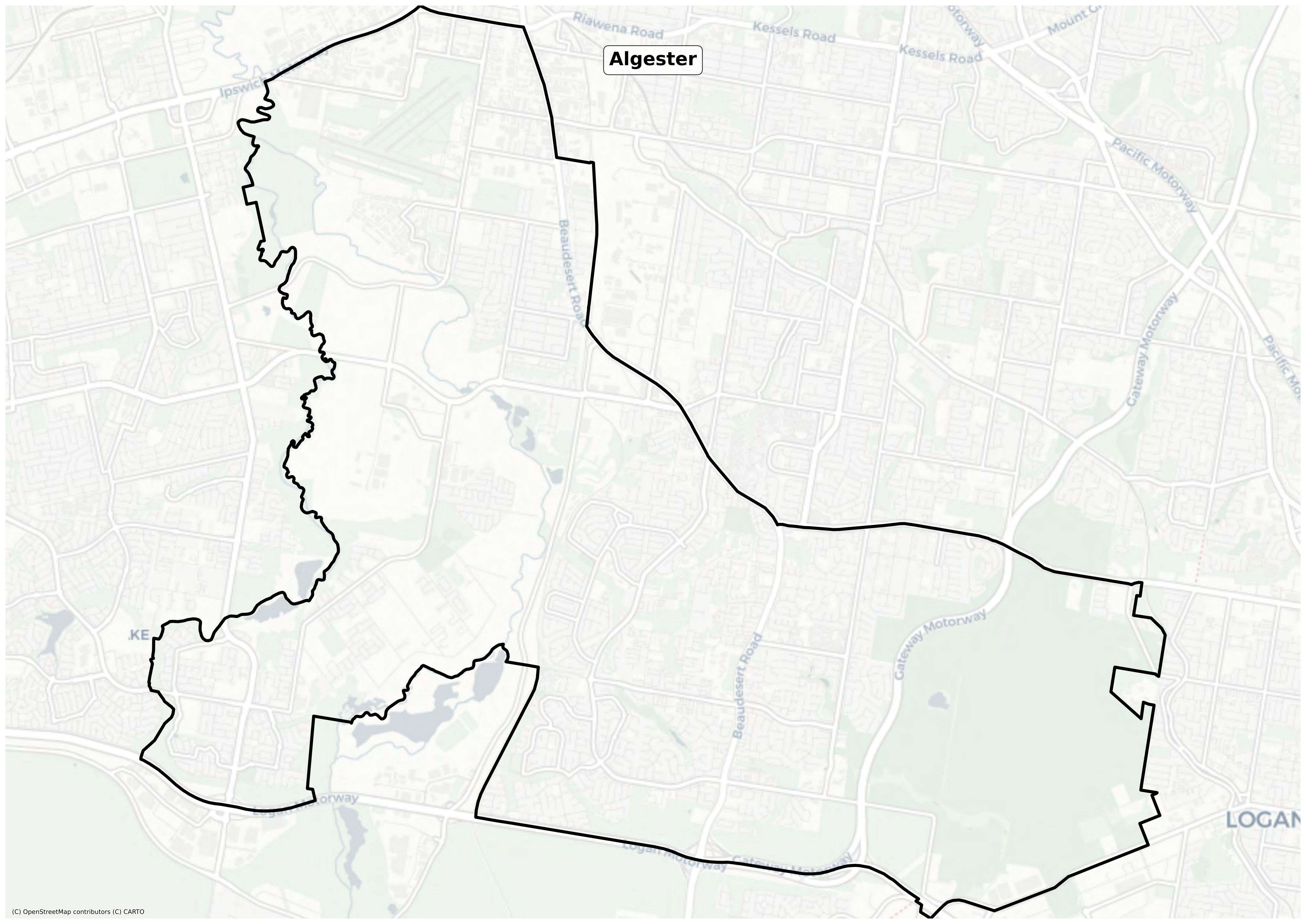
Smith Street Motorway

Smith Street

GOL

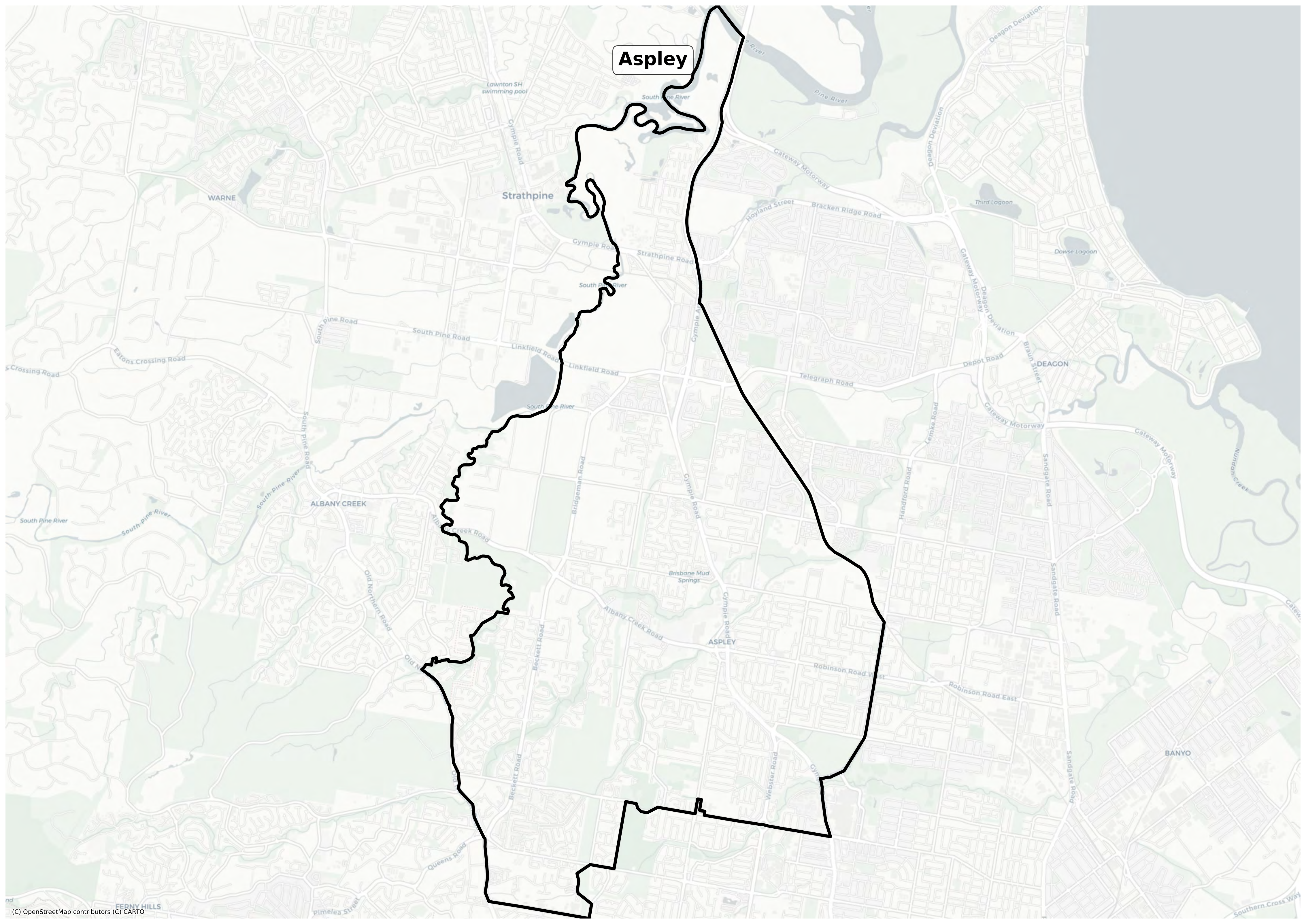


Algester





Aspley





**Barron River**

Palm Cove

Kewarra Beach

Kuranda

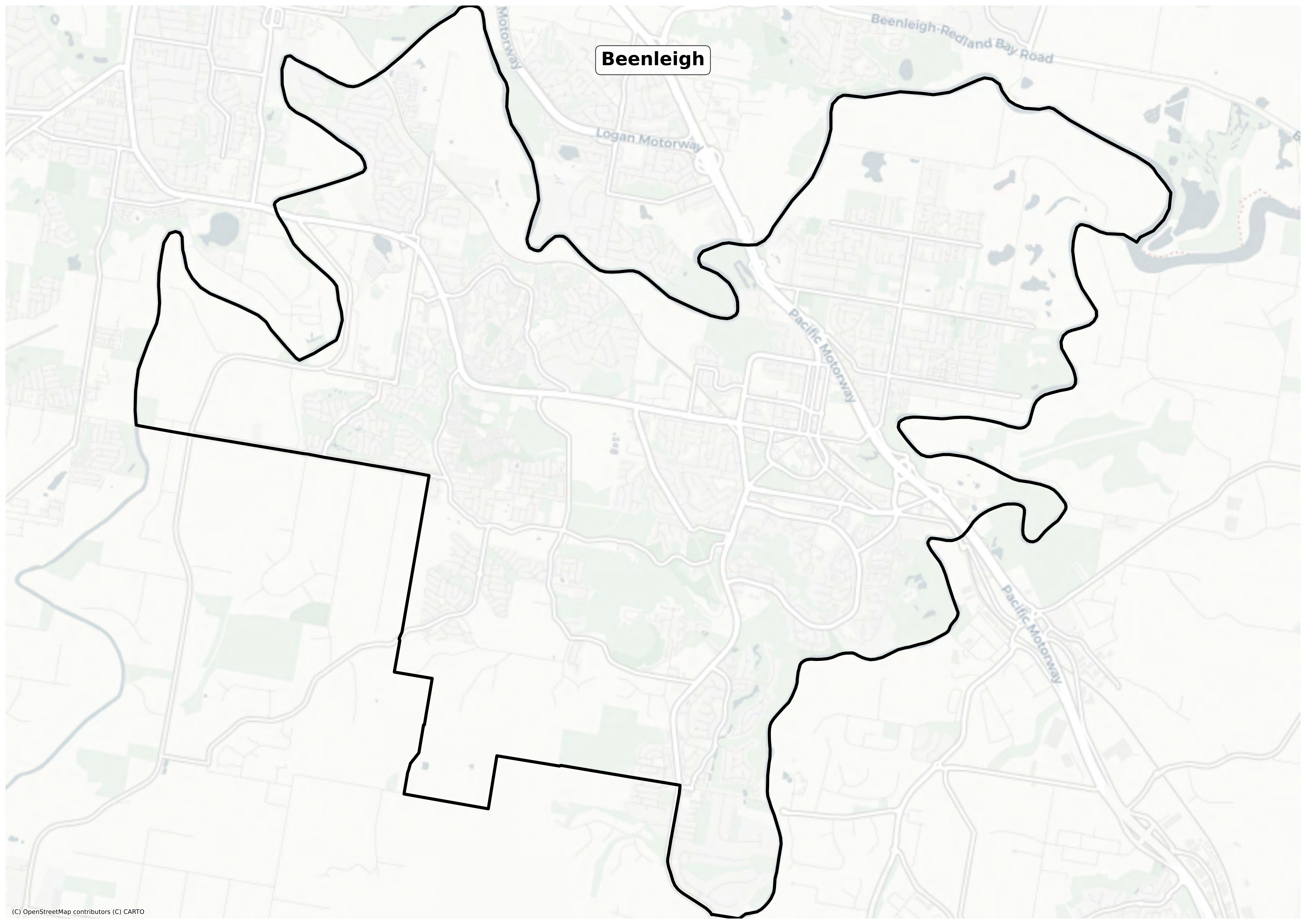
Smithfield

Redlynch

CAIRNS

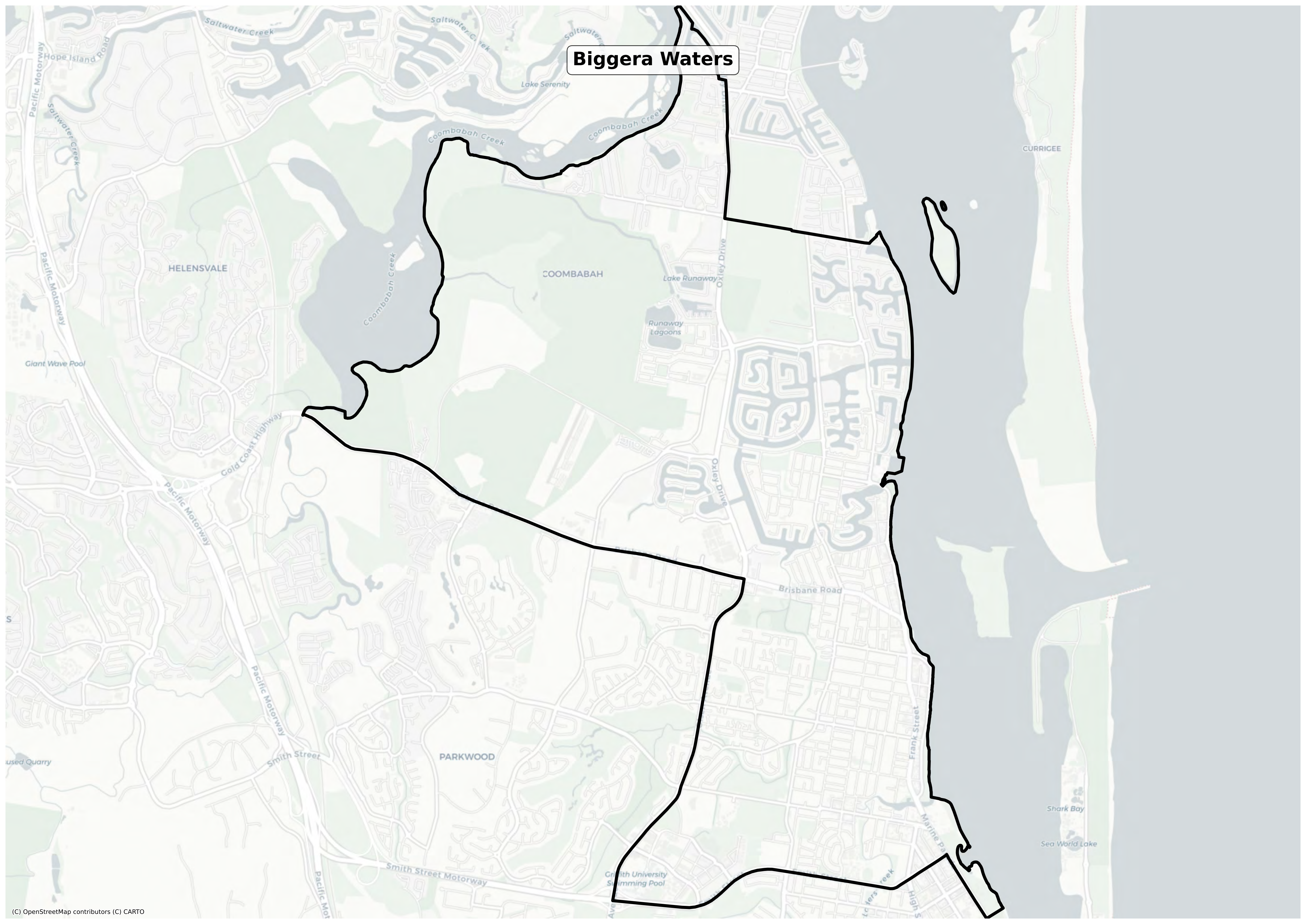


Beenleigh



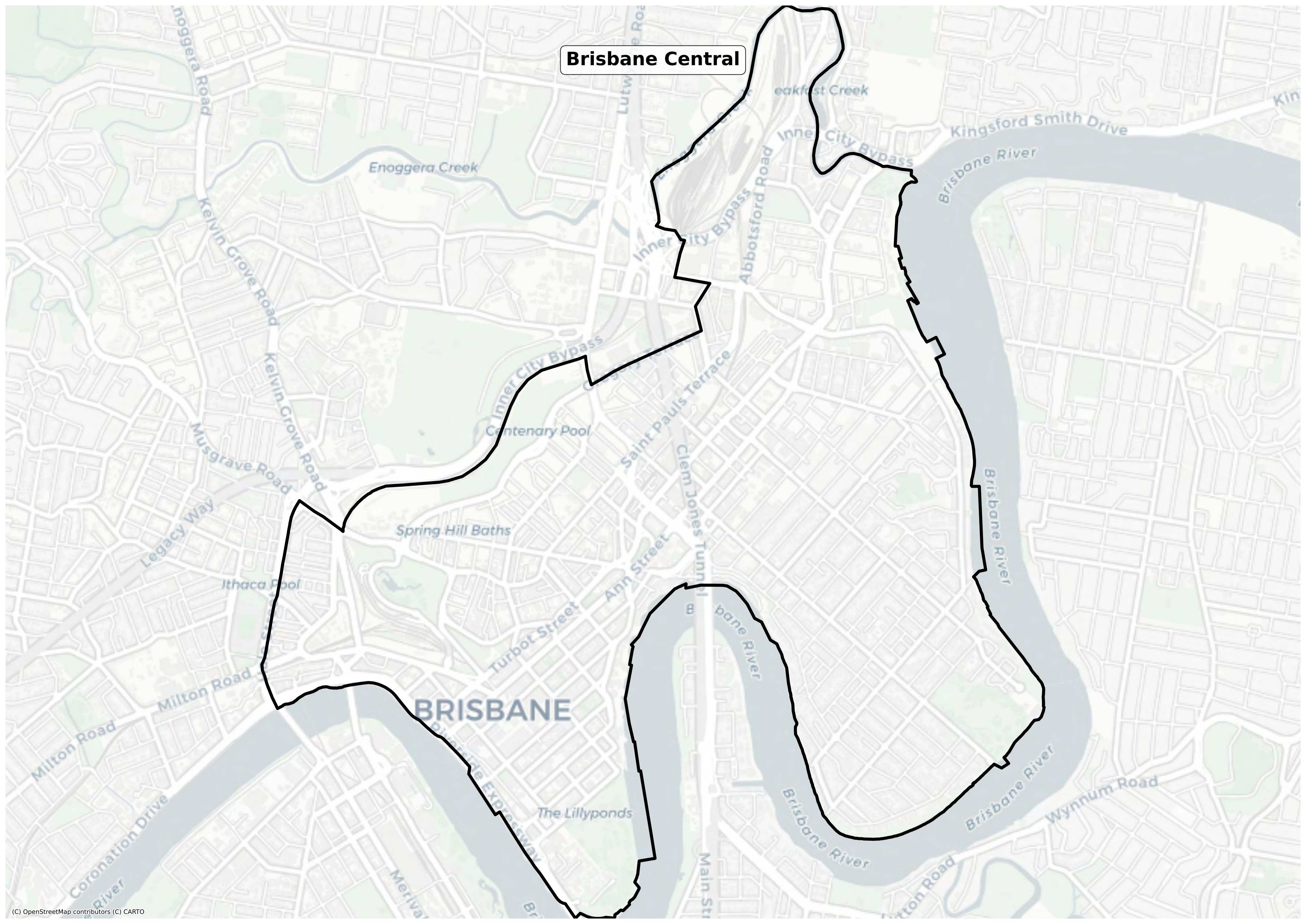


**Biggera Waters**





**Brisbane Central**





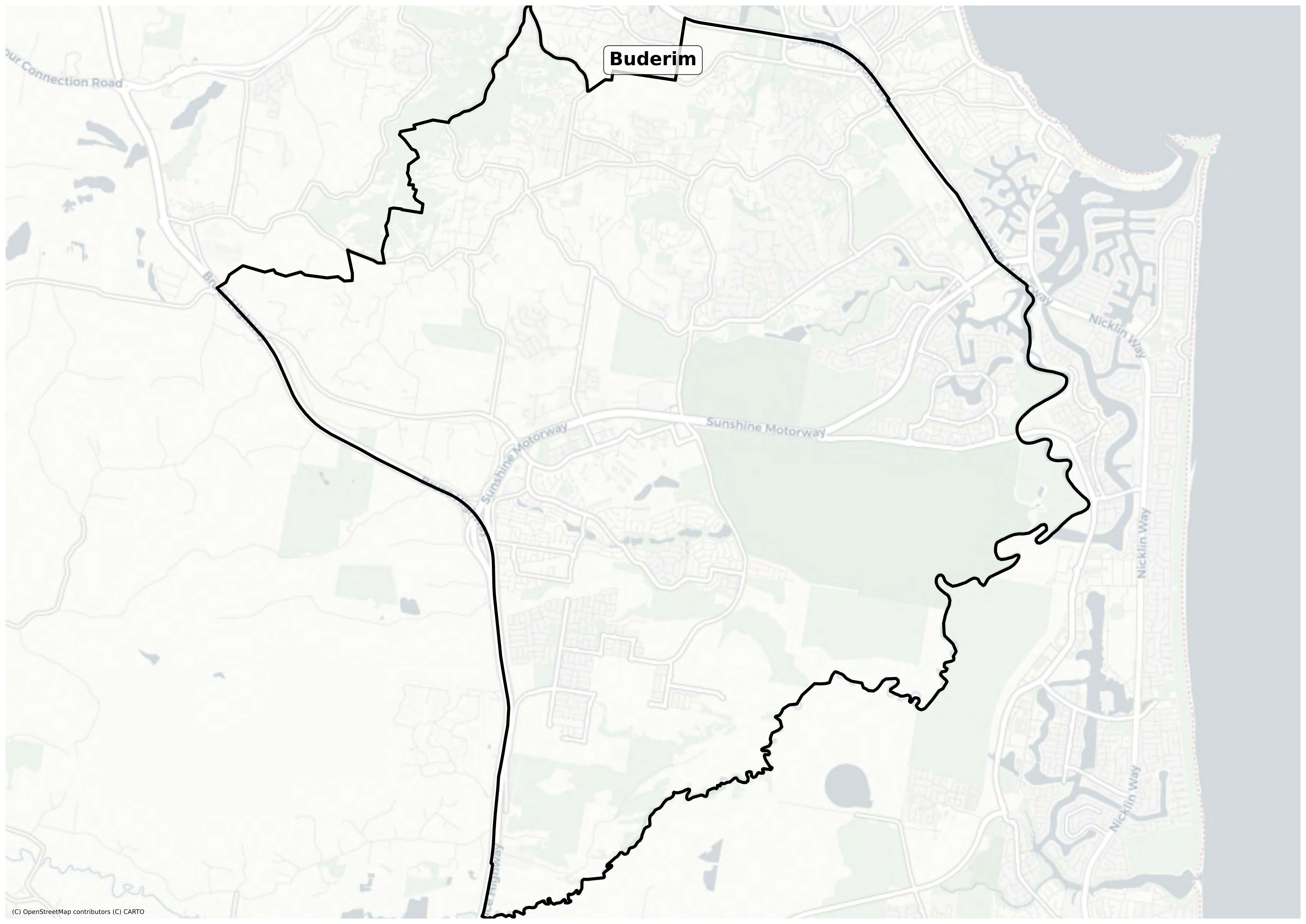
**Broadwater**

Canowindra

UPPER  
COOMERA

EAGLE  
HEIGHTS





Buderim

Sunshine Motorway

Sunshine Motorway

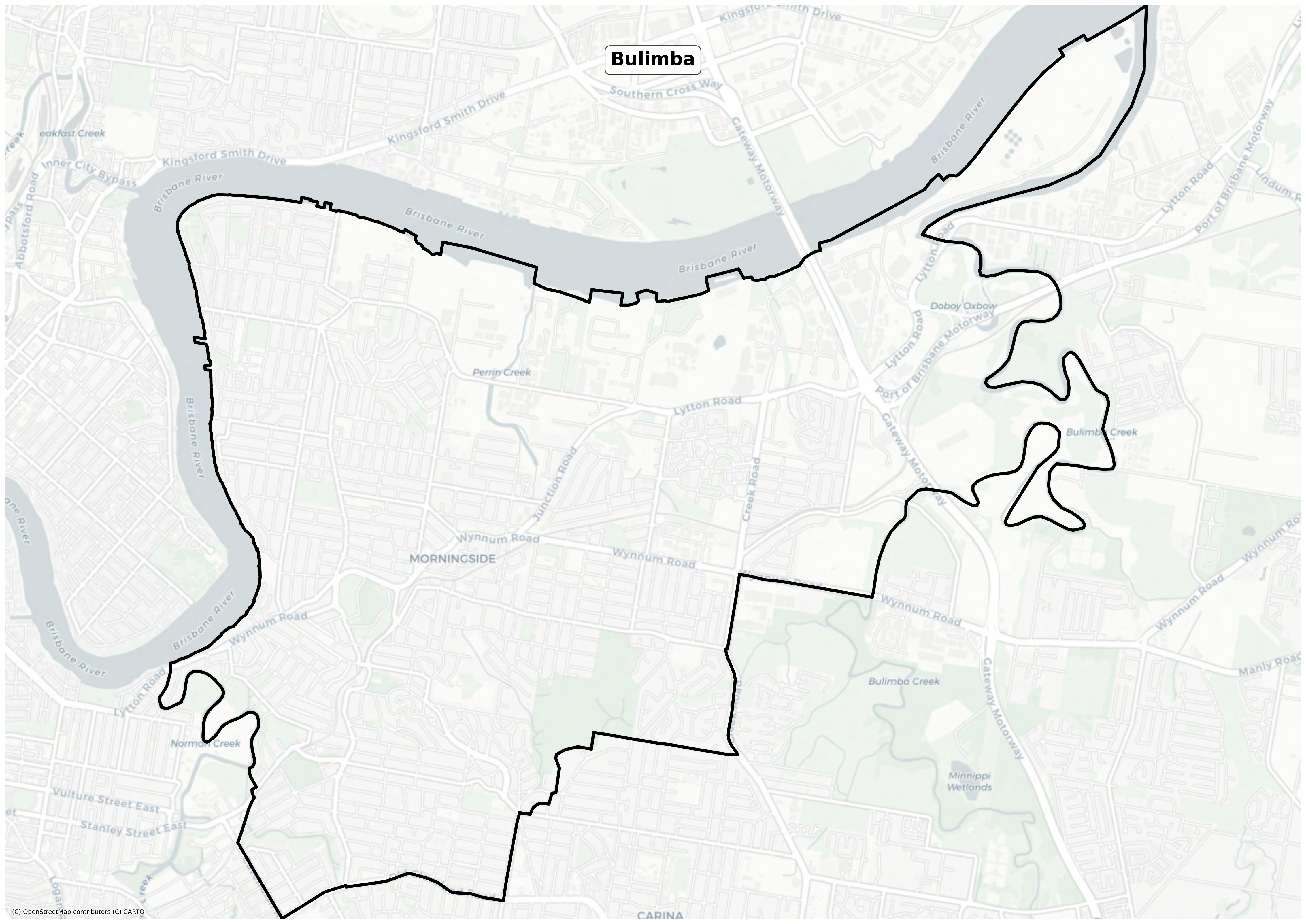
Nicklin Way

Nicklin Way

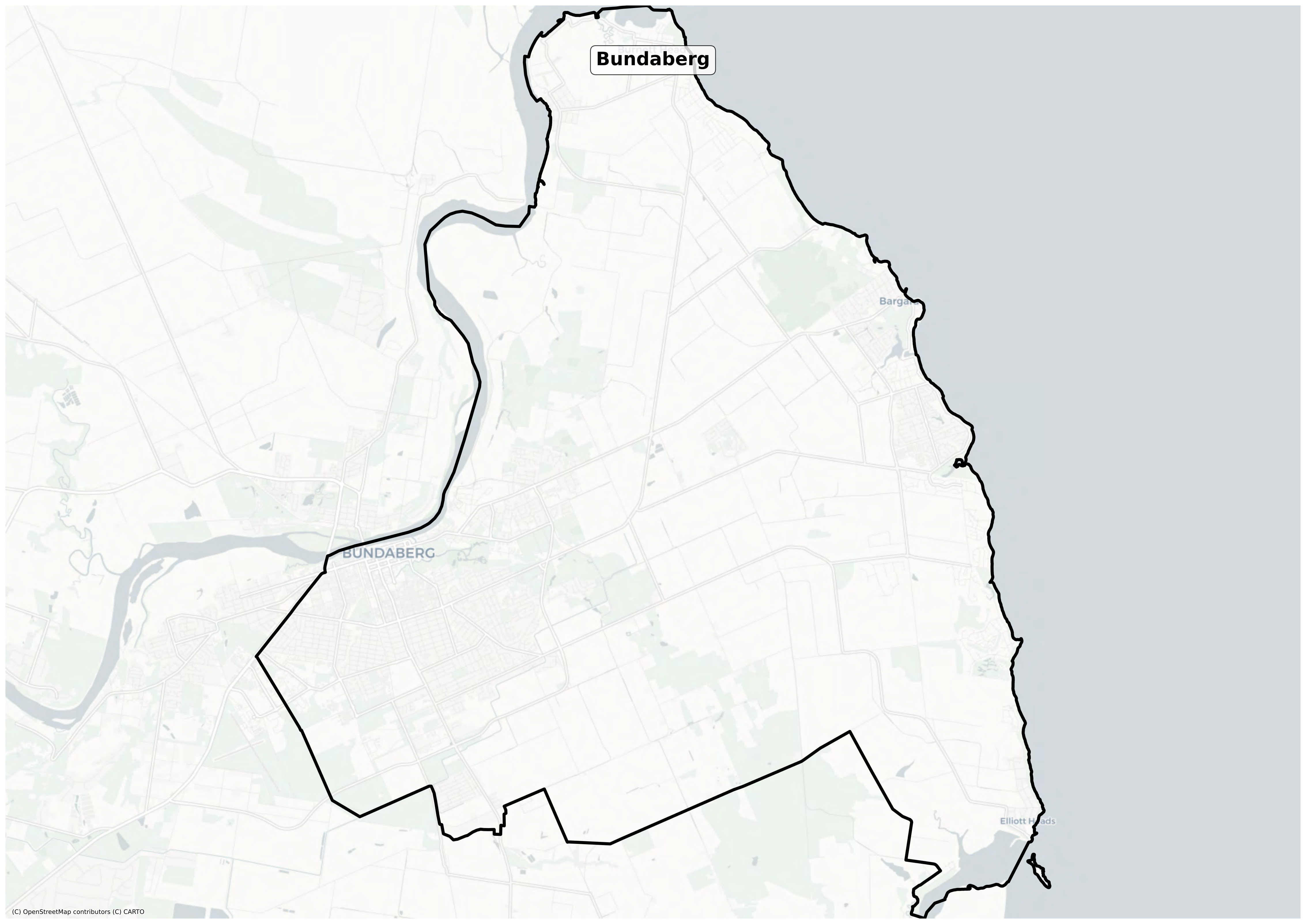
Nicklin Way



**Bulimba**







**Bundaberg**

Bargara

BUNDABERG

Elliott Heads



**Bundamba**

IPSWICH

REDBANK  
PLAINS

Willowbank

Warrego Highway

Warrego Highway

Cunningham Highway

Ipswich Motorway

Ipswich Motorway

Ipswich Motorway

Ipswich Motorway

Centenary Highway

Logan Motorway

Cunningham Highway

Cunningham Highway

Centenary Highway

Centenary Highway

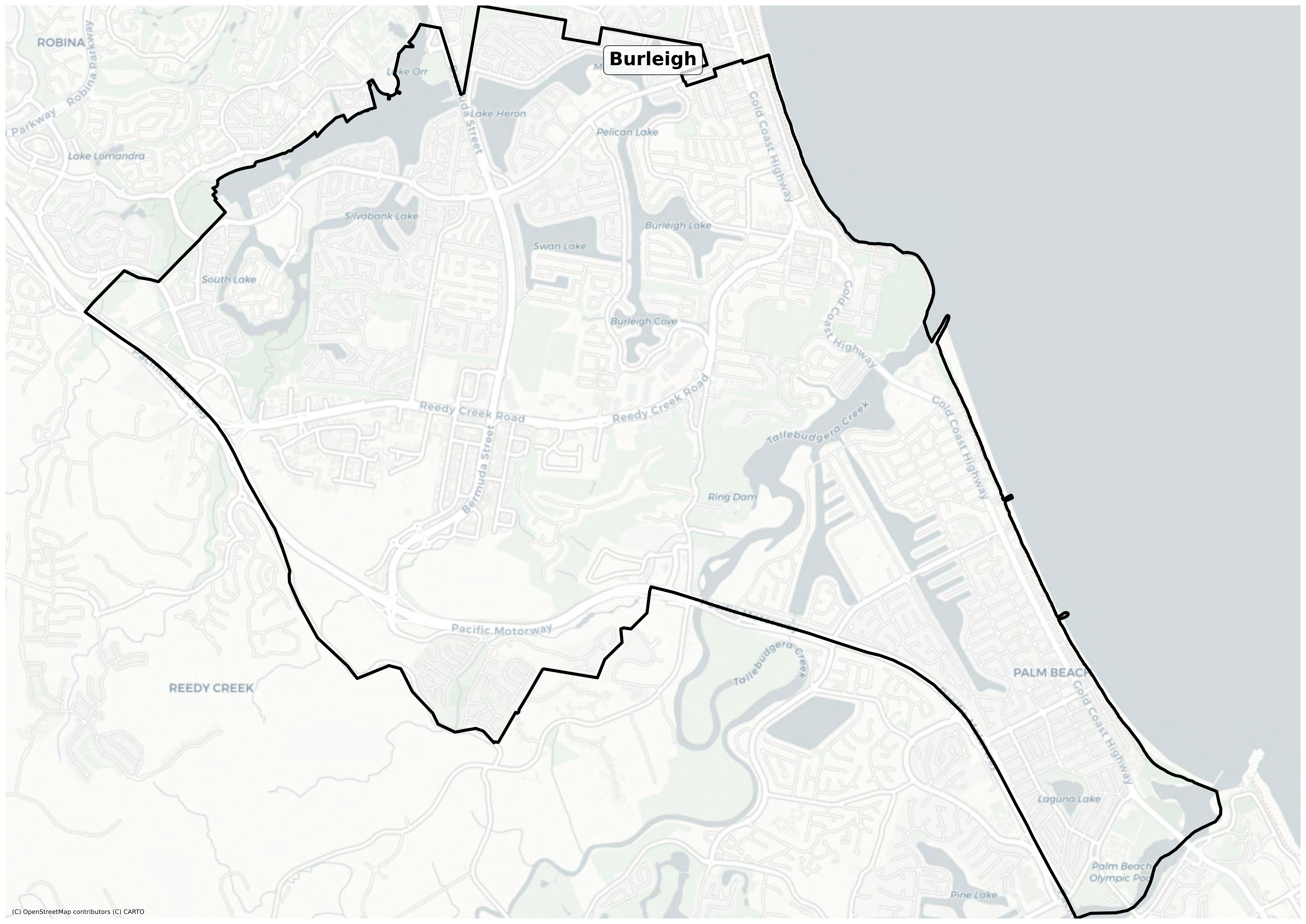
Centenary Highway

Centenary Highway



Burdekin

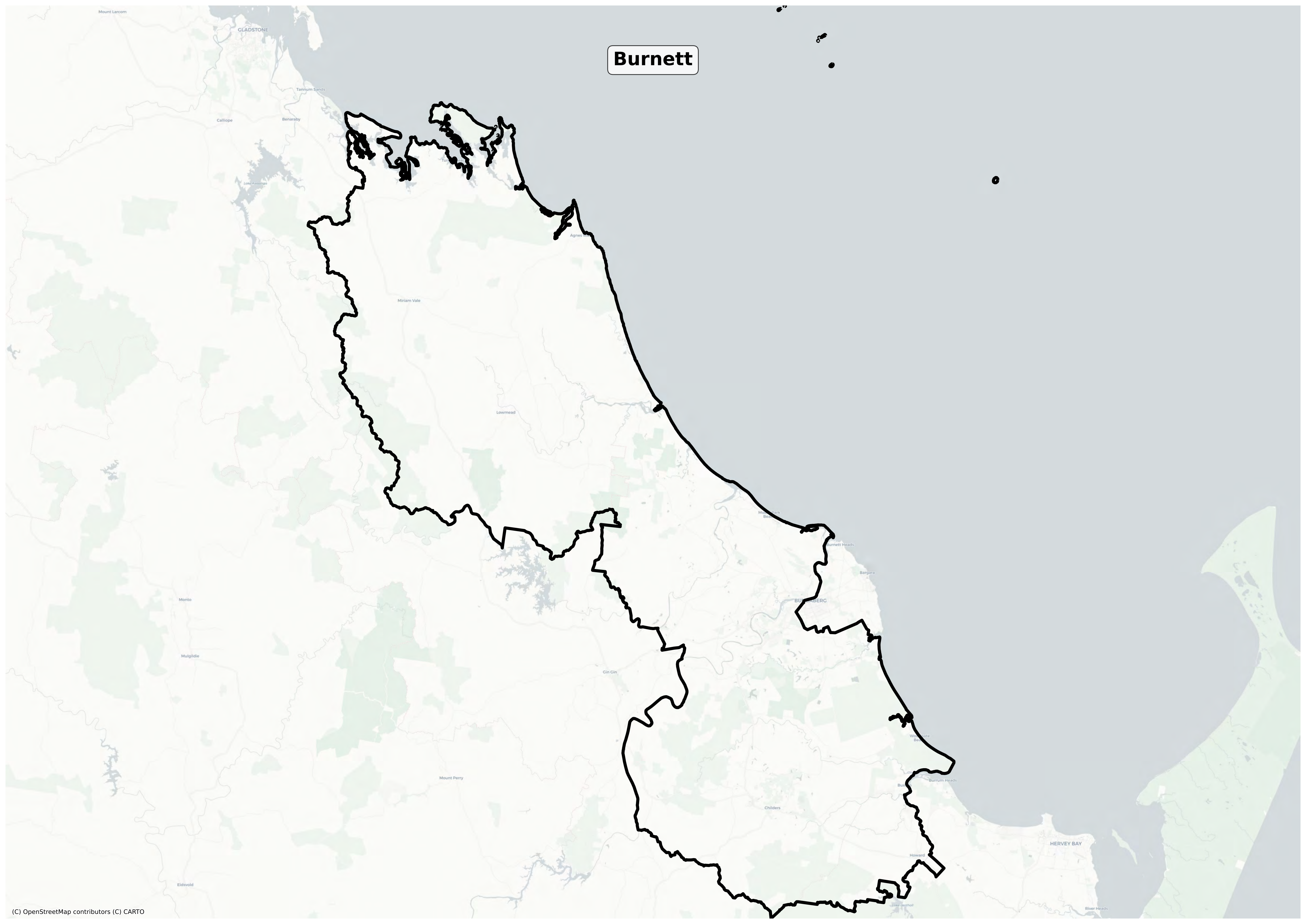




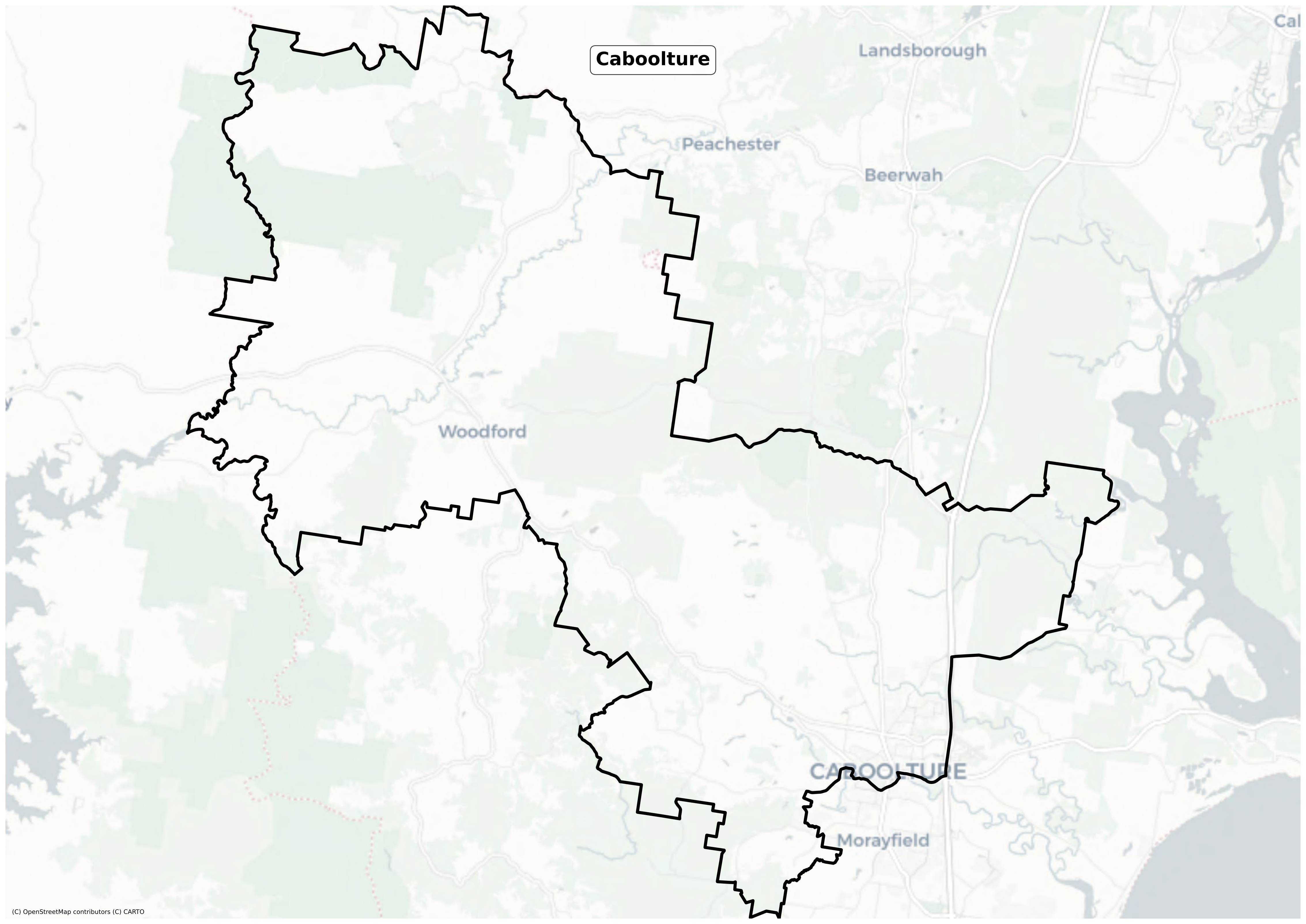
Burleigh



**Burnett**







Caboolture

Landsborough

Peachester

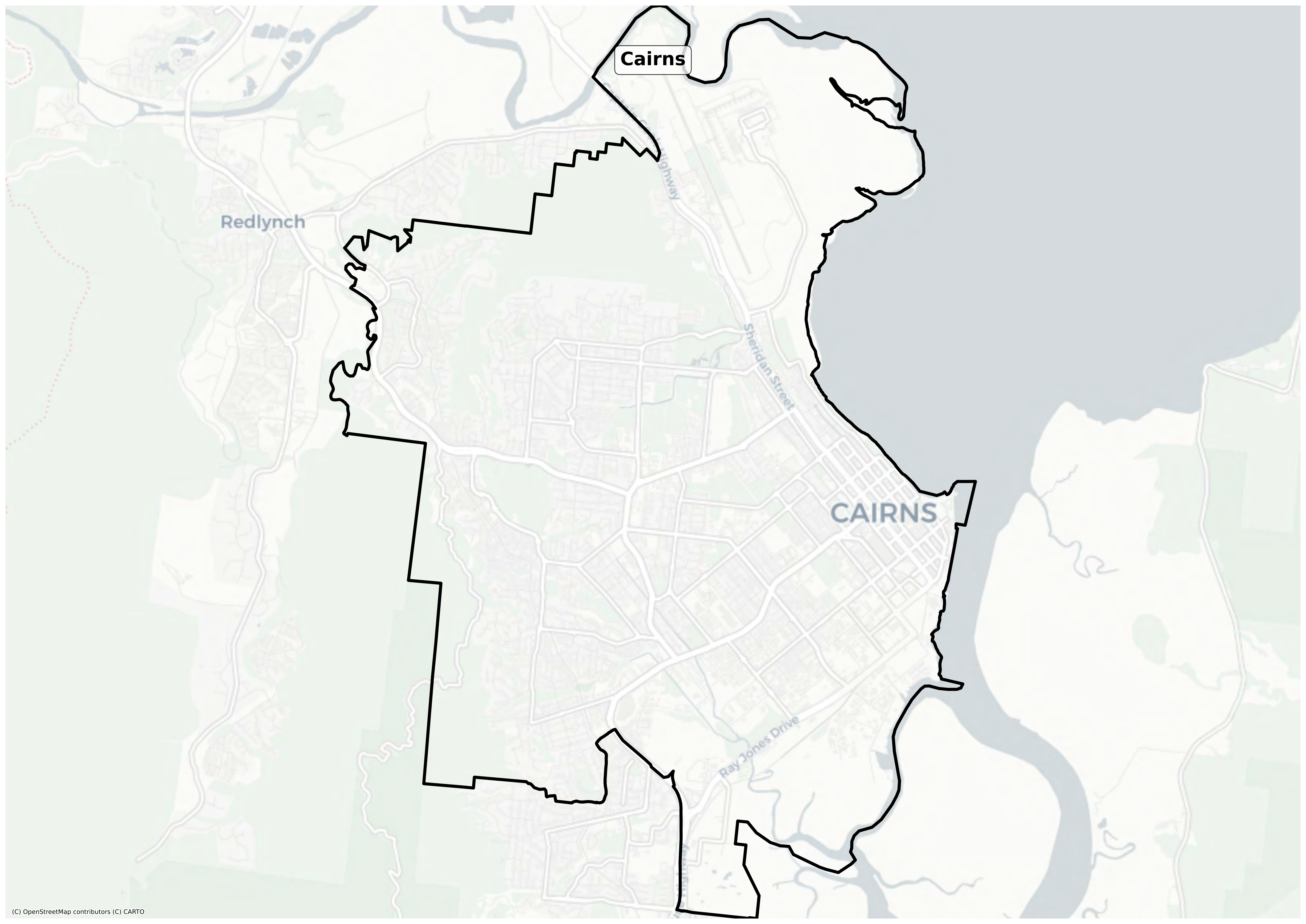
Beerwah

Woodford

CABOOLTURE

Morayfield





Cairns

Redlynch

CAIRNS

Ray Jones Drive

Sheridan Street

Highway



Callide



Caloundra

Caloundra

Landsborough

Beerwah

Steve Irwin Way

Steve Irwin Way

Steve Irwin Way

Steve Irwin Way

Bruce Highway





Capalaba

Old Cleveland Road

Moreton Bay Road

Finucane Road

Finucane Road

Cleveland

Tingalpa Reservoir

Mount Cotton Road

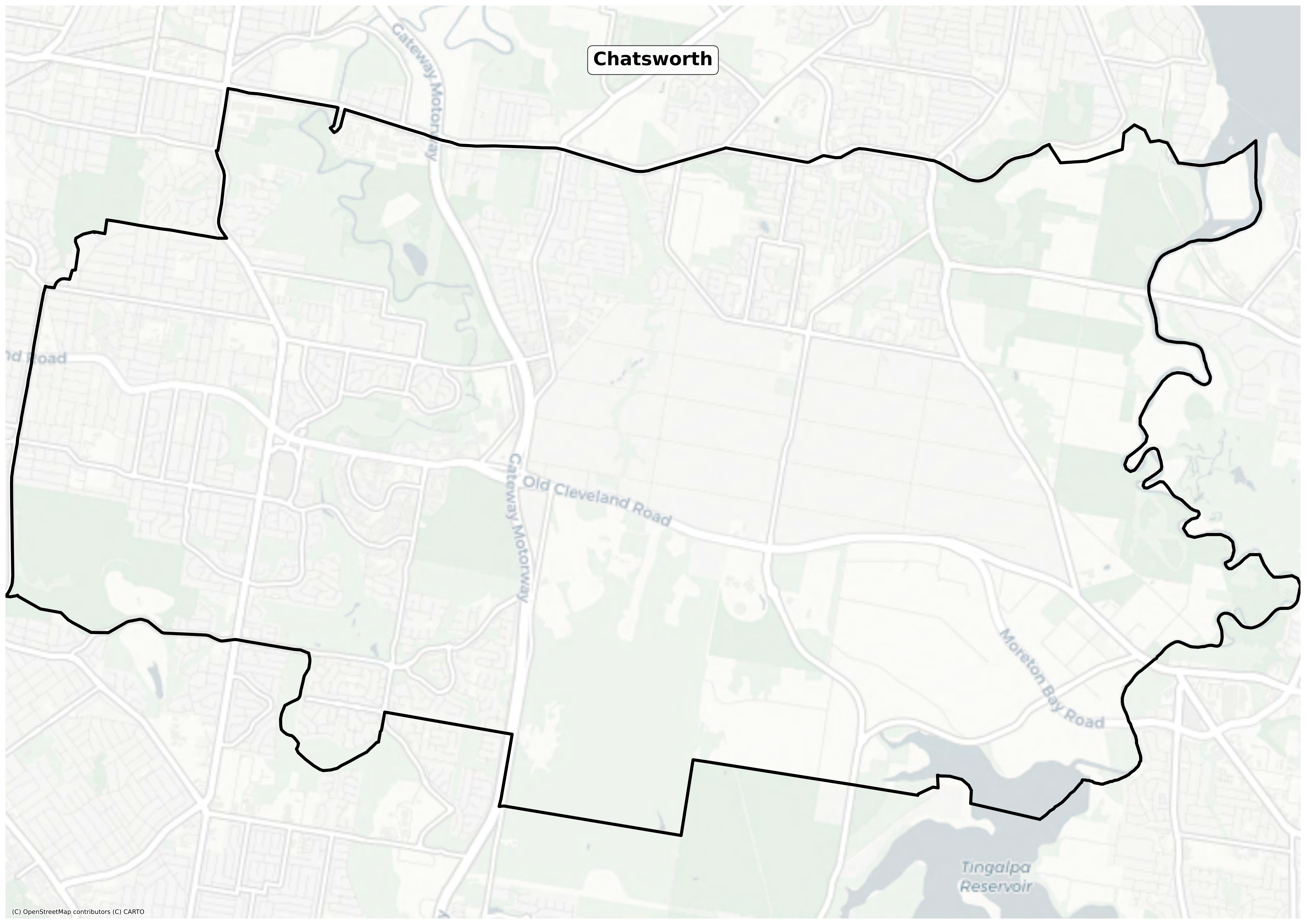
Mount Cotton Road

Boundary Road

Pacific Motorway

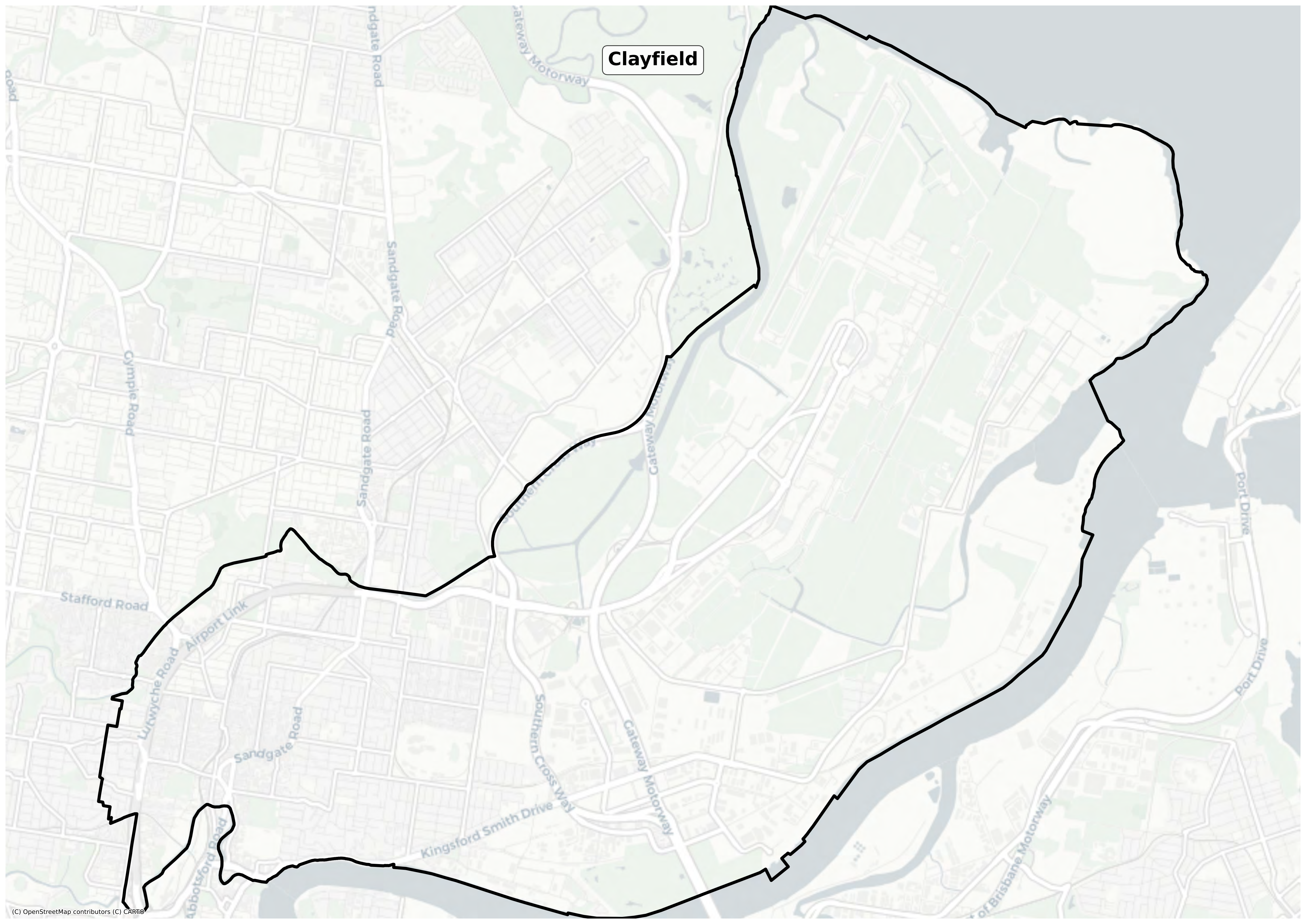


Chatsworth





Clayfield





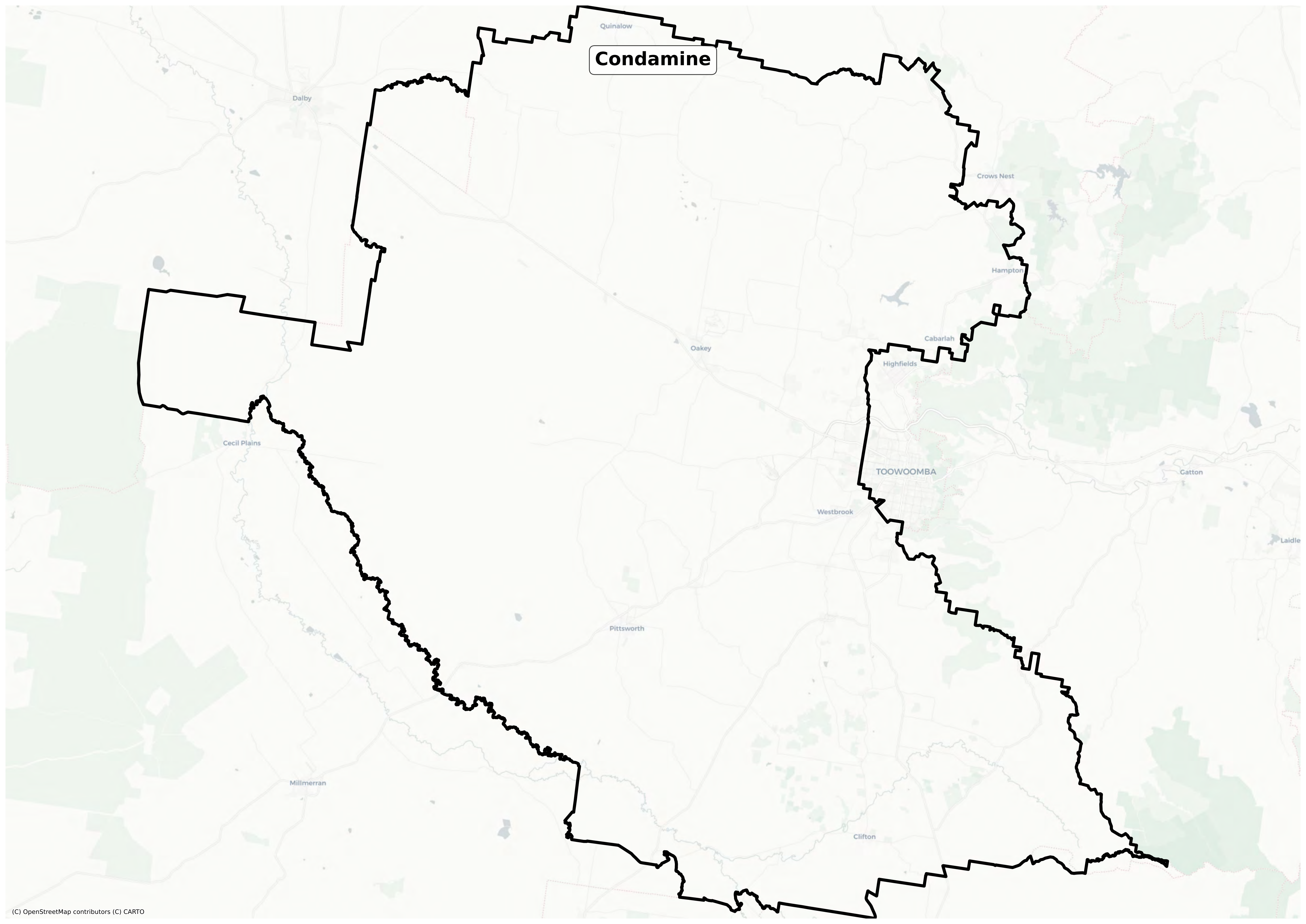
Cleveland

Cleveland

SAN CITY



Condamine

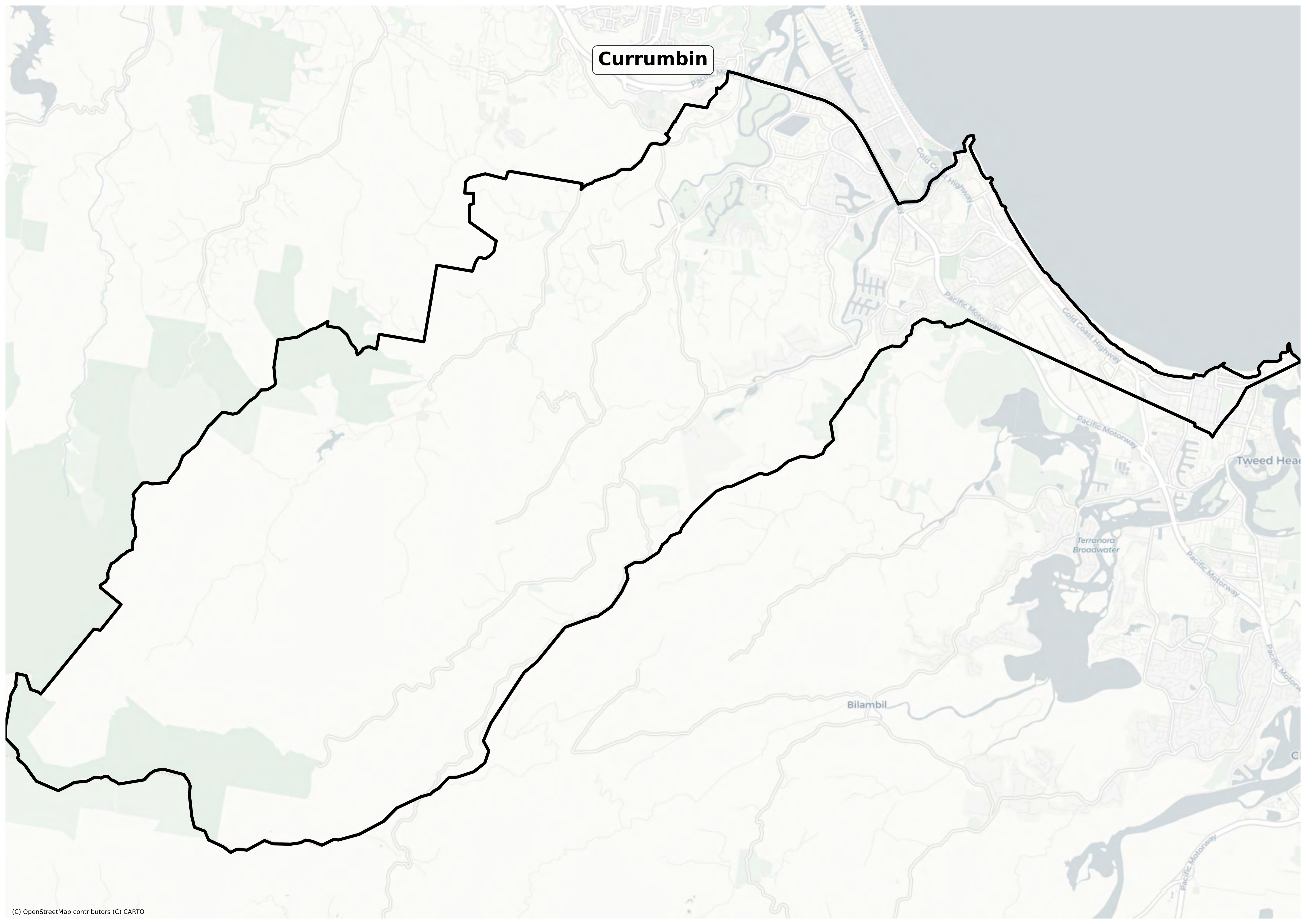




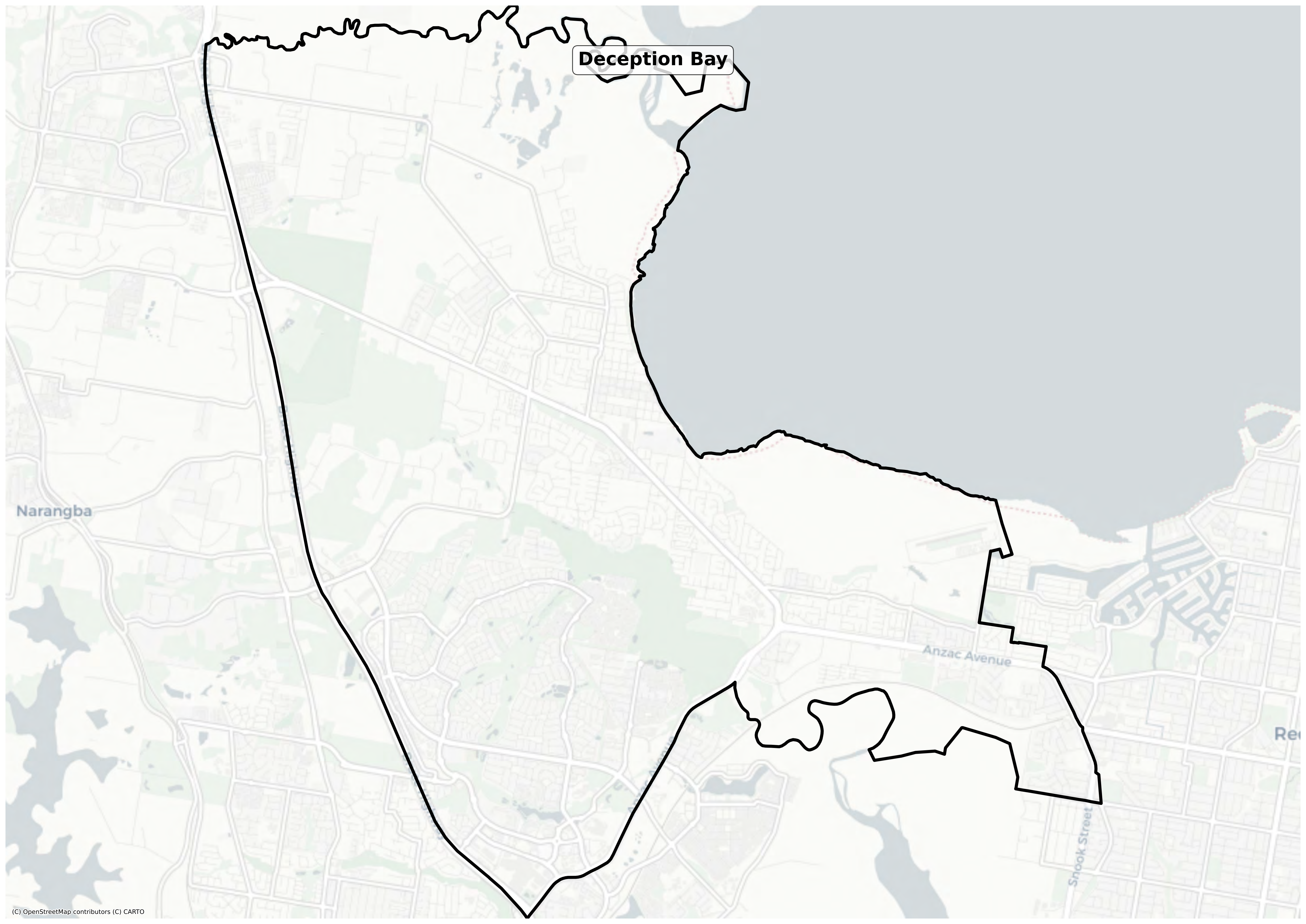
Cook



**Currumbin**







Deception Bay

Narangba

Anzac Avenue

Snook Street

Reynolds Bay



Everton

Samford Village

South pine Road

Old Northern Road

Clympe Road

Stafford Road



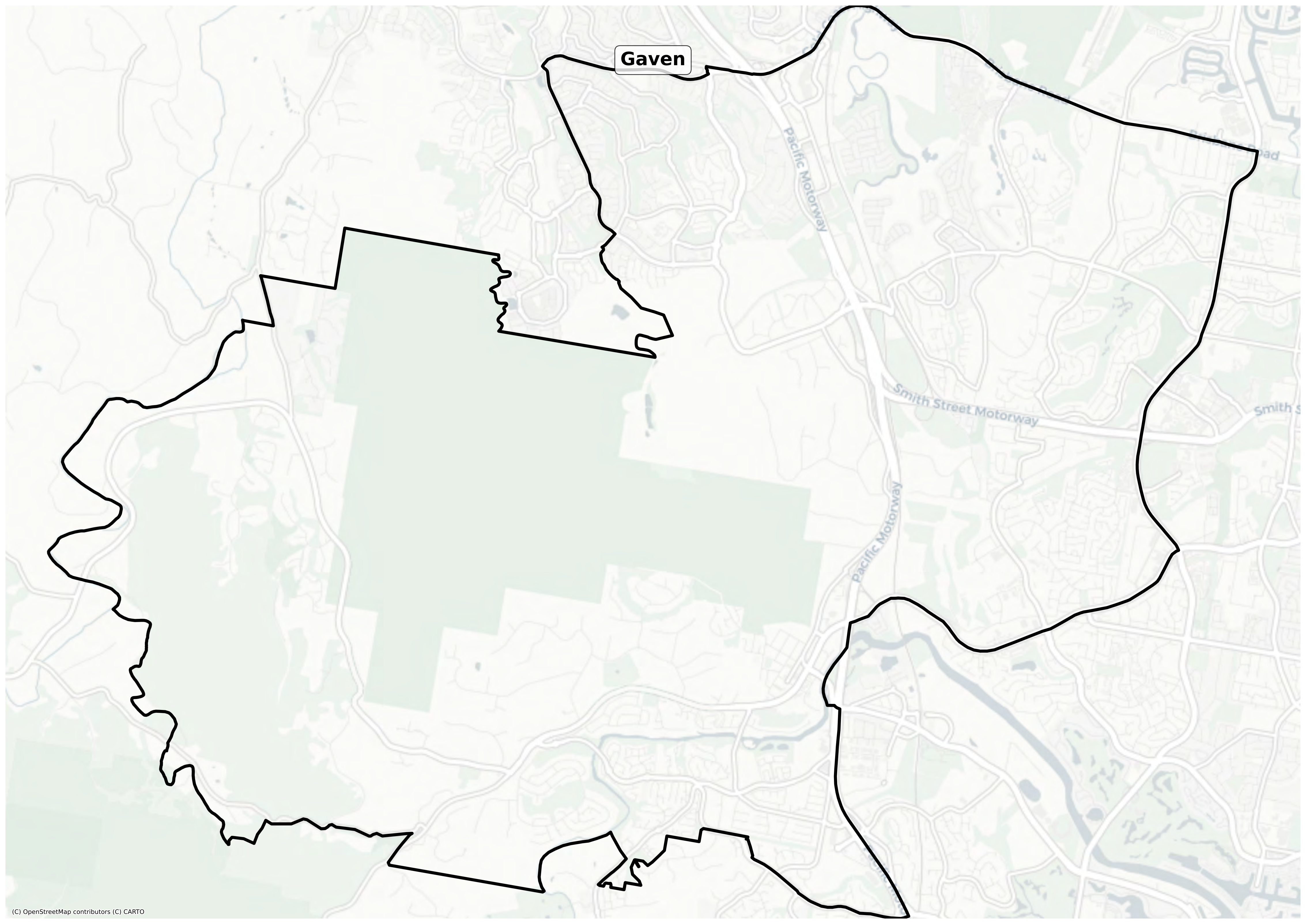
Samford

Ferny Grove

Old Northern Road

1





Gaven

Pacific Motorway

Smith Street Motorway

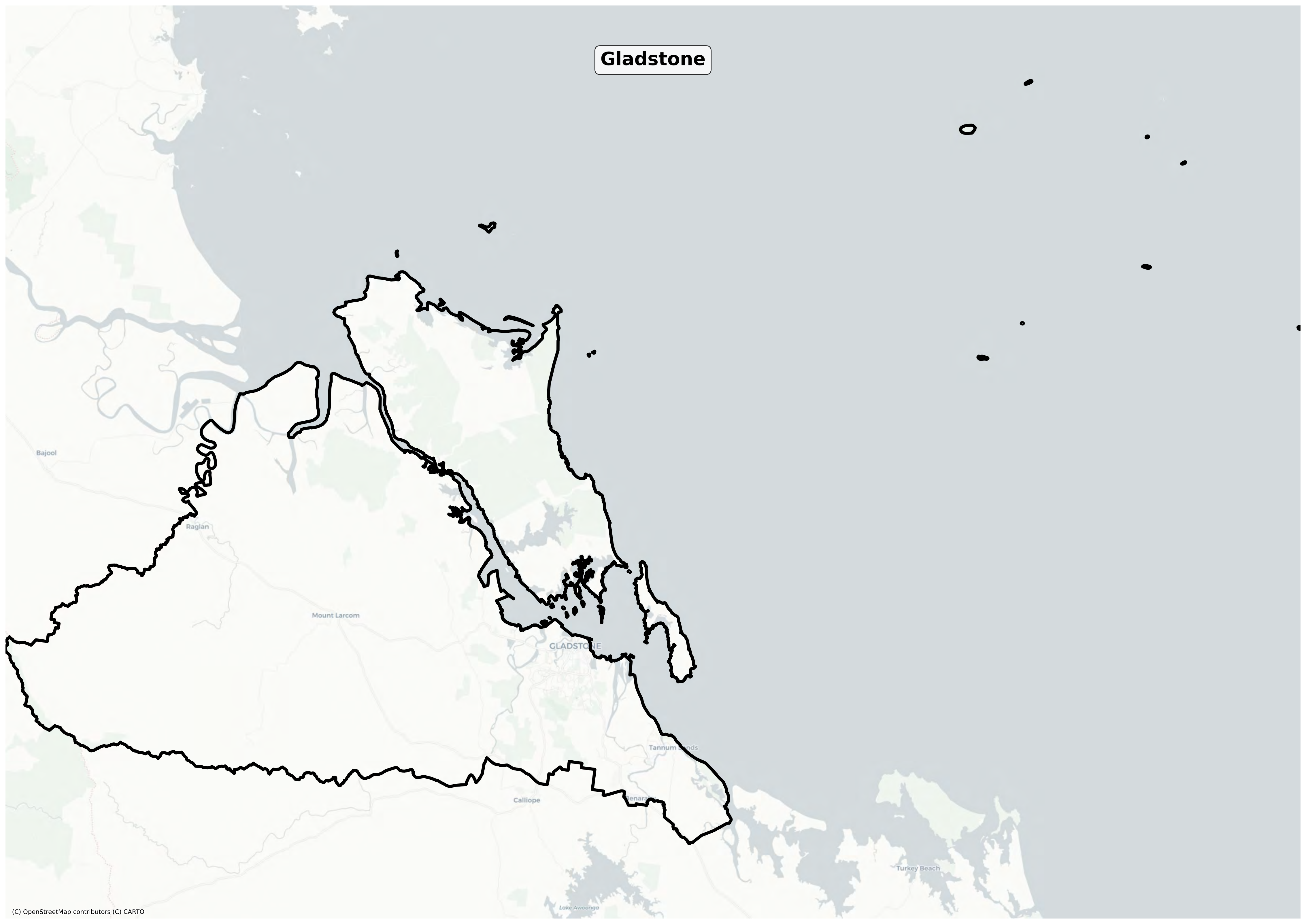
Pacific Motorway

Smith S

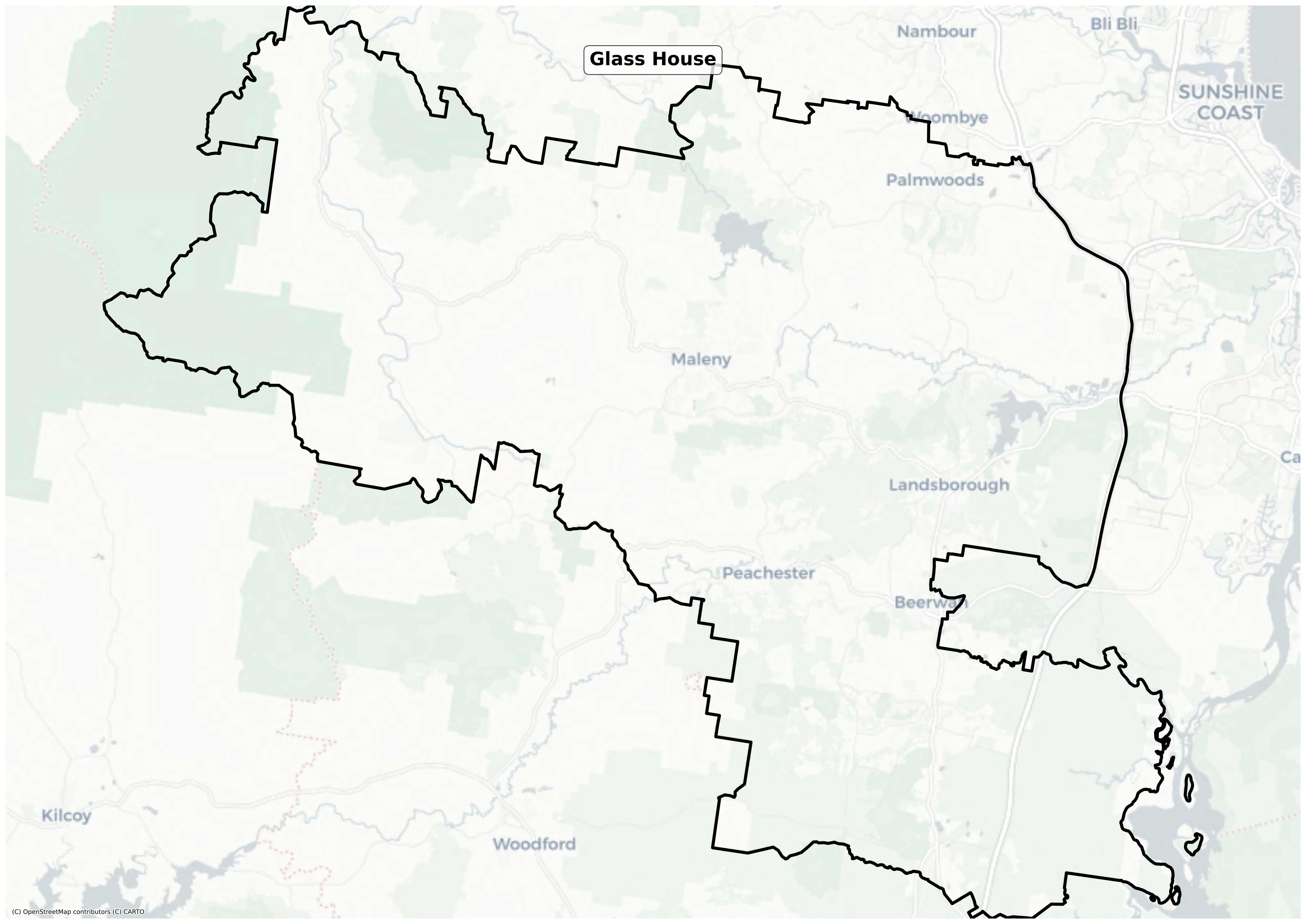
pad



Gladstone







Glass House

Nambour

Bli Bli

SUNSHINE  
COAST

Woombye

Palmwoods

Maleny

Landsborough

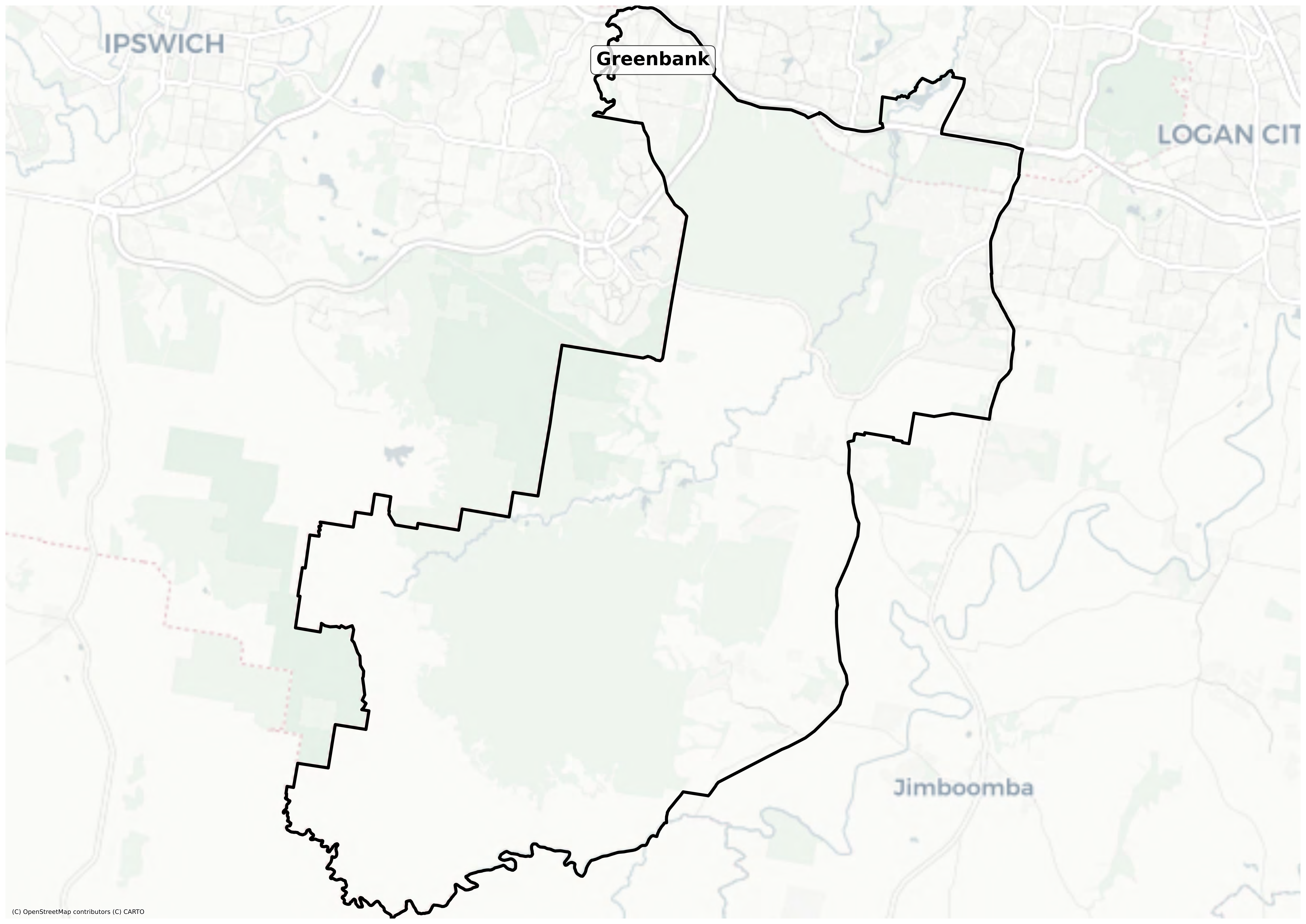
Peachester

Beerwah

Kilcoy

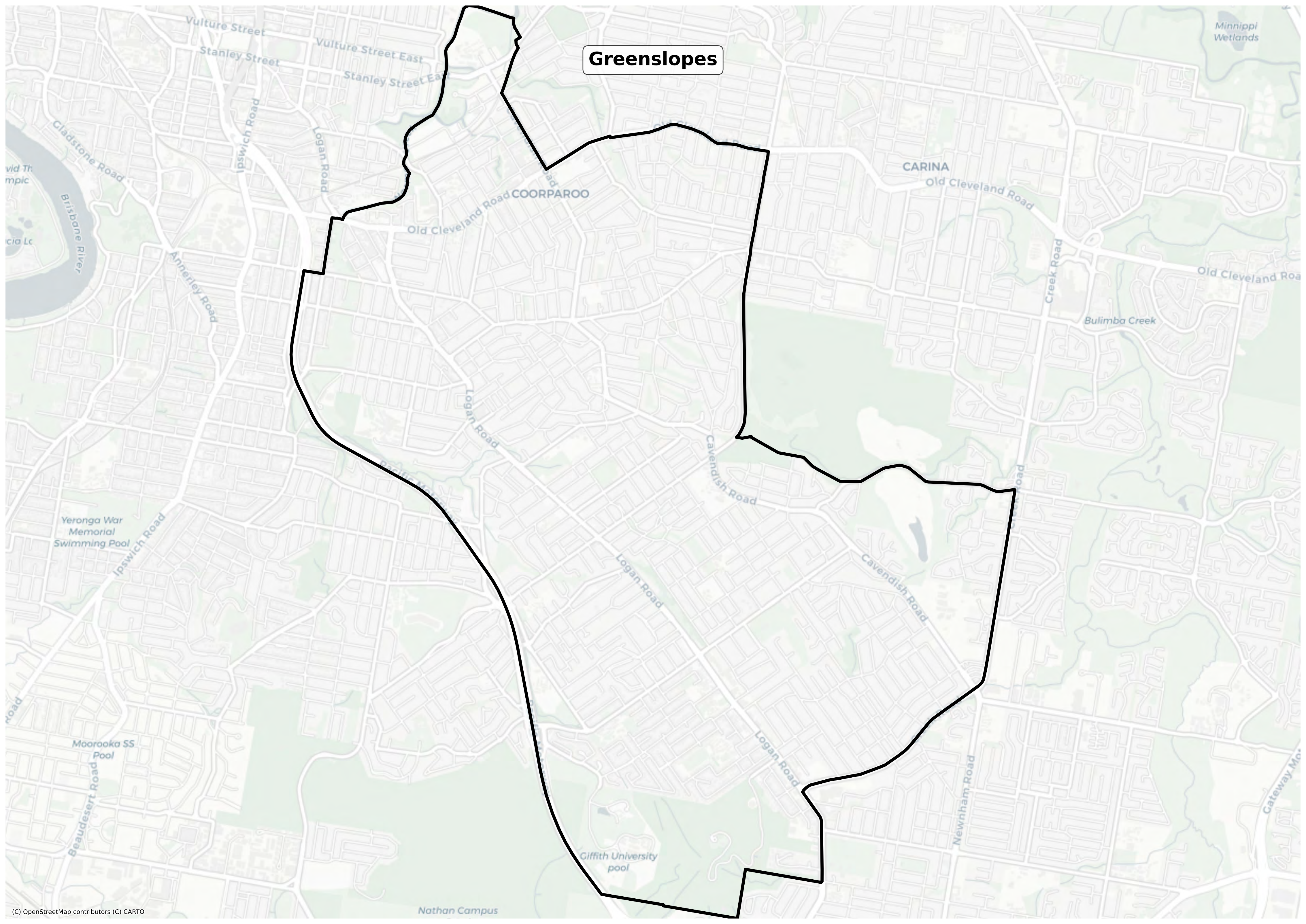
Woodford







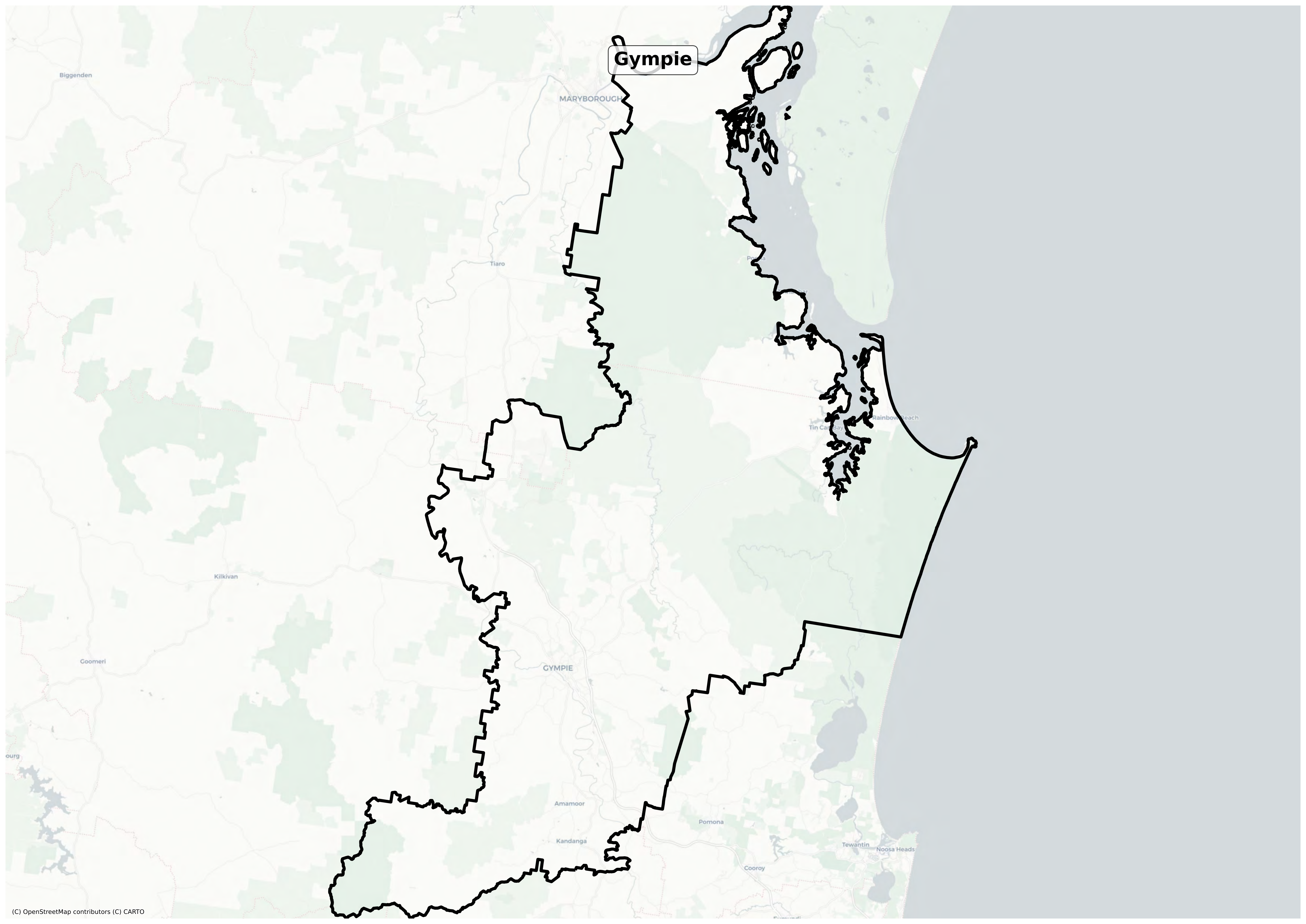
# Greenslopes





Gregory





Gympie

MARYBOROUGH

Tiaro

Pomona

Tin Can Bay

Rainbow Beach

Kilkivan

Goomeri

GYMPIE

Amamoor

Kandanga

Pomona

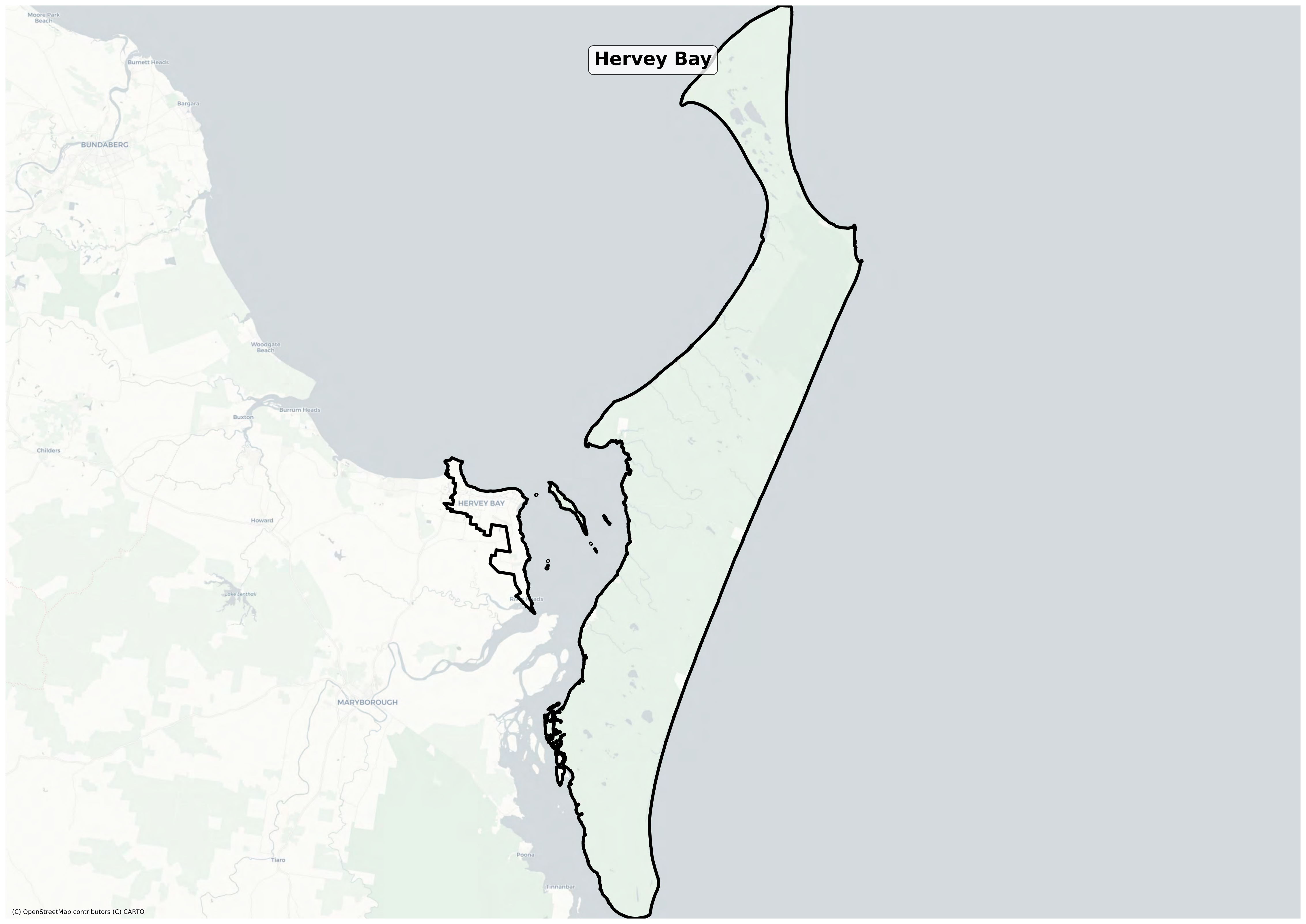
Cooroy

Tewantin

Noosa Heads



Hervey Bay





# Hinchinbrook





Inala

Ipswich Motorway

Centenary Highway

Ipswich Motorway

Ipswich Motorway

Centenary Highway

Logan Motorway

KE



Indooroopilly

BRISBANE

Legacy Way

Clem Jones Tunnel Main Street

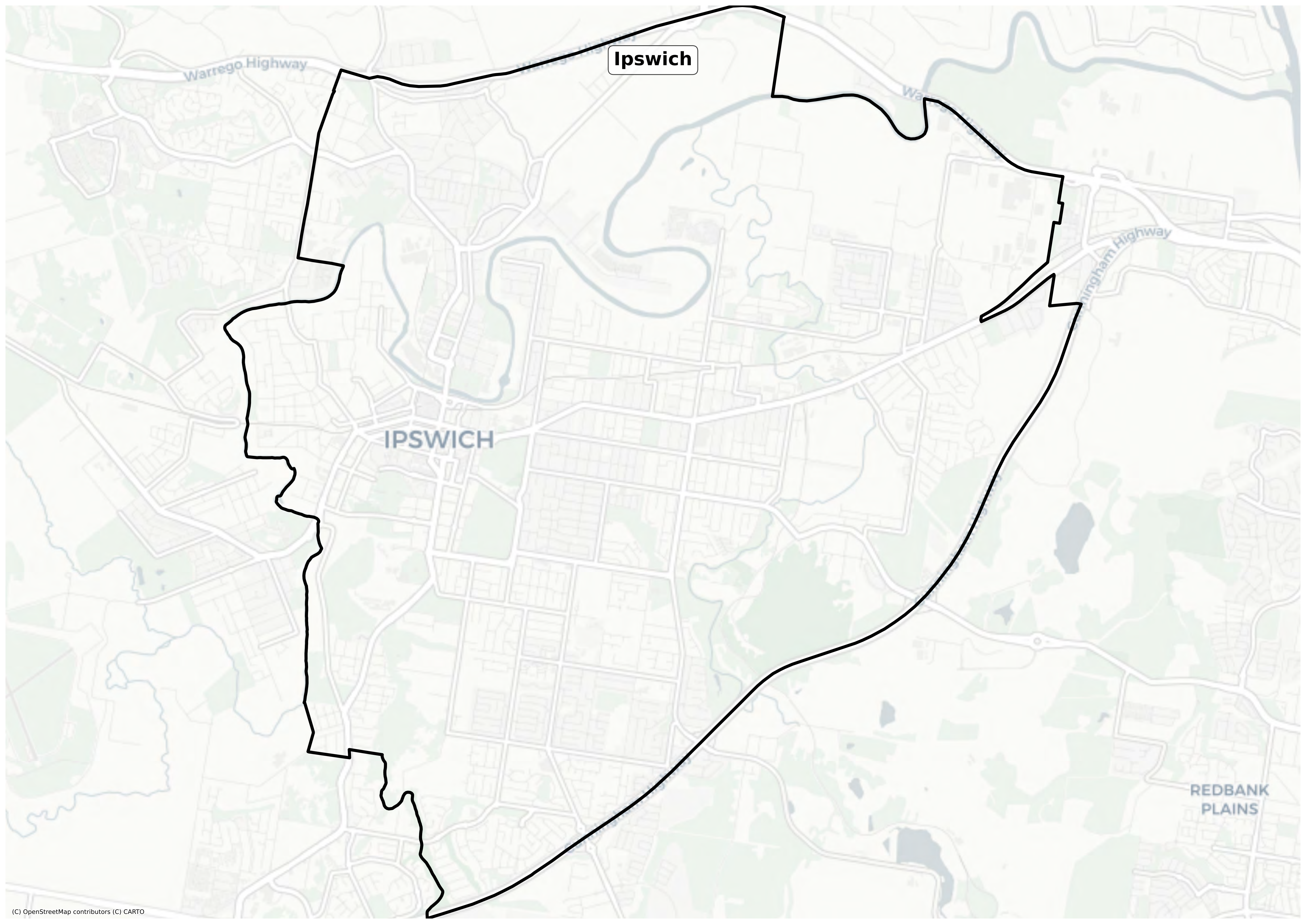
Ipwich Road

Brisbane River

Way

oad





Ipswich

Warrego Highway

IPSWICH

Ingham Highway

REDBANK  
PLAINS



Ipswich West

Lowood

Fernvale

Catton

Marburg

Laidley

Rosewood

IPSWICH

Harrisville

BRIS

Jimbo



Kawana



Caloundra



Keppel





Kurwongbah

Narangba

Lake Samsonvale

Anzac Avenue

Anzac Avenue

Bruce Highway

Bruce Highway

Cymbie Road

Cymbie

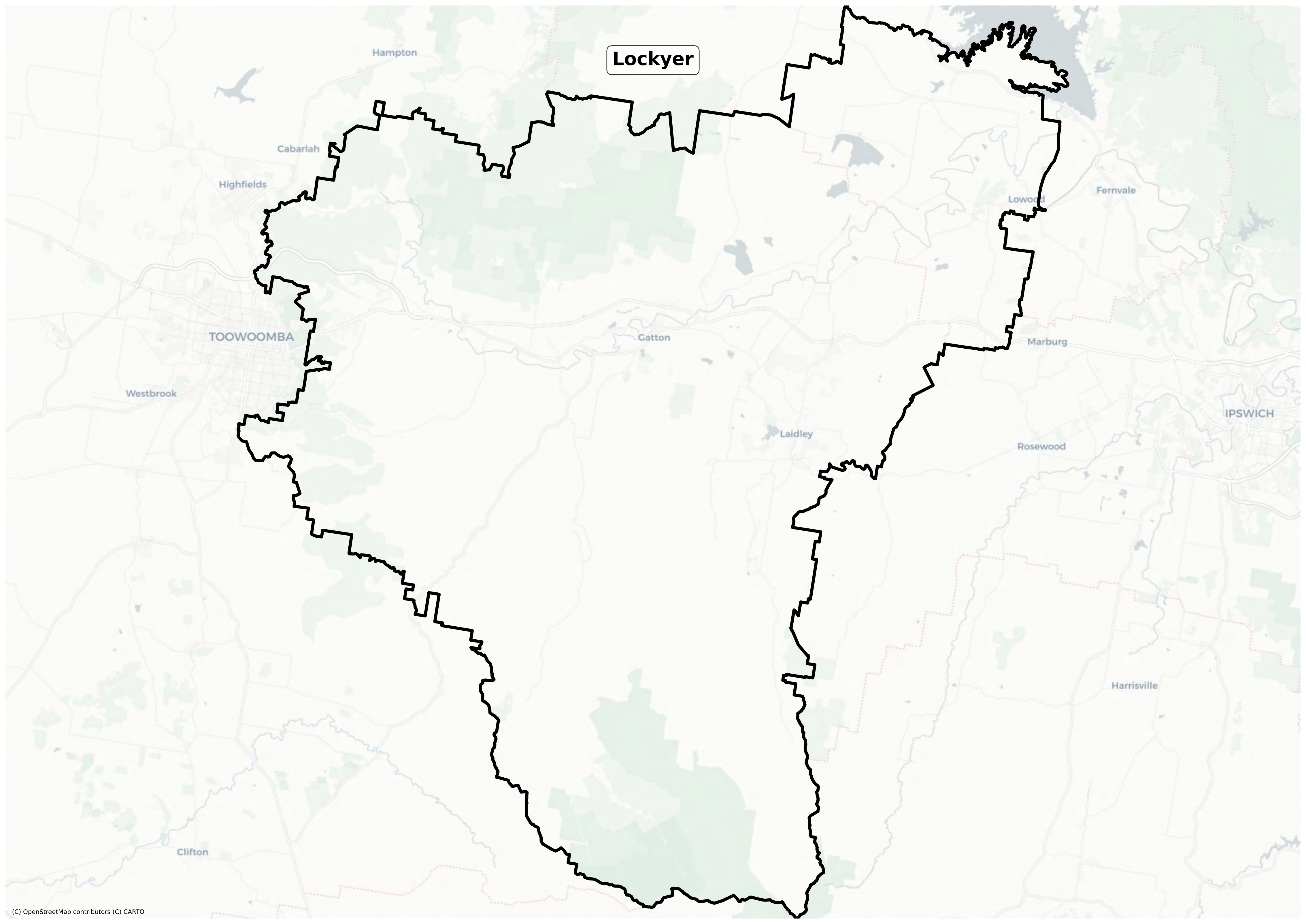
Houghton Highway

Deagon

Anzac Avenue



Lockyer



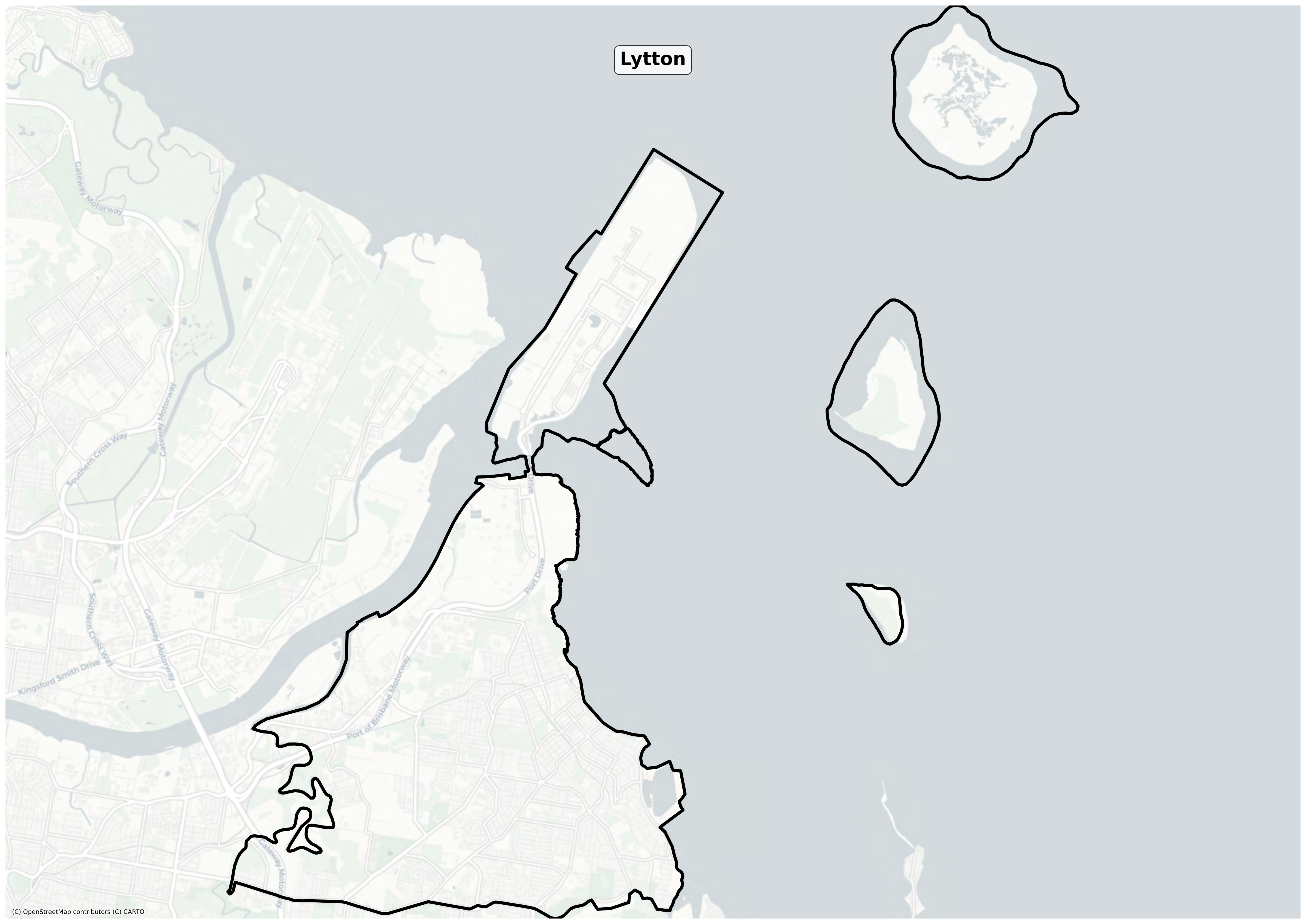


Logan

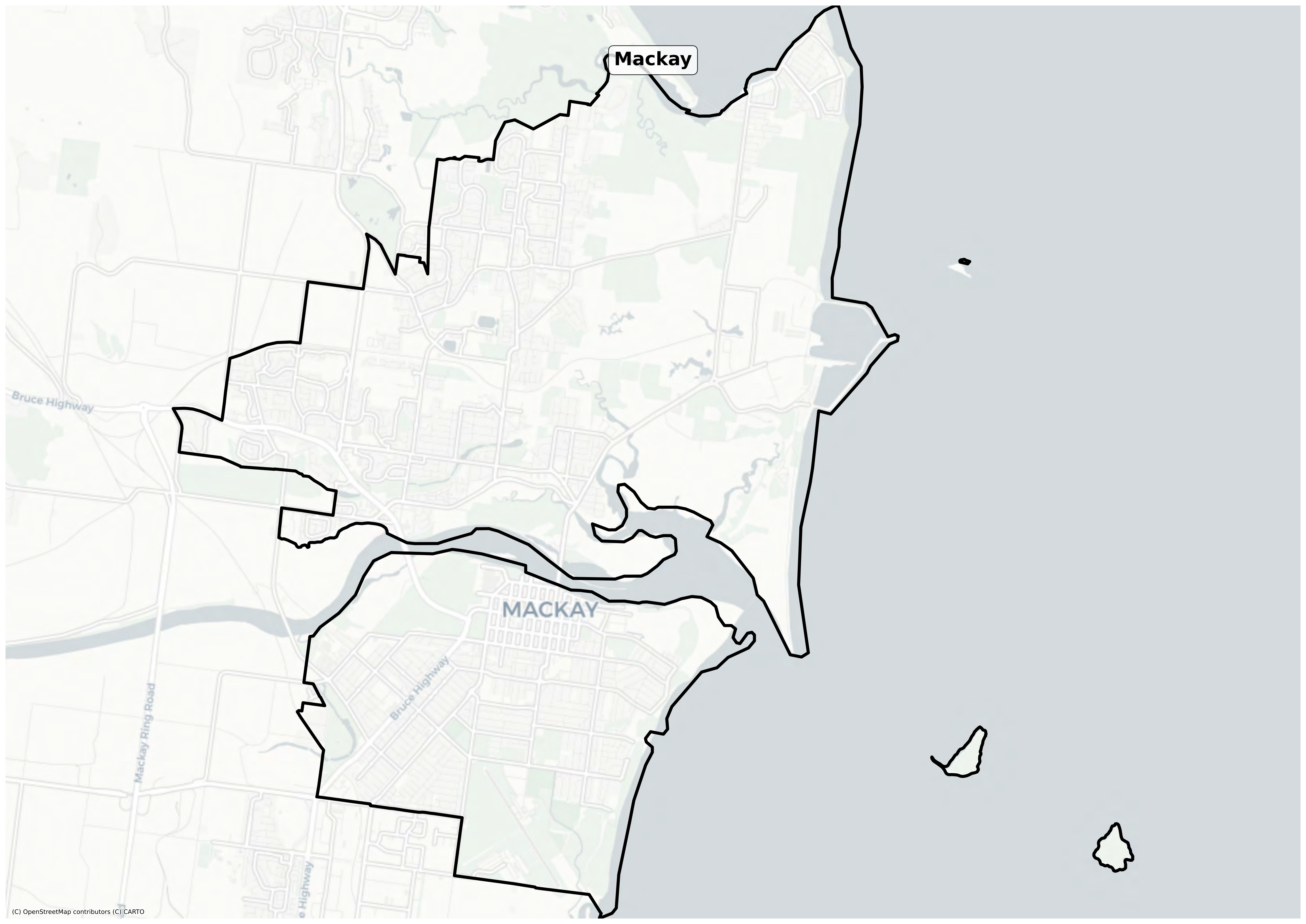
Jimboomba



Lytton





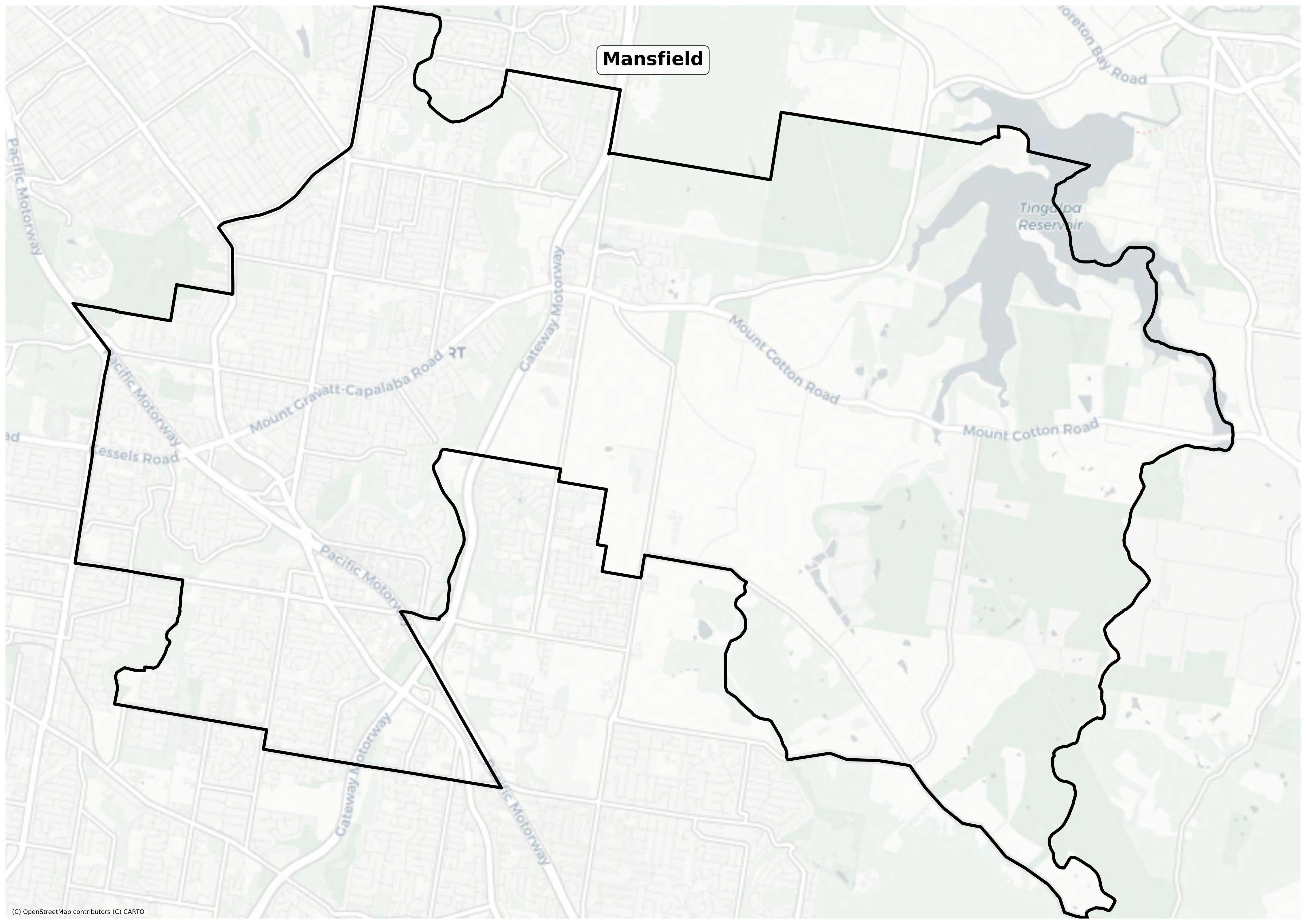


Mackay

MACKAY



Mansfield





Maroochydore

Bli Bli

Sunshine Motorway

SUNSHINE COAST

Maroochydore Road

Nambour Connection Road

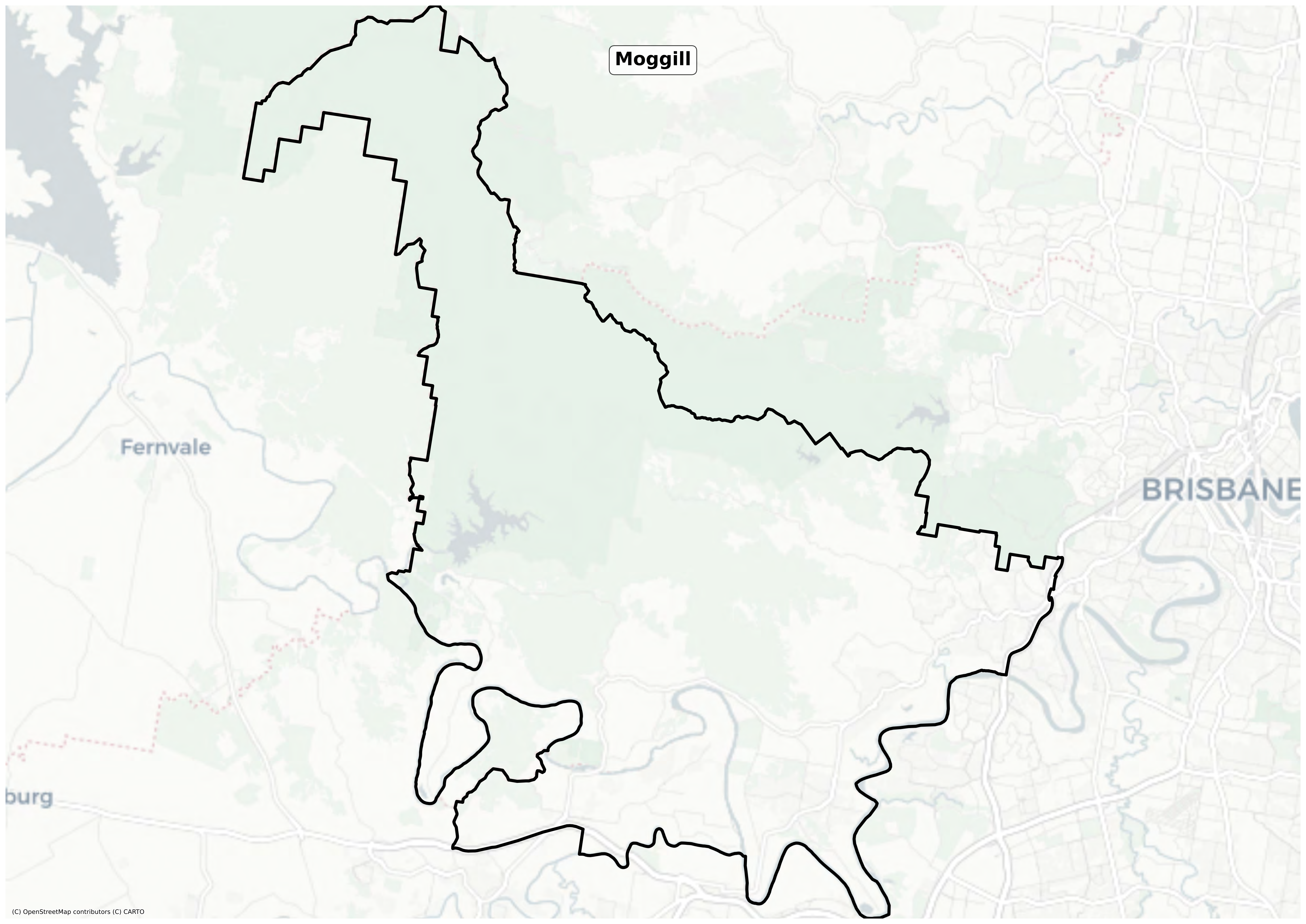






Mirani





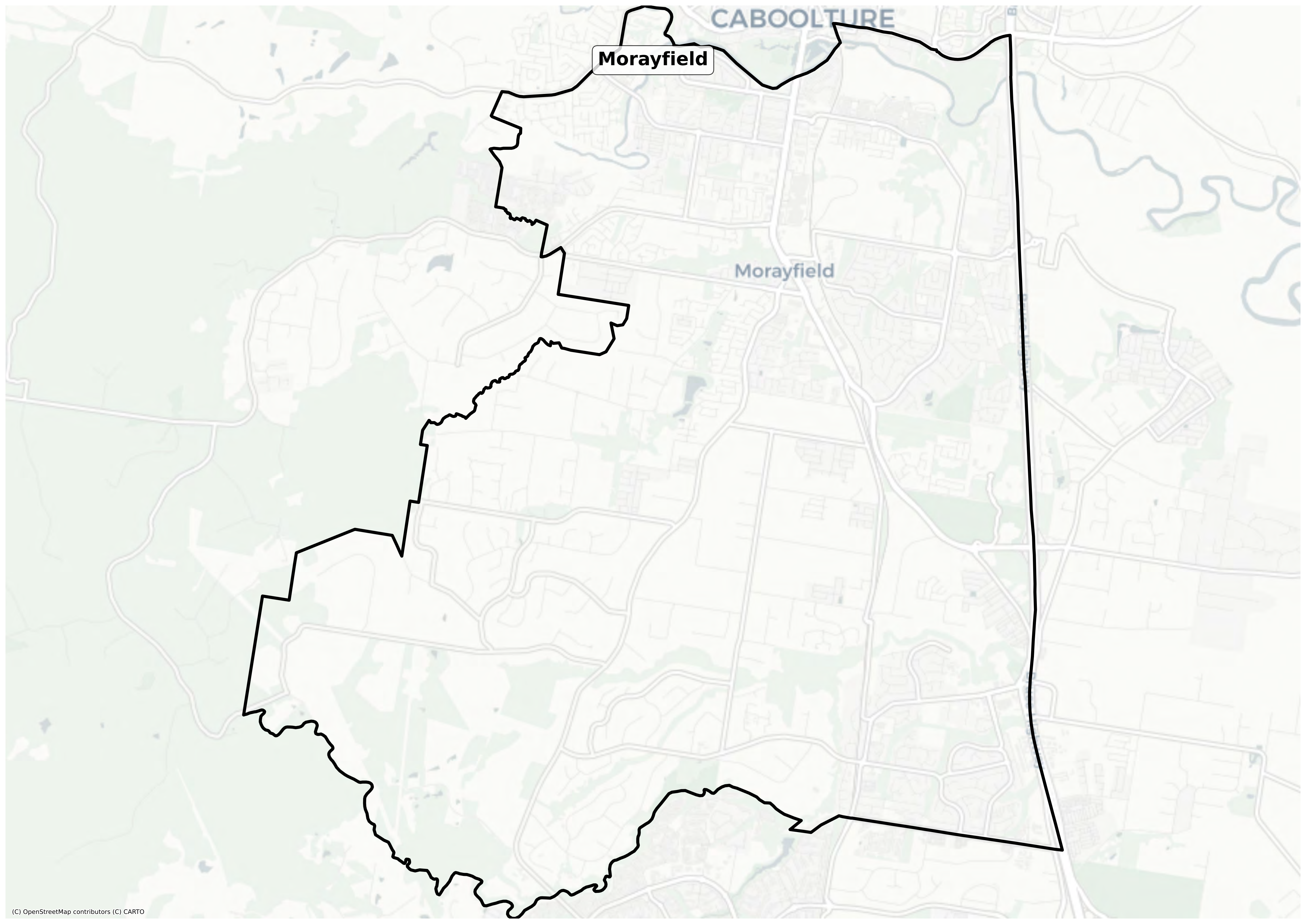
Moggill

Fernvale

BRISBANE

burg





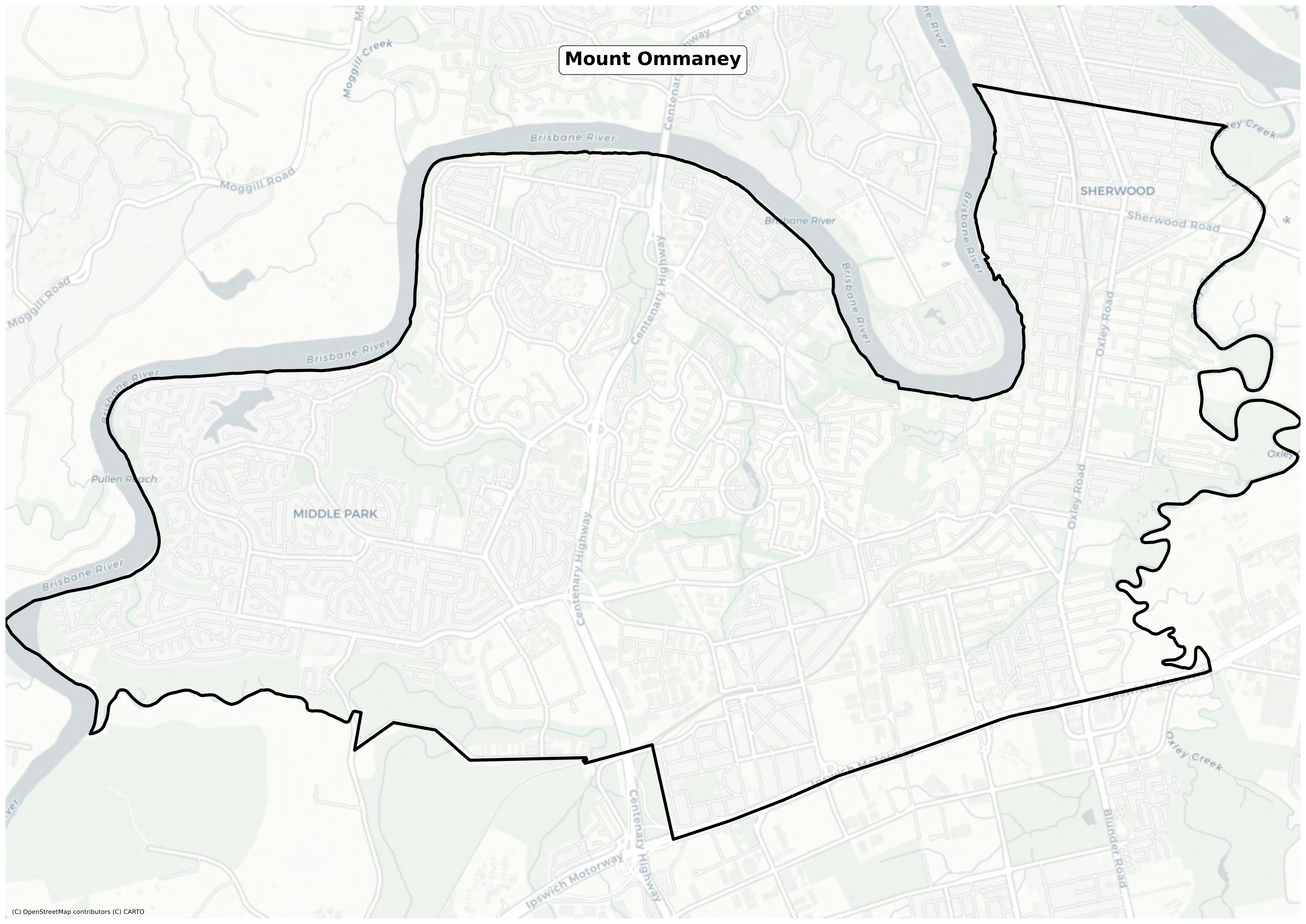
Morayfield

CABOOLTURE

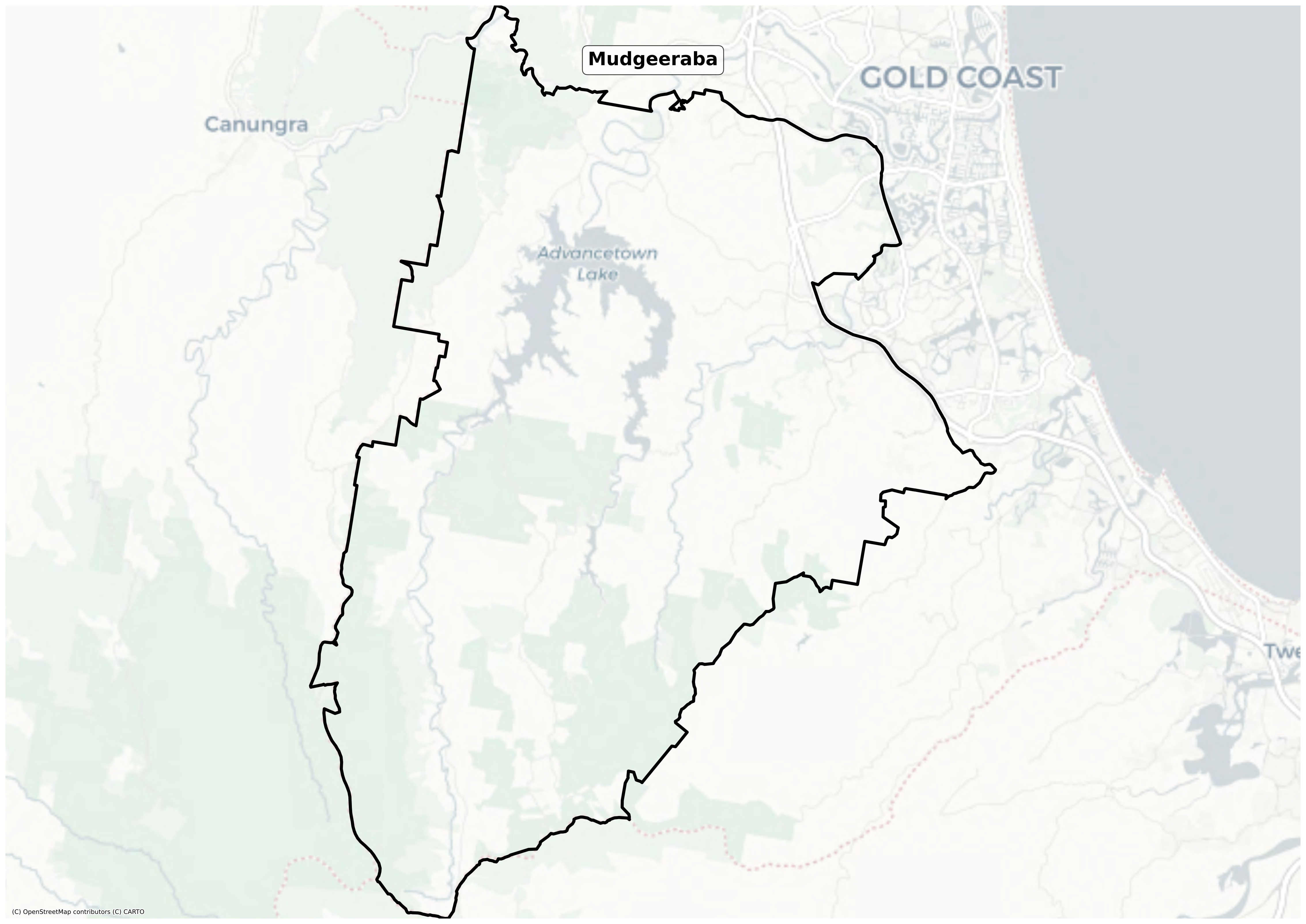
Morayfield



Mount Ommaney







Mudgeeraba

GOLD COAST

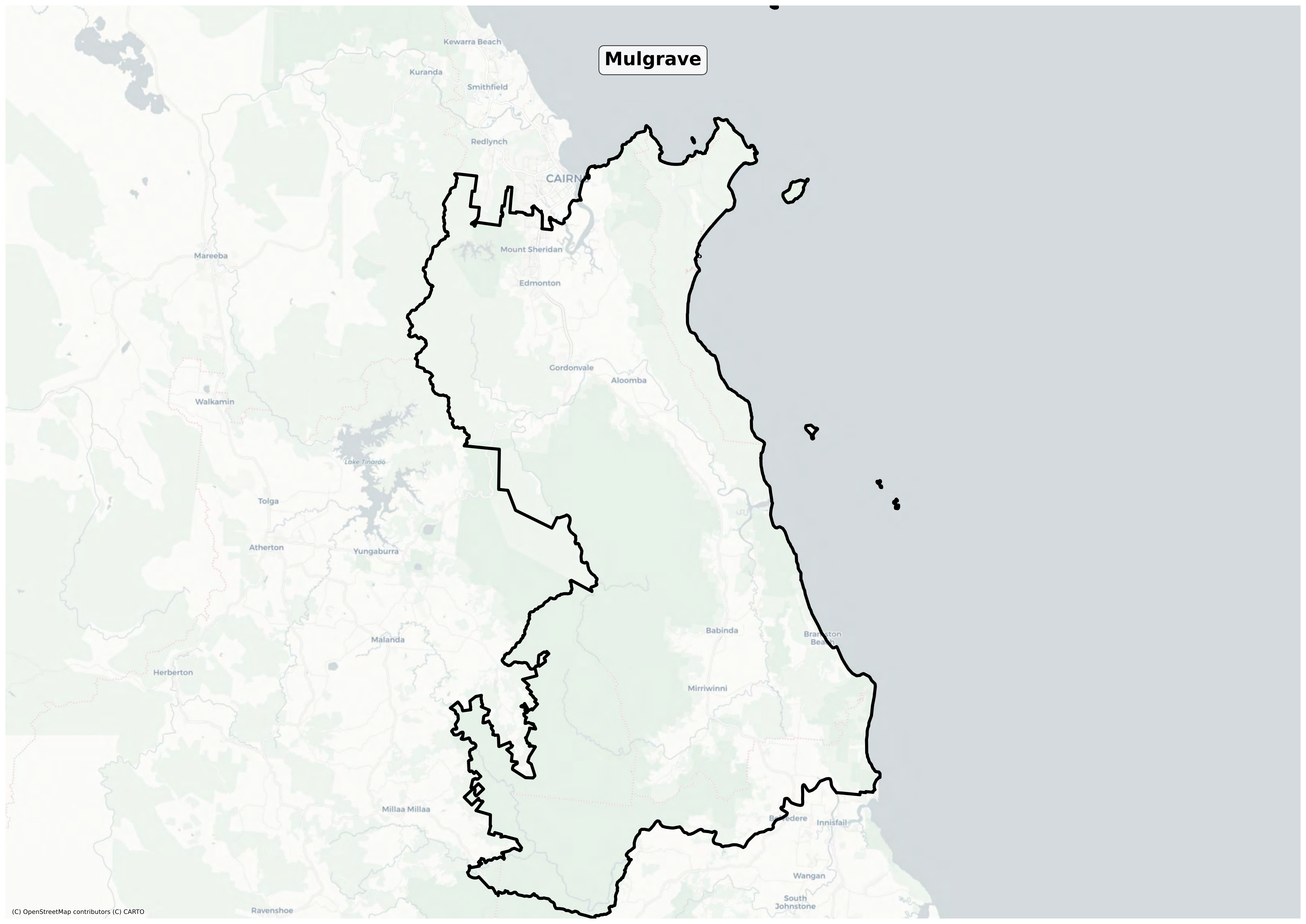
Canungra

Advancetown  
Lake

Twe

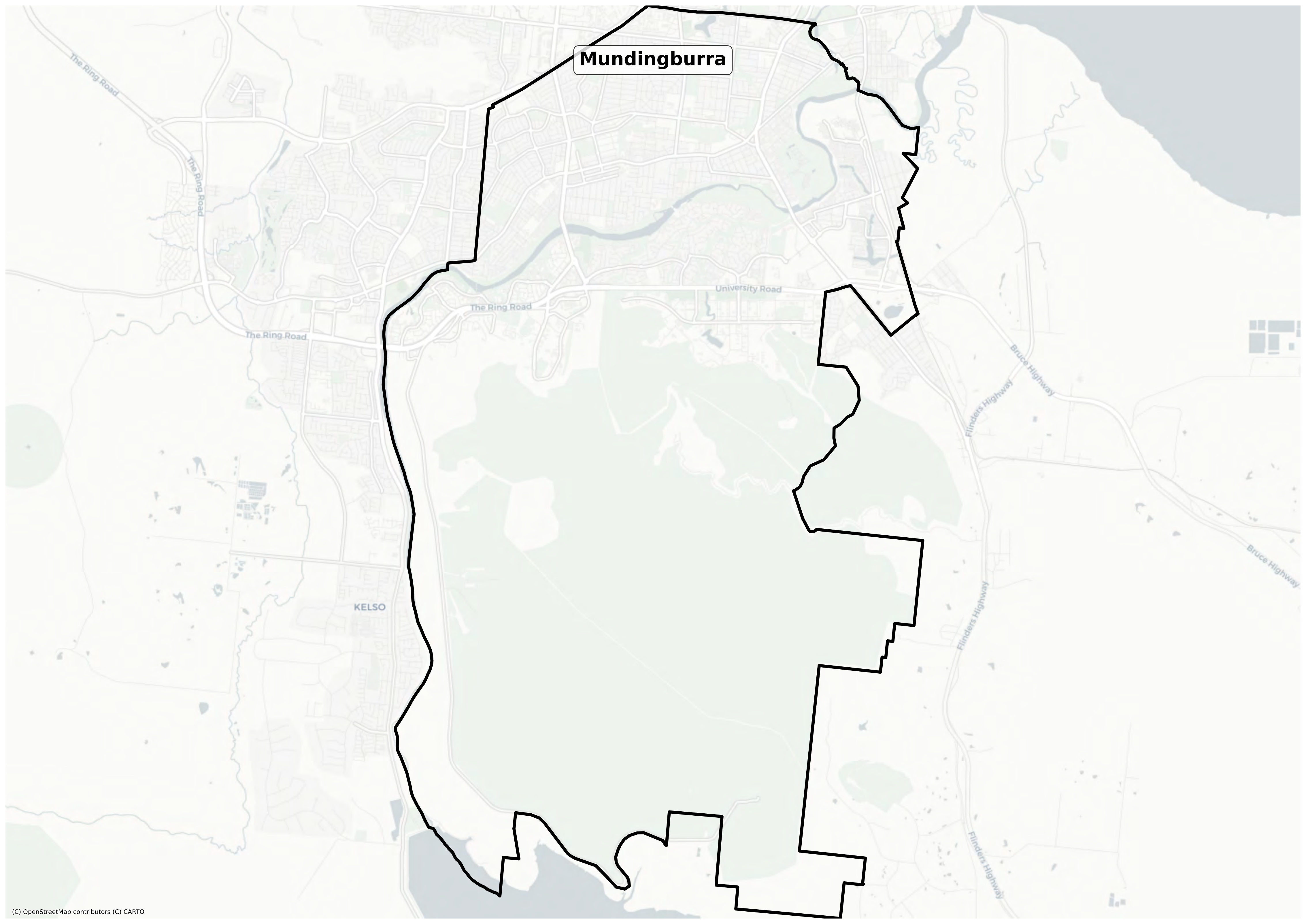


# Mulgrave



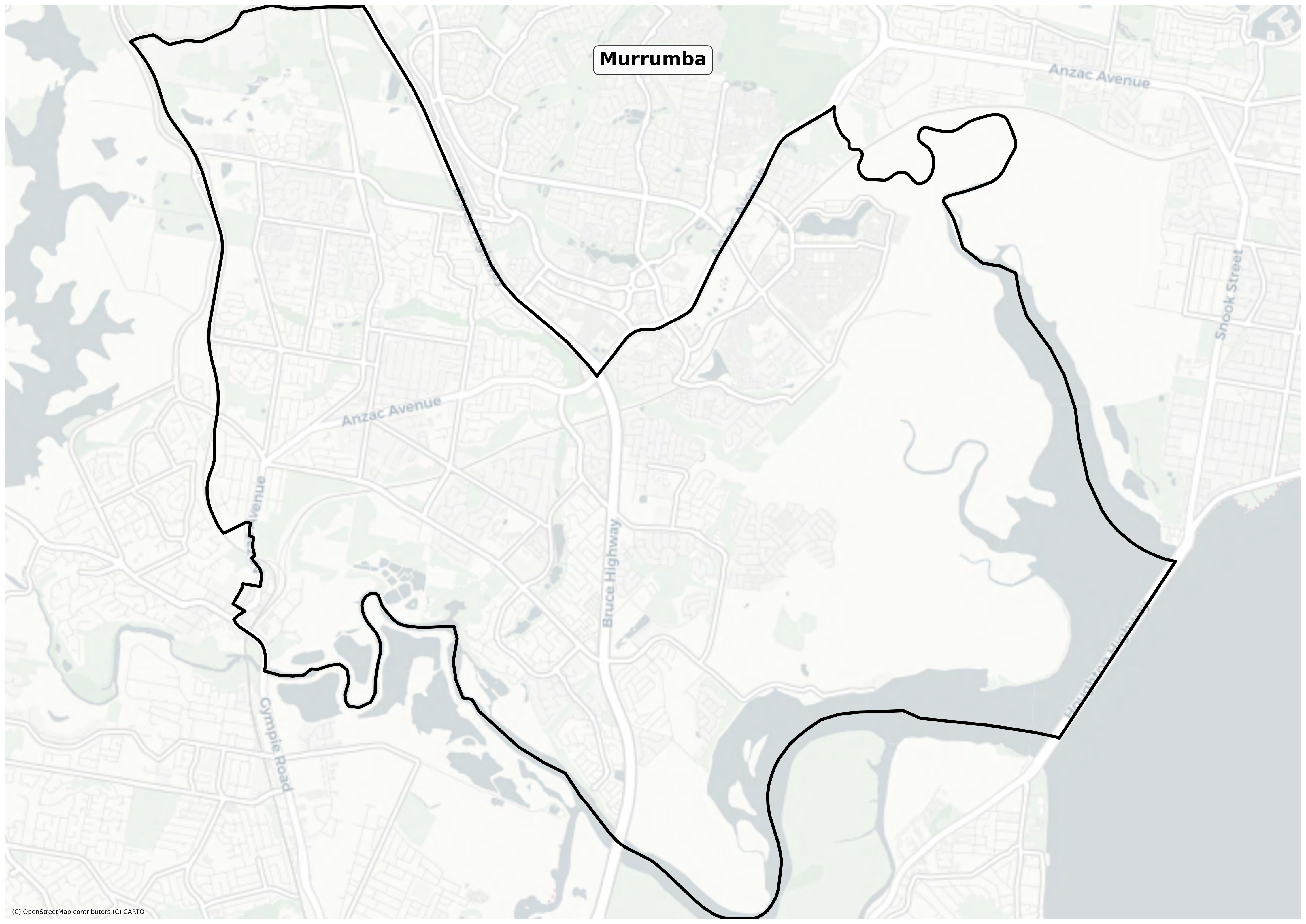


Mundingburra





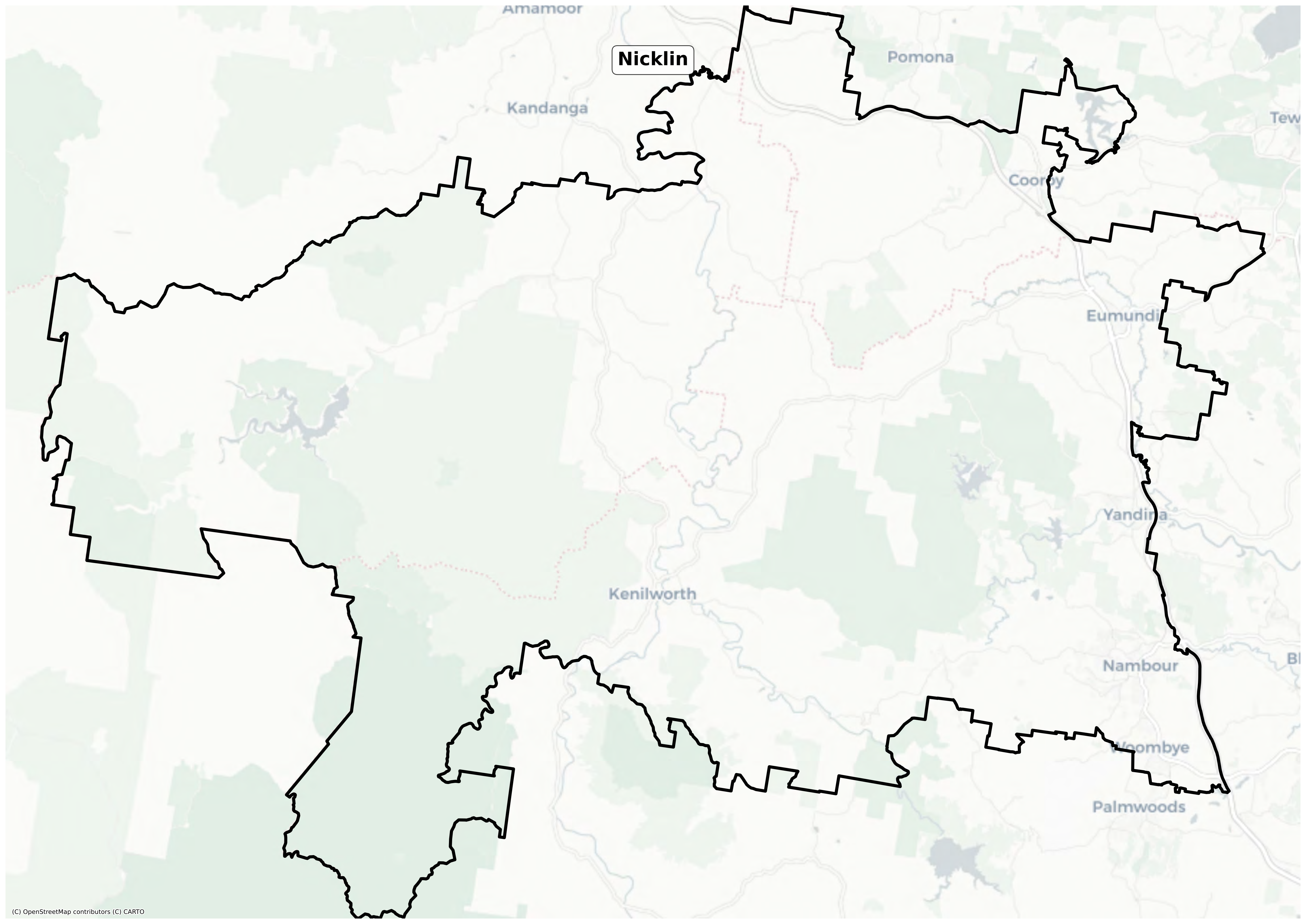
**Murrumbidgee**





Nanango





Nicklin

Pomona

Kandanga

Cooroy

Eumundi

Yandina

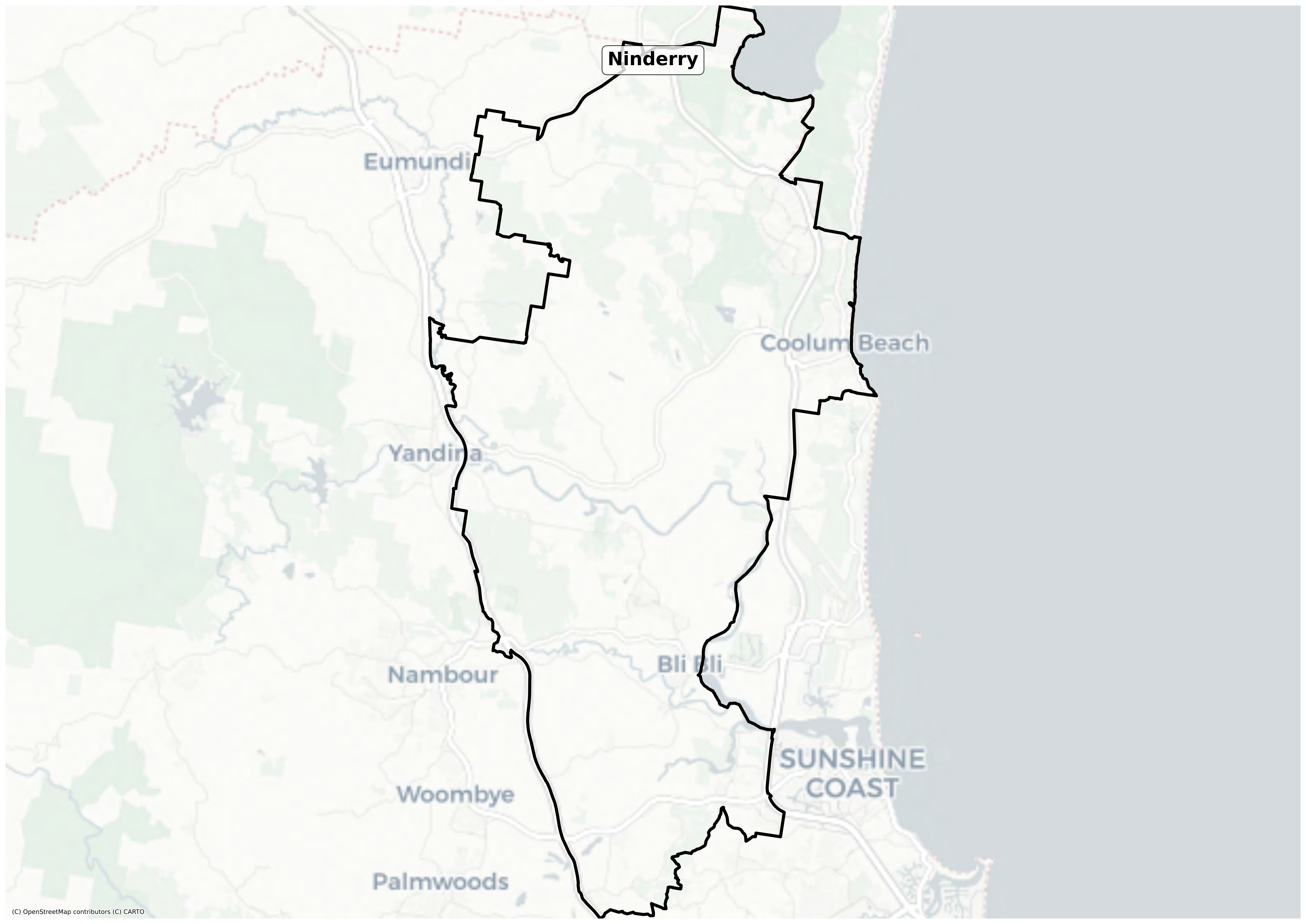
Nambour

Woombye

Palmwoods

Kenilworth





Ninderry

Eumundi

Coolum Beach

Yandina

Nambour

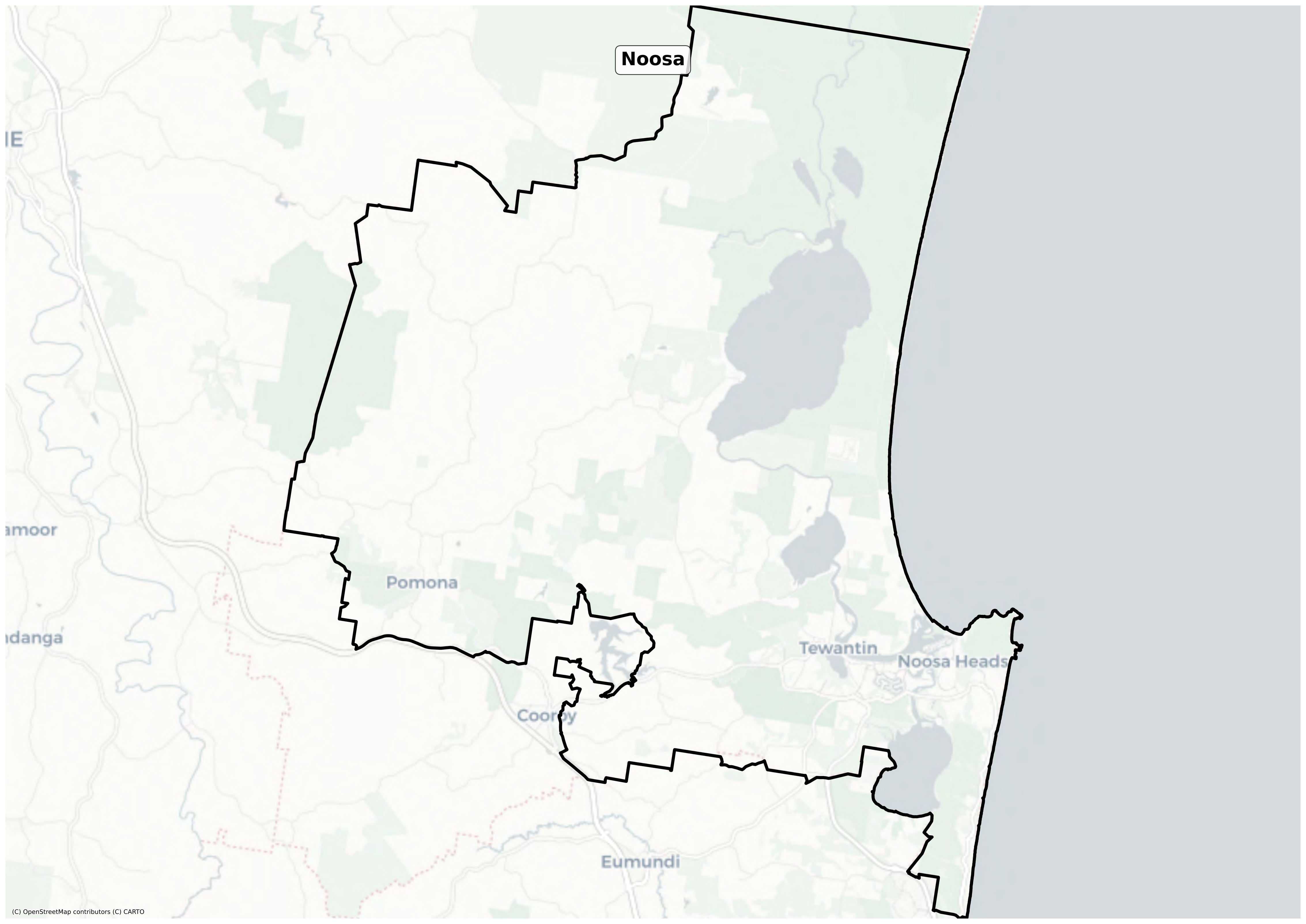
Bli Bli

Woombye

SUNSHINE  
COAST

Palmwoods





Noosa

Pomona

Coorpy

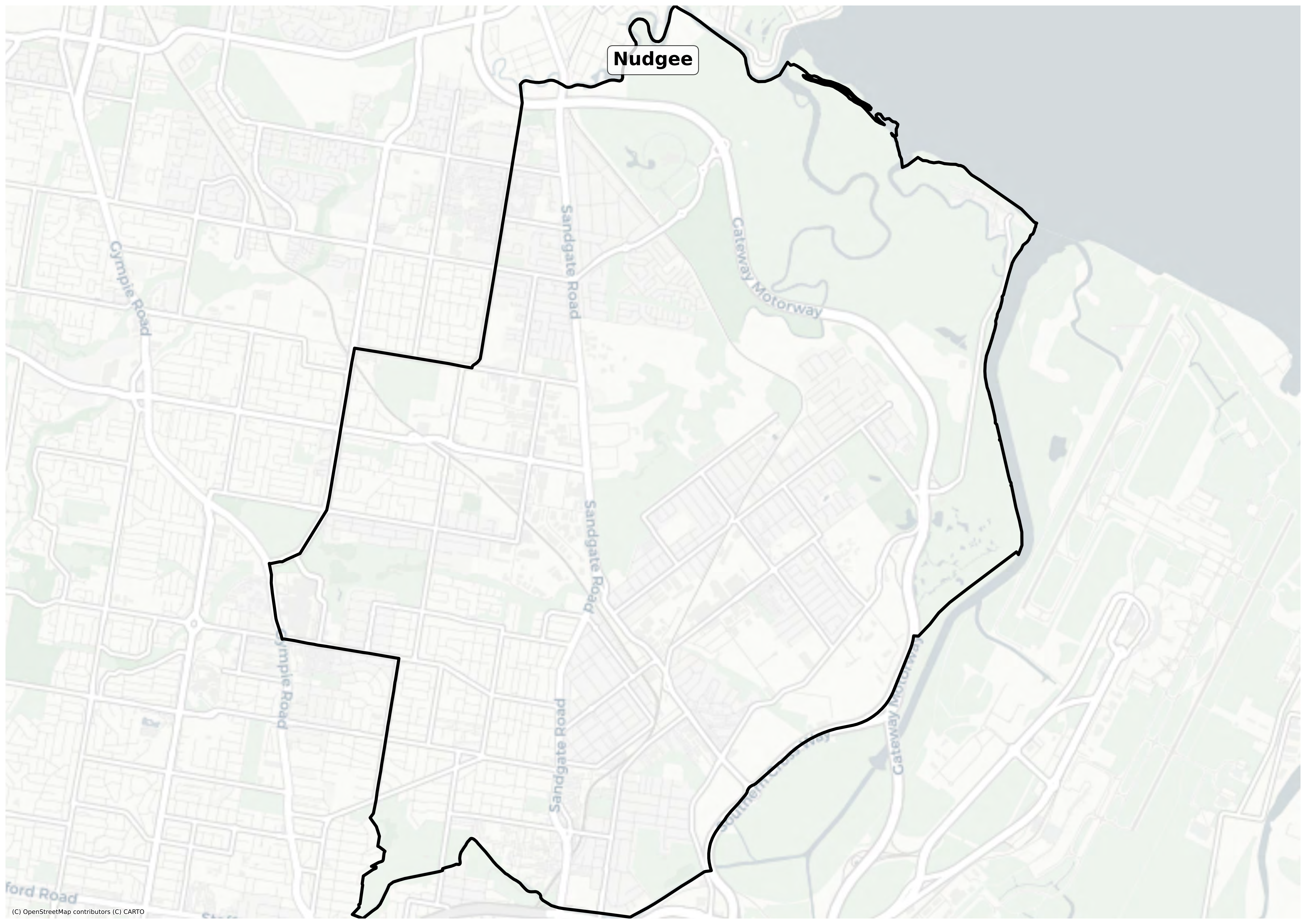
Eumundi

Tewantin

Noosa Heads



Nudgee





Pimpama



Pine Rivers

CABOOLTURE

Morayfield

Dayboro

Redcliffe

Lake Wivenhoe

Strathpine



Pumicestone

Peachester

Beerwah

CABOOLTURE

Morayfield



Redcliffe







Redlands

Boundary Road

Cleveland-Redland Bay Road

Beenleigh-Redland Bay Road

Logan Motorway

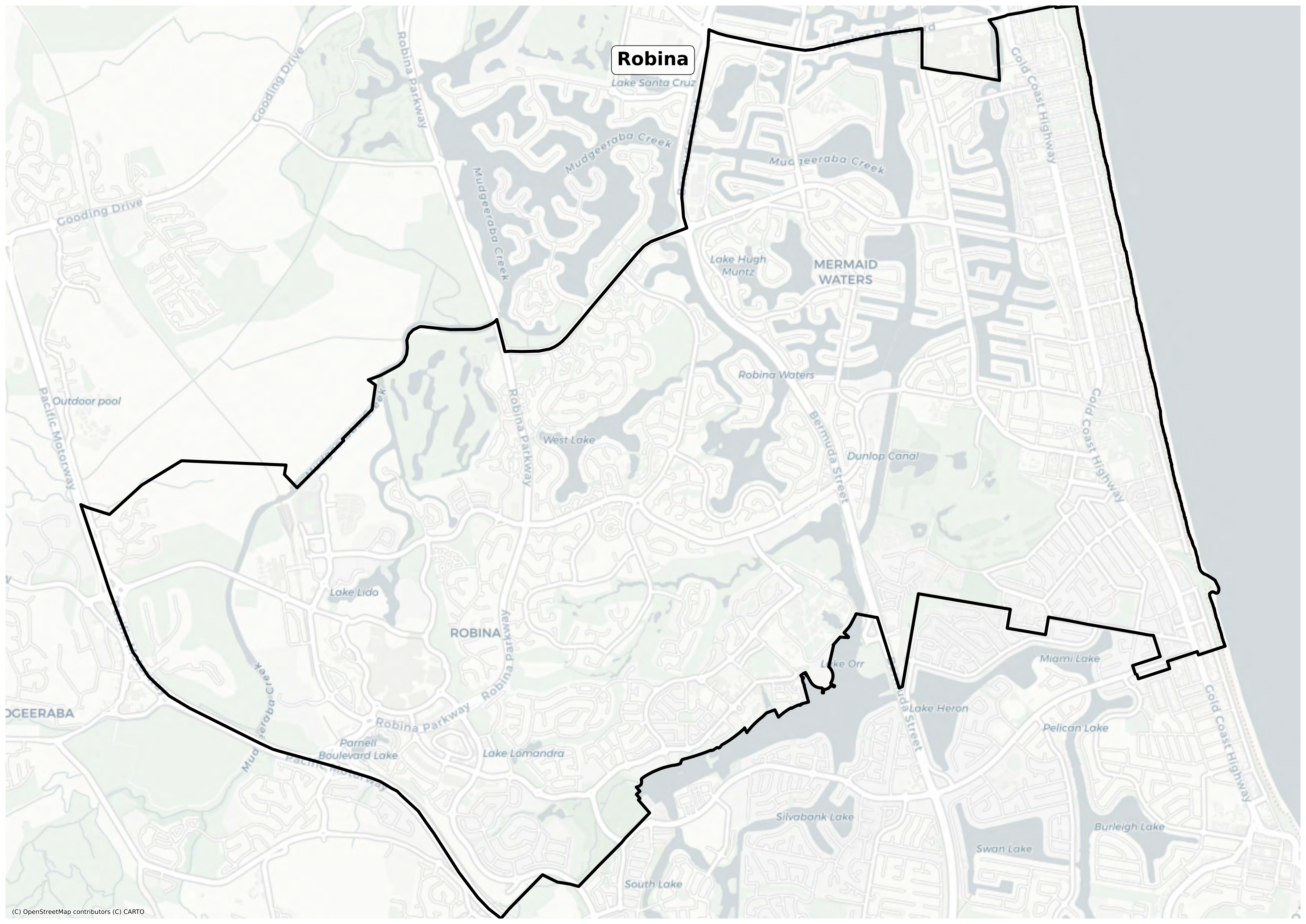
Pacific Motorway

Macleay Island

Russell Island



Robina





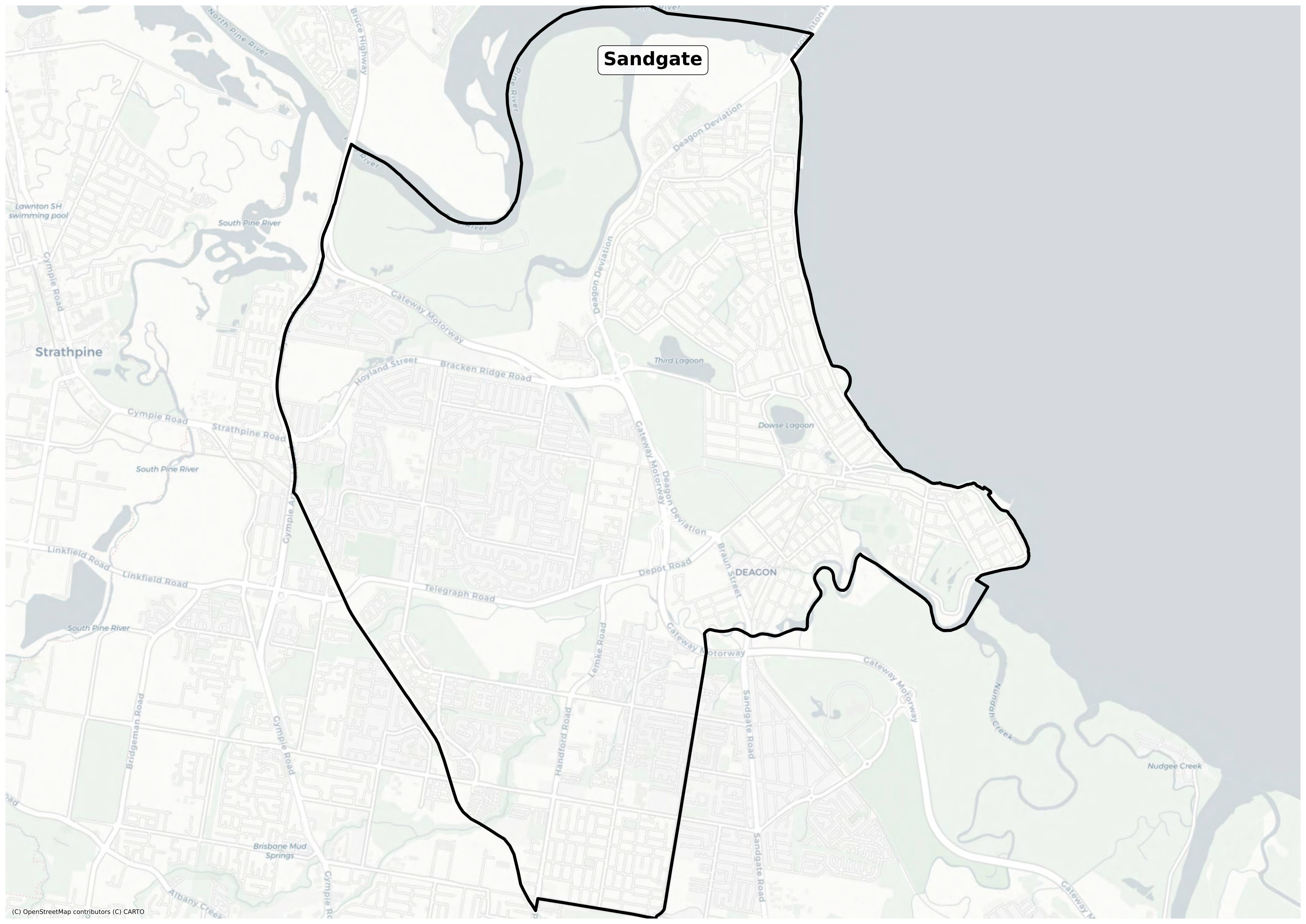
Rockhampton

ROCKHAMPTON

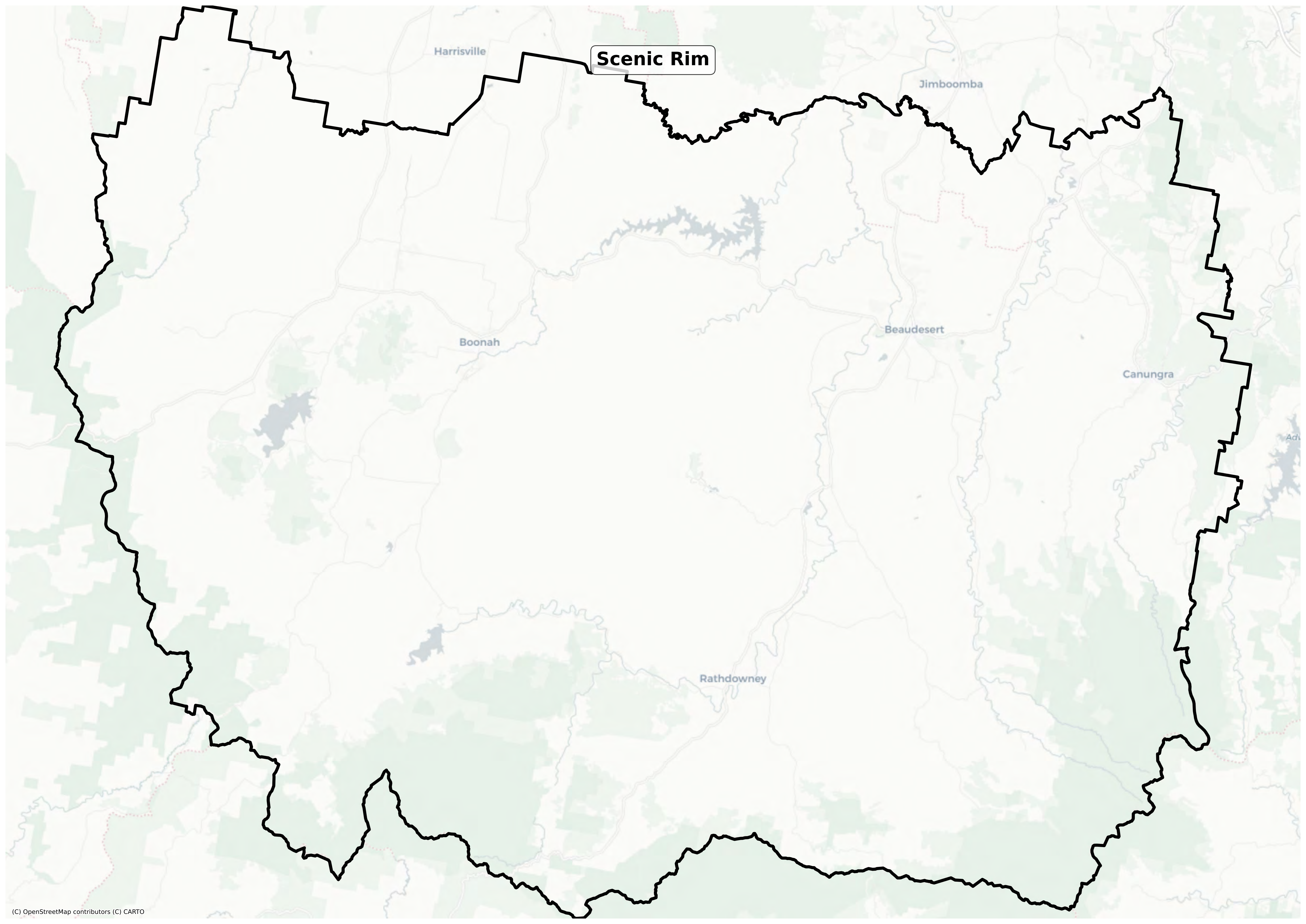
Gracemere



Sandgate







Scenic Rim

Harrisville

Jimboomba

Boonah

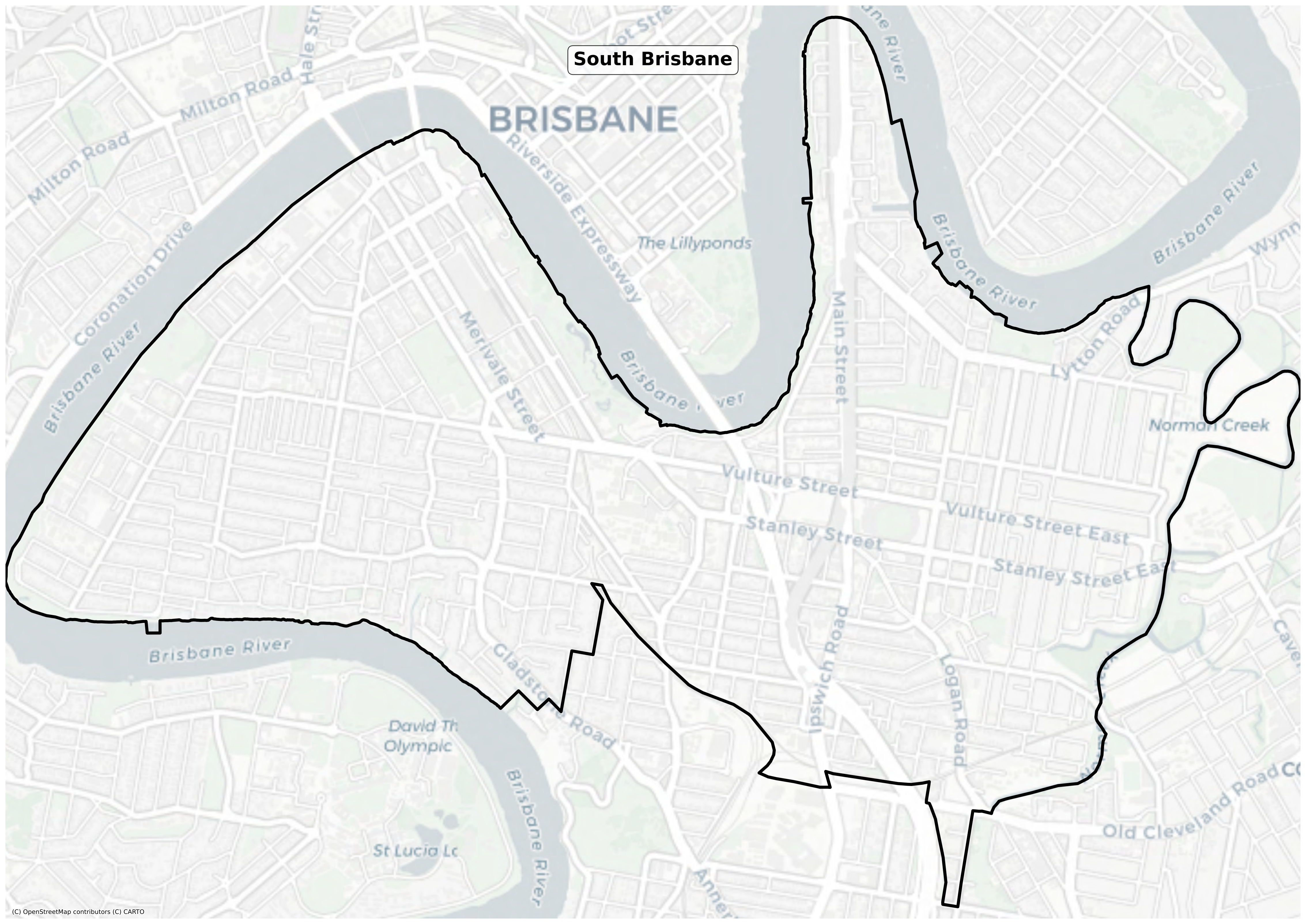
Beaudesert

Canungra

Rathdowney

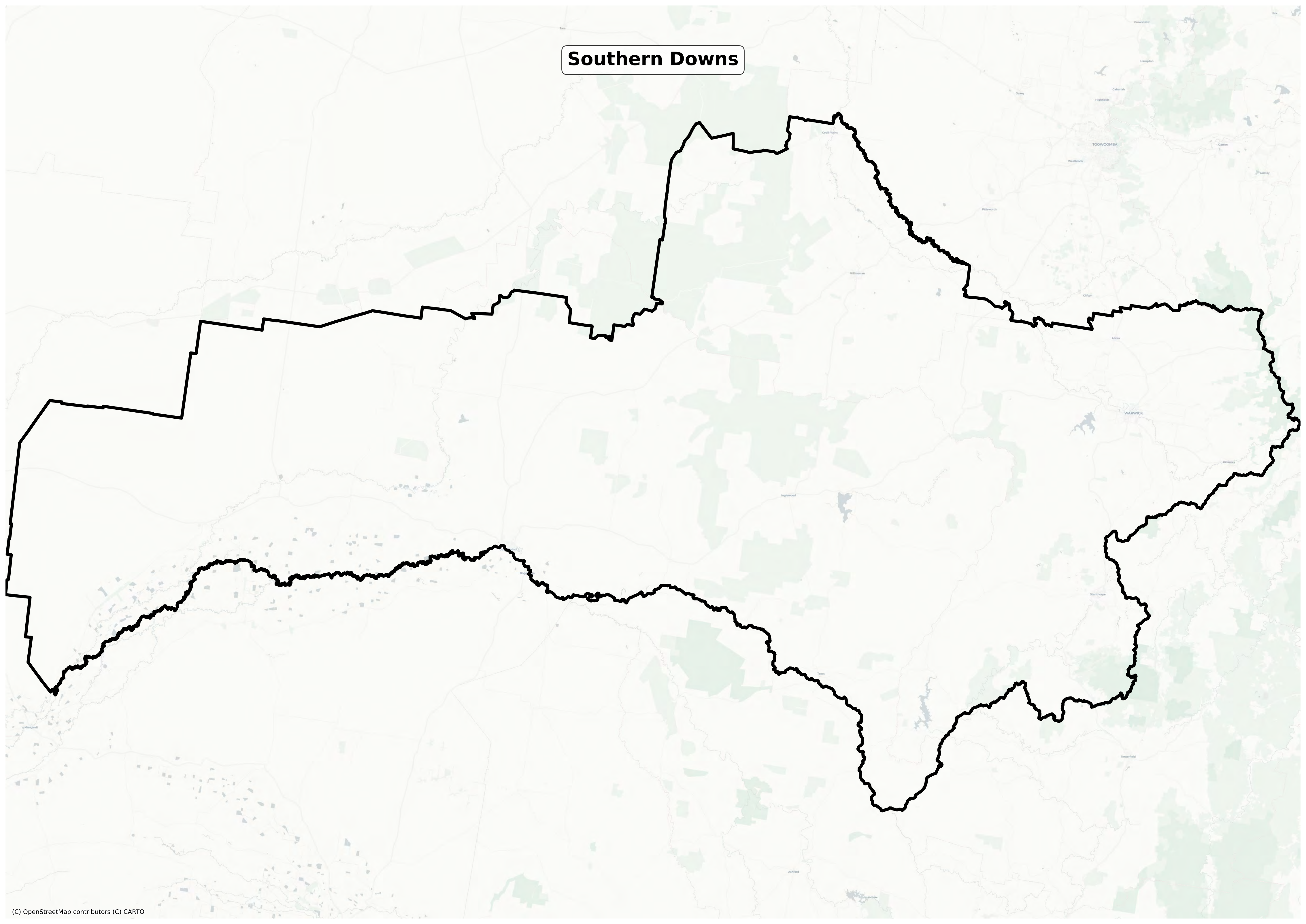


**South Brisbane**





# Southern Downs





Southport

Griffith University  
Swimming Pool

SOUTHPORT

Queen Street

Gold Coast Highway

Oasis Pool

Gold Coast Highway

Nerang River

Ferry Road

Hilton Hotel

Remembrance Drive

Via Roma

Nerang River

Gold Coast

Albert Park Lake

Lake Capabella

Feature Lake

Black Swan Lake

GOLI

Ashmore Road

Cunmubura Road

Nerang - Broadbeach Road

Nerang River

Glenmore Park Lake

Ashmore Road

Nerang - Broadbeach Road

Nerang River

Pacific Motorway

Price Street

Nerang River



Springfield

REDBANK  
PLAINS

.KE

Logan



Springwood

LOGAN CITY

Beenleigh

Bay Road

Boundary Road

Beenleigh-Redla

Logan Motorway

Logan Motorway

Logan Motorway

Logan Motorway

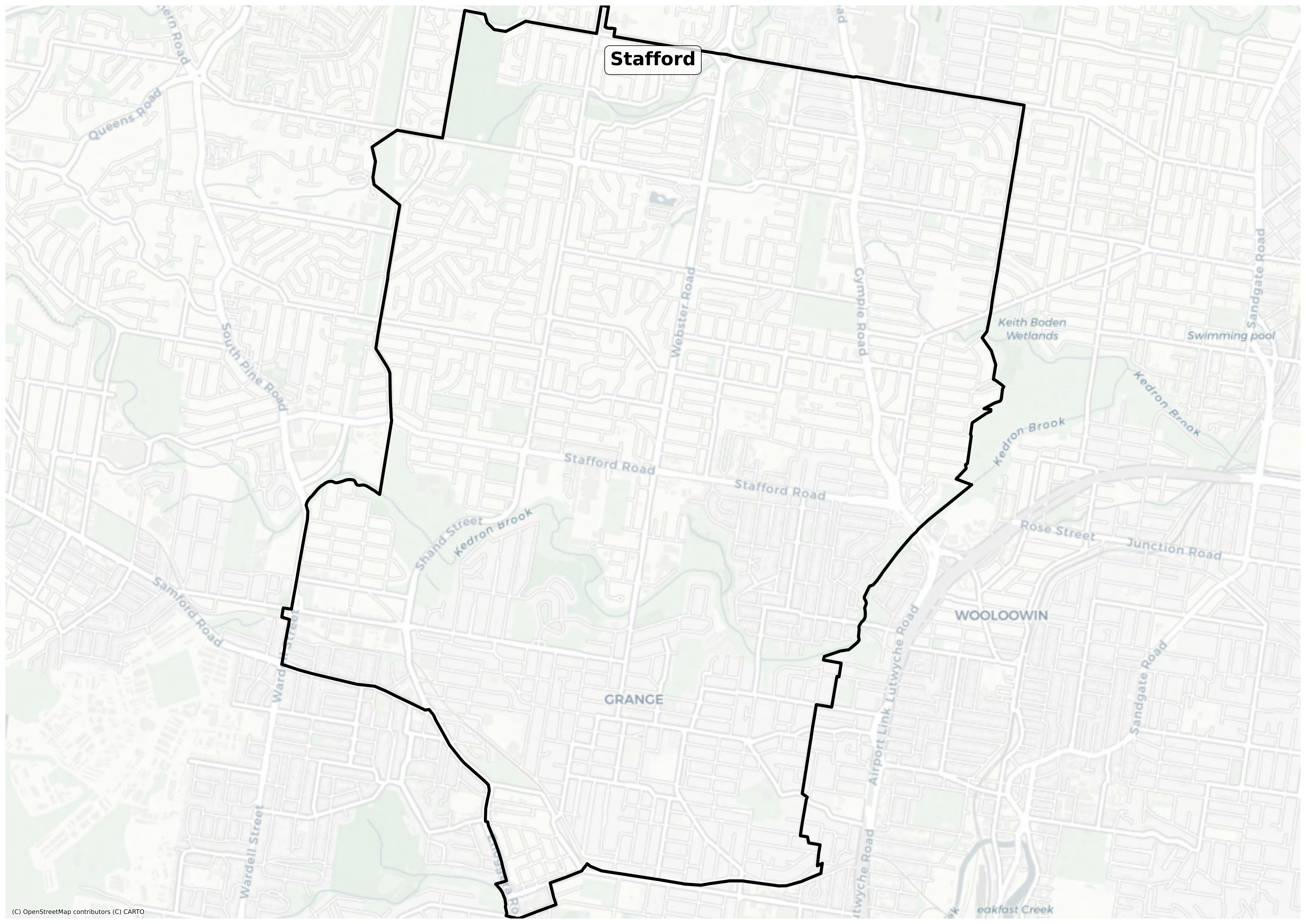
Gateway Motorway

Gateway Motorway

Pacific Motorway

nessels Road





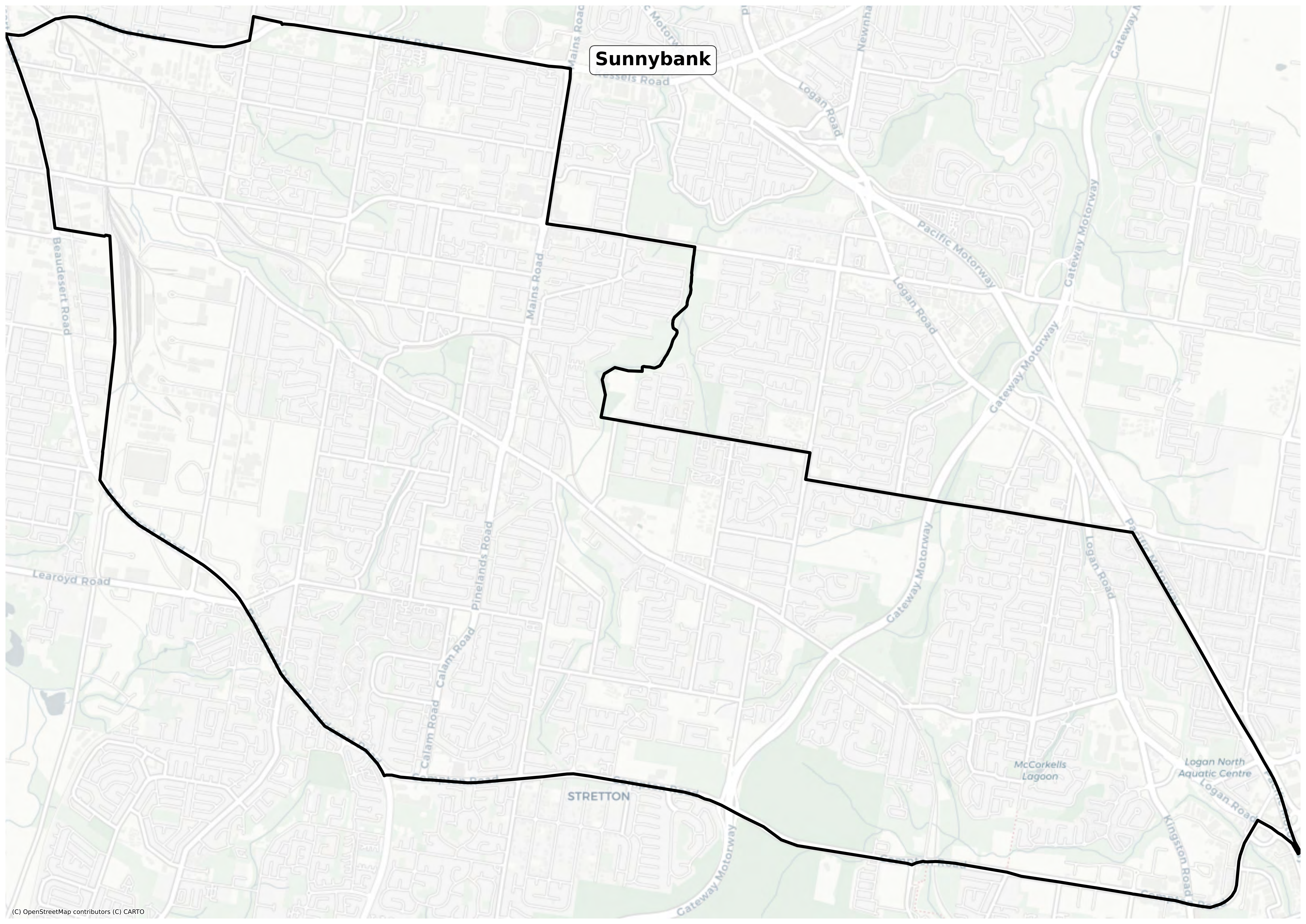
Stafford

GRANGE

WOOLLOOWIN



Sunnybank

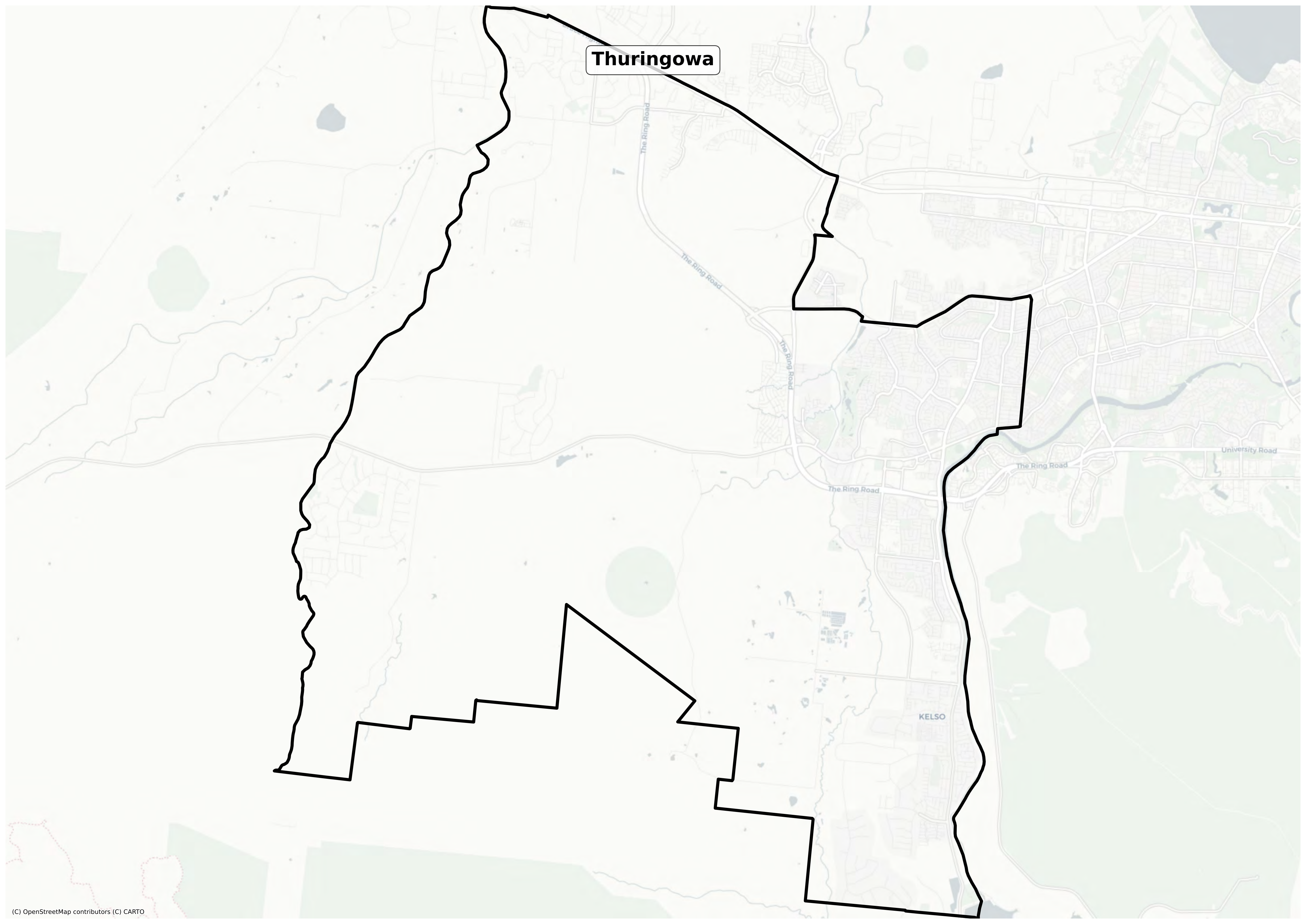




Surfers Paradise



Thuringowa





Toowoomba North

Highfields

New England Highway

New England Highway

Murphys Creek

Warrego Highway

Warrego Highway

Warrego Highway

New England Highway

Warrego Highway

Warrego Highway

Warrego Highway

Core Highway

Bridge Street

Bridge Street

Hyden Street

Tor Street

TOOWOOMBA

Withcott

Toowoomba Connection Road

Toowoomba Connection Road



**Toowoomba South**

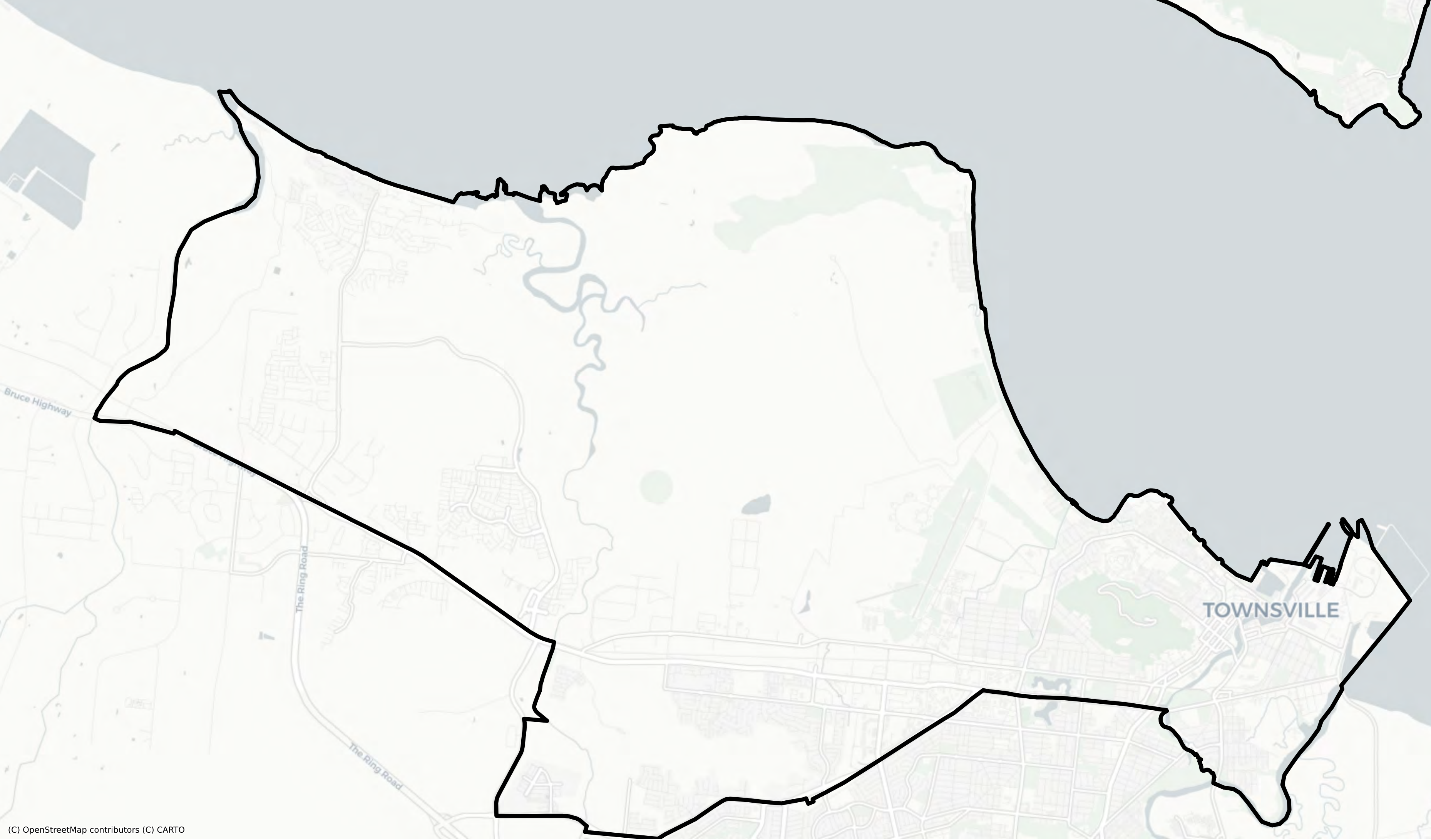
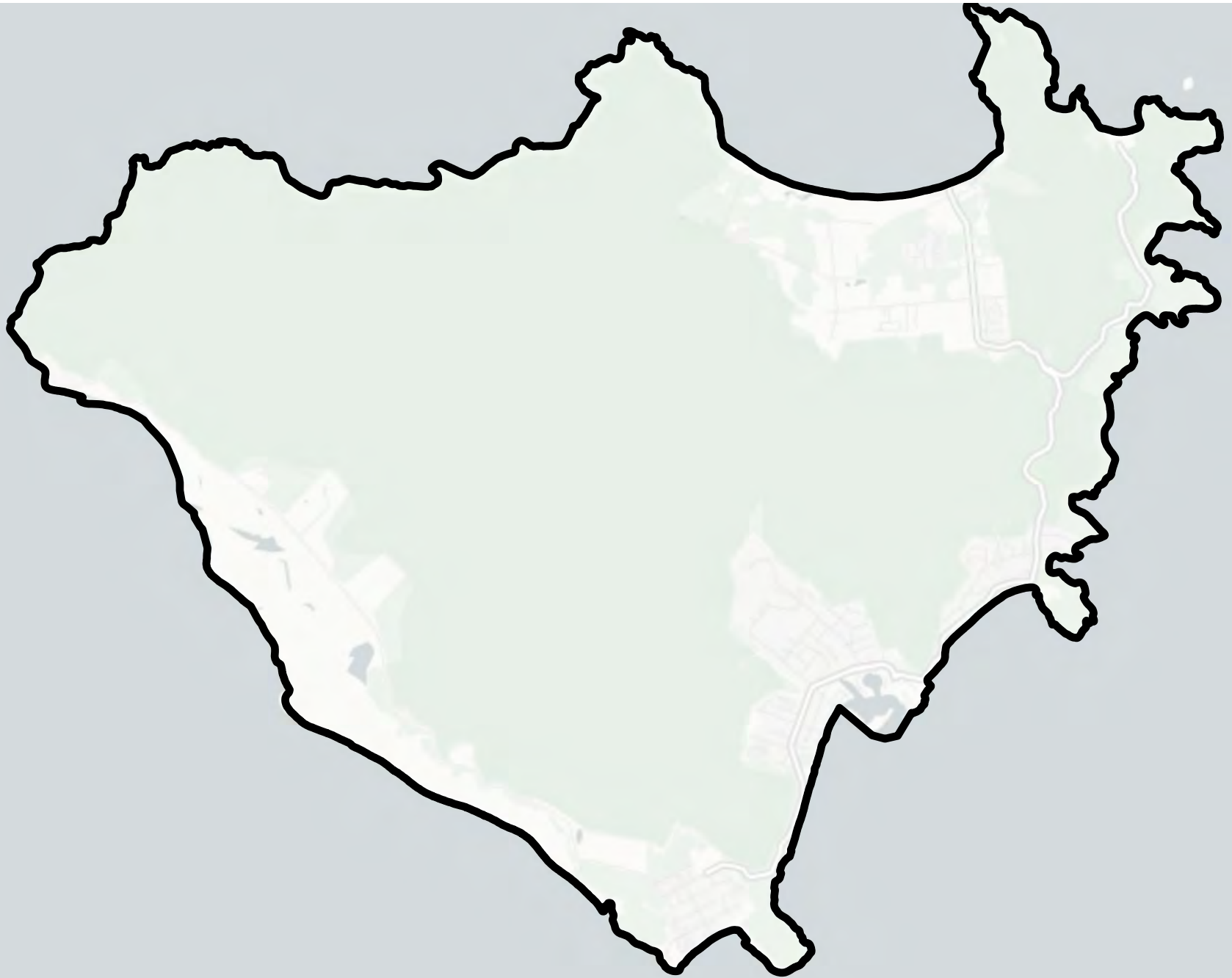
TOOWOOMBA

Tor Street

Ruthven Street



Townsville



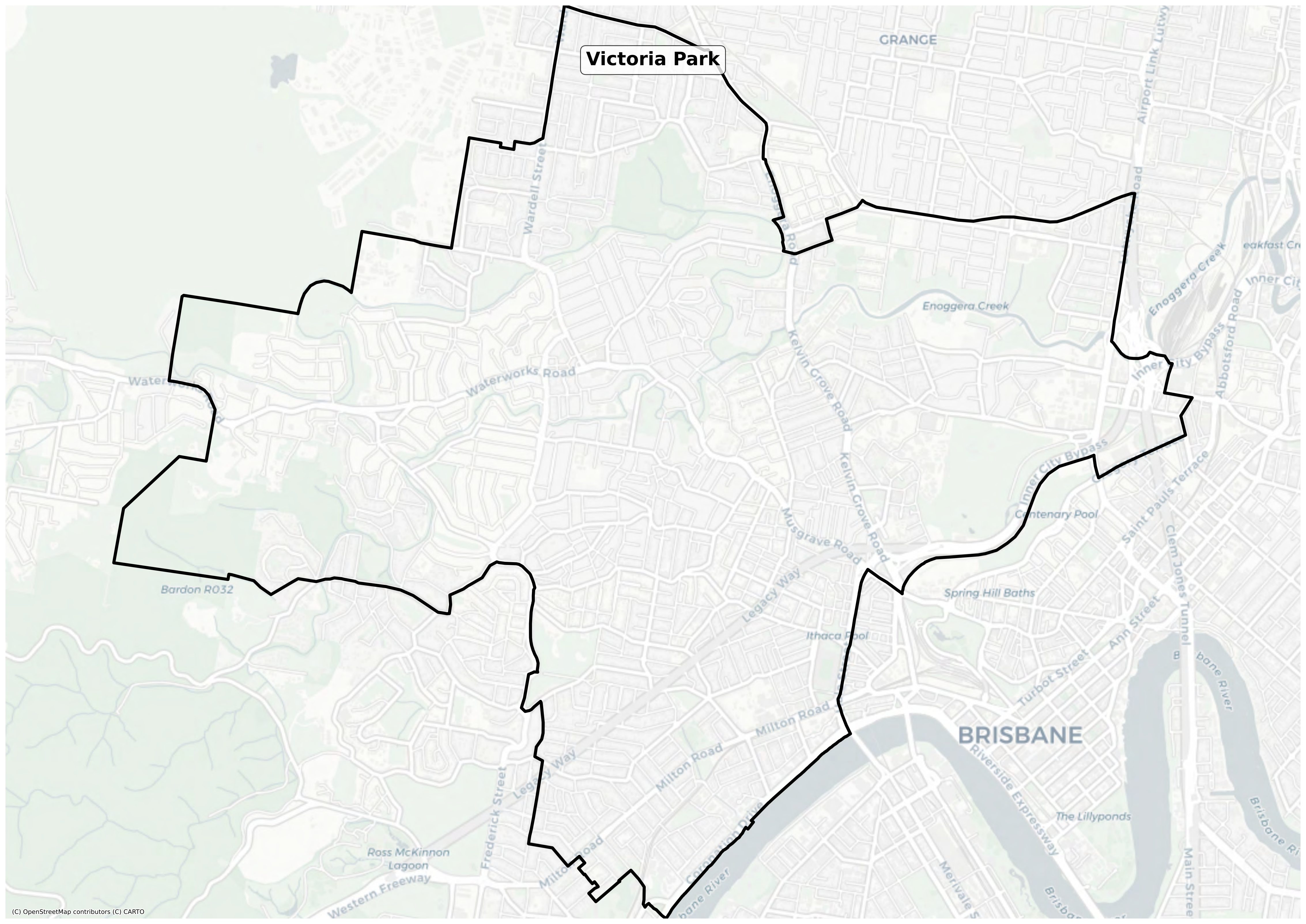
TOWNSVILLE



Traeger



Victoria Park





Warrego





Waterford

LOGAN CITY

Gateway Motorway

Logan Motorway

Logan Motorway

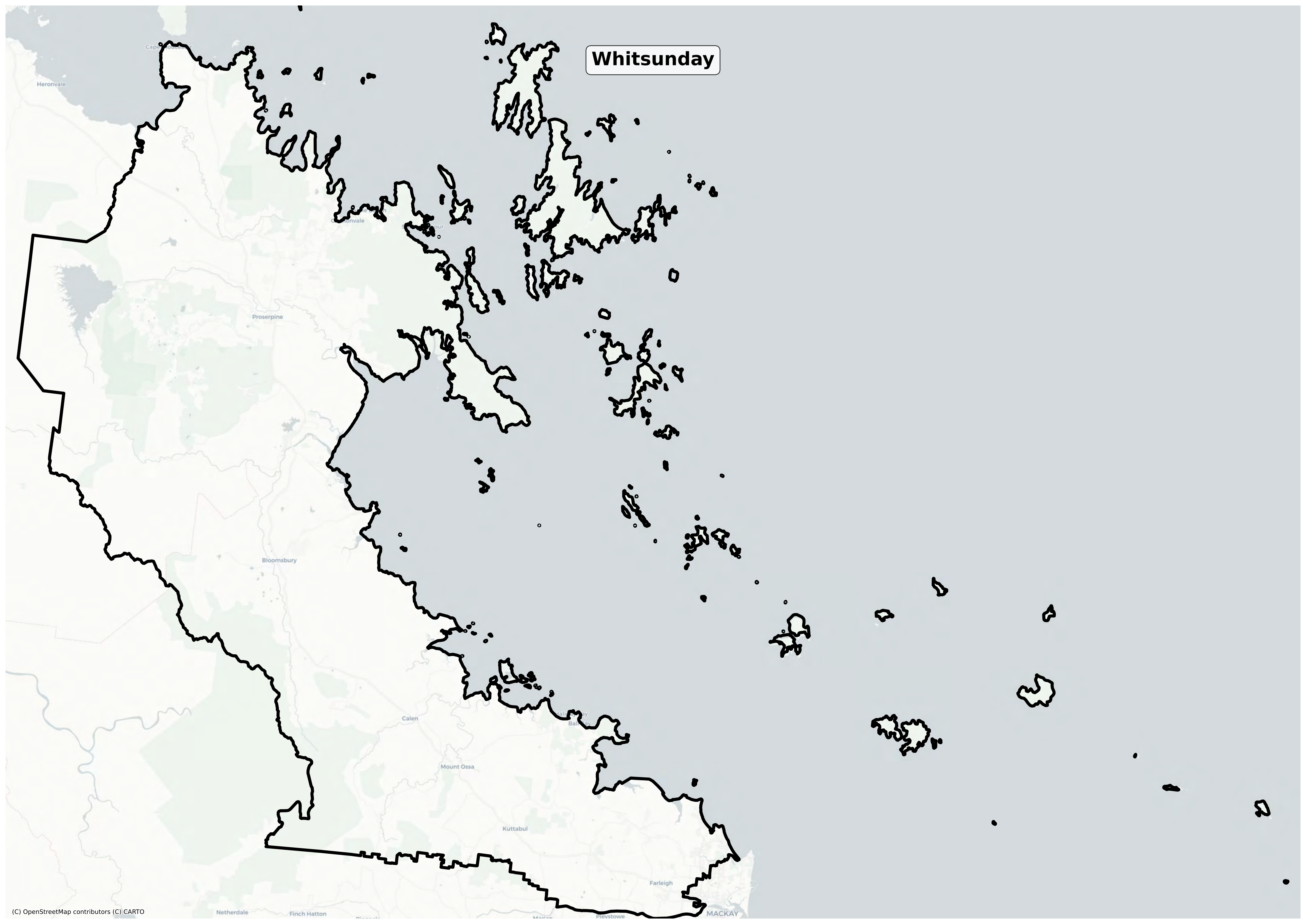
Logan Motorway

Logan Motorway

Pacific Motorway



Whitsunday





Woodridge

LOGAN CITY

Beaudesert Road

Gateway Motorway

Pacific Motorway

Logan Motorway

Gateway Motorway

Logan Motorway

Logan Motorway



**Yeerongpilly**

