

measure because it involves the expenditure of a large sum of money. The project was envisaged in 1955, long before we became the Government, and negotiations have now proceeded to a point where it is necessary immediately to commence the first stage of the buildings.

The Deputy Premier replied to the points raised by the Leader of the Opposition, and I do not intend to go through the various matters raised by other members because, in principle, everybody has agreed with the measure. The Deputy Premier indicated that amendments would be moved in another place. At the time it was thought that the Bill would receive a speedy passage and we could get it to another place before it adjourned this afternoon. However, I am informed it has adjourned, and the Deputy Premier has advised me that I can proceed with the amendments in Committee so that when the other place meets next Tuesday the Bill will be presented to it as we desire it to be presented.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (Mr. I. W. Manning) in the Chair: Mr. Bovell (Minister for Lands) in charge of the Bill.

Clauses 1 to 3 put and passed.

Clause 4: Reserve No. A26741 created—

Mr. BOVELL: As indicated by the Deputy Premier it is desired to make a small amendment. I move an amendment—

Page 2, line 16—Insert before the word "Government" the words "Parliament and".

Regarding the matter mentioned by the member for Subiaco, it is my intention, when we get to the title, to move the same amendment.

Amendment put and passed.

Clause, as amended, put and passed.

Title—

Mr. BOVELL: I move an amendment—

Page 1, line 4—Insert before the word "Government" the words "Parliament and".

Amendment put and passed.

Title, as amended, put and passed.

Report

Bill reported, with an amendment, and an amendment to the Title, and the report adopted.

Third Reading

Bill read a third time, on motion by Mr. Bovell (Minister for Lands), and transmitted to the Council.

House adjourned at 5.22 p.m.

Legislative Council

Tuesday, the 13th August, 1963.

CONTENTS

	Page
ADDRESS-IN-REPLY : THIRD DAY—	
Speaker on Motion—	
The Hon. R. Thompson	184
BILL—	
Reserves Bill—	
Receipt ; 1r. ; 2r.	176
Com.	181
Report ; 3r.	183
METROPOLITAN REGION TOWN PLANNING SCHEME—	
Tabling of Report and Plan	173
QUESTIONS ON NOTICE—	
Civil Service Annual Leave—Increase to Three Weeks	176
Naval Base : Light Industry Projects—	
Conditions and Control	175
Land Resumptions	175
Scheme Evolved	174
North Kimberley—Jetty Facilities, and Access	175
Pastoral Leases : North Kimberley—	
Tabling of Papers and Reports	176
Police Force—	
Number of Men Enrolled	174
Number of Policemen and Policewomen in Metropolitan Area	174
Policemen and Policewomen on Night Duty in City and Suburbs	174
Speed Boats and Water Skiing—	
Development of Facilities	175
Policing of Regulations	175
Prosecutions and Fines	175
Registrations and Revenue	175

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

METROPOLITAN REGION TOWN PLANNING SCHEME

Tabling of Report and Plan

THE HON. L. A. LOGAN (Midland—Minister for Town Planning) [4.35 p.m.] : I lay on the Table of the House the report and plan of the Metropolitan Region Town Planning Scheme in accordance with section 32 (1) (b) of the Act, together with the text and objections.

In doing so I would like to make a statement, more for the benefit of the new members, in order to give some history relating to the scheme. We go back to 1952 when the McLarty-Watts Government commissioned Professor Stephenson to produce a plan for the metropolitan region of Perth and Fremantle. In conjunction with the then Town Planning Commissioner (Mr. Hepburn) Professor Stephenson, together with many departmental officers, officially produced a scheme which was prepared in plan and text form in 1955.

It was then submitted to the Hawke Government, and as a result Mr. Tonkin, who was then the Minister in charge of town planning, arranged an all-party committee to discuss ways and means to pass legislation to bring the scheme into operation in a legal form.

To make sure that the scheme was under control until such time as legislation was introduced and passed, an interim development order was made. It has been in operation, through being extended from time to time, since 1955, and covers the area in question; in effect it has kept the Stephenson Plan going since 1955-56. In 1957 Mr. Tonkin introduced into the Legislative Assembly a Bill to set up the Metropolitan Region Town Planning Authority. Unfortunately, although the Bill passed the Assembly, it only reached this House on the second last night of the 1957 session of Parliament, and, because of the objections raised at that stage, it was not proceeded with. The second reading of the Bill did not go to a vote. The motion that the debate on the second reading be adjourned six months hence was not passed, and the item was left on the notice paper. Because of the lateness of its introduction in this House the Bill was not proceeded with.

It was not until 1959 that I introduced a similar measure into this House, which eventually became law. In May, 1960, the first meeting of the Metropolitan Region Planning Authority was held. That committee consisted of an independent chairman, five representatives of local authorities, the Town Planning Commissioner, the Commissioner of Main Roads, the Surveyor-General, the Engineer for the Metropolitan Water Supply, Sewerage, and Drainage Department, and the President of the Chamber of Manufactures. Since then this regional authority has met pretty well every six weeks. In conjunction with other Government departments and other local authorities in the metropolitan region—in all 27 local authorities—the committee has worked to bring this scheme into the proper legal form.

I therefore present to the House the metropolitan region scheme which has been submitted to the public, and which was open to objection for three months. I think we can claim a record in this respect, because a very small number of objections has been submitted, and most of them are of a minor nature, with possibly one or two of any major consequence. When we examine this scheme and compare it with similar schemes in Queensland, Victoria, and New South Wales, we can commend those who have had anything to do with the production of the scheme applying to Western Australia.

All the objections have been heard and considered by the Metropolitan Region Planning Authority, and a decision has

been reached in every case. The scheme has received the consent of the Lieutenant-Governor, and it is now being tabled in the House for the benefit of members. If it remains here for 21 sitting days without any dissension, or move to disallow it, it will become law. It will then become the basis on which the future planning of the metropolitan area will proceed.

The Government does not expect any plan to be static, and the one before us will be the base plan for the metropolitan region, particularly in regard to zoning, regional open spaces, and major highway systems. Within this scheme the local authorities will have to submit their own town planning schemes in fuller detail, which will have to comply with the overall thoughts and ideas contained in the metropolitan region scheme.

The report and plan were tabled.

QUESTIONS ON NOTICE POLICE FORCE

Number of Men Enrolled

1. The Hon. R. F. HUTCHISON asked the Minister for Mines:

- (1) What is the total number of men enrolled in the Police Force in Western Australia

Number of Policemen and Policewomen in Metropolitan Area

- (2) How many—
 - (i) Policemen; and
 - (ii) Policewomen
 are stationed in the metropolitan area?

Policemen and Policewomen on Night Duty in City and Suburbs

- (3) How many—
 - (i) Policemen; and
 - (ii) Policewomen
 are on duty at night for City Patrol?
- (4) How many are on patrol in suburbs at night?

The Hon. A. F. GRIFFITH replied:

- (1) 1,199 as at this date.
- (2) to (4) This information will be made available to the honourable member privately.

NAVAL BASE: LIGHT INDUSTRY PROJECTS

Scheme Evolved

2. The Hon. F. R. H. LAVERY asked the Minister for Mines:

With regard to the Naval Base light industry—

- (a) What scheme has been evolved for the use of light industry in this area?

Land Resumptions

- (b) Have there been any further land resumptions since 1951?
- (c) Are any further resumptions proposed?

Conditions and Control

- (d) (i) Under what conditions will these lands be made available to light industrial projects, i.e. cost to State or cost to company; and
- (ii) will this area be under the direction of the Department of Industrial Development?
- (e) Has the Kwinana Shire Council been kept abreast of development regarding the above area?

The Hon. A. F. GRIFFITH replied:

- (a) An area of about seven acres has been set aside in the Naval Base area on the west side of Rockingham Road and is in the process of being subdivided into small lots.
- (b) and (c) It is not clear whether these questions refer to the Naval Base area and light industry specifically.

No further land has been resumed in the general Kwinana area for industrial purposes, but land has been acquired by private negotiation in the Kwinana-Naval Base-Woodman's Point area.

No resumptions for industrial purposes are foreshadowed at present.

- (d) (i) Leasehold with option of purchase. However, conditions are normally negotiated to suit each particular case.
- (ii) Yes.
- (e) The shire council was officially advised by letter dated the 13th March, 1963, of the proposal to subdivide the area concerned for small industry and its reply advising agreement was dated the 1st May, 1963.

NORTH KIMBERLEY**Jetty Facilities, and Access**

3. The Hon. H. C. STRICKLAND asked the Minister for Mines:

If this Government has abandoned the previous Government's intention to provide jetty facilities in Napier Broome Bay to assist development of the north Kimberley area, what alternative is planned and how soon will access to the area be made available?

The Hon. A. F. GRIFFITH replied:

The proposal to provide jetty facilities in Napier Broome Bay has not been abandoned but is in abeyance for the present.

The Main Roads Department has now opened up a road from Derby to the central Kimberley at Mt. House and Glenroy, and from there surveys have been carried out for the extension of this road access to Gibb River station and thence northwards towards Kalumburu near Napier Broome Bay.

SPEED BOATS AND WATER SKIING**Registrations and Revenue**

4. The Hon. R. C. MATTISKE asked the Minister for Mines:

- (1) How many boats have been registered in accordance with the regulations under the Western Australian Marine Act, 1948-1962 as—
 - (i) speed boats; and
 - (ii) other motor boats?
- (2) How much revenue has been received by the Harbour and Light Department for registration fees?
- (3) What additional expenditure has been incurred by the department in—
 - (i) the collection of fees;
 - (ii) the policing of the regulations; and
 - (iii) developing water ski areas?

Policing of Regulations

- (4) (a) How many boats are used to police the regulations?
- (b) Is it intended to increase this number during the 1963-64 summer?

Prosecutions and Fines

- (5) How many persons have been prosecuted for—
 - (i) excessive speed in restricted portions of navigable waters;
 - (ii) racing a motor boat or water skiing in an area other than that set aside by the department for the purpose;
 - (iii) other offences when engaged in water skiing; and
 - (iv) other offences against the regulations?
- (6) What is the total amount received as fines for such offences?

Development of Facilities

- (7) Is it the intention of the department to develop areas set aside for water skiing and, if so, in what manner?

The Hon. A. F. GRIFFITH replied:

- (1) 5,700 boats have been registered. Separate record of speed and other boats is not kept and figures are not available.
- (2) £2,850.
- (3) (i) Approximately £1,000.
(ii) Done in conjunction with other departmental patrols. No appreciable extra cost.
(iii) No additional cost to Harbour and Light Department. Local government authorities and the Public Works Department have met costs of developing areas.
- (4) (a) Two Harbour and Light Department boats with assistance of police patrol boat.
(b) Provision has been made on estimates to provide an additional patrol boat this financial year.
- (5) (i) 2.
(ii) 24 (1 pending).
(iii) 17.
(iv) 11 (15 pending).
- (6) £233 (fines only and excluding costs).
- (7) It is not the department's function to develop areas. This is usually done by the local government authorities of the districts concerned in conjunction with the Public Works Department.

CIVIL SERVICE ANNUAL LEAVE

Increase to Three Weeks

5. The Hon. J. DOLAN asked the Minister for Mines:
 - (1) Does the Government intend to introduce legislation during this session granting three weeks' annual leave to the Civil Service?
 - (2) If the answer is "Yes", will the Government indicate when the necessary legislation will be introduced?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) About midway during the current session. In the meantime, consideration is being given to any other desirable or necessary amendments to the existing legislation.

PASTORAL LEASES: NORTH KIMBERLEY

Tabling of Papers and Reports

6. The Hon. H. C. STRICKLAND asked the Minister for Mines:

The Minister is requested to lay on the Table of the House all papers dealing with each pastoral

lease granted in the North Kimberley area since 1948, together with pastoral inspectors' up-to-date reports concerning the leases.

The Hon. A. F. GRIFFITH replied:

As there are a considerable number of files and records involved, arrangements will be made for the honourable member to inspect the files and records in the Minister's office.

RESERVES BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. A. F. Griffith (Minister for Mines), read a first time.

Second Reading

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.46 p.m.]: I move—

That the Bill be now read a second time.

It will be recalled that the Chamber agreed last Thursday afternoon to the suspension of Standing Orders to enable this Bill to be brought forward at that sitting or at a subsequent sitting.

The passing of the measure in another place was held up to enable the Minister in charge of the Bill to submit an amendment affecting its main purpose, and, accordingly, the arrival of the message accompanying it has suffered some little delay.

The Bill should have been more properly brought to Parliament last session. Its introduction now rectifies an administrative oversight. Many members are no doubt aware of the urgent necessity to pass this measure, which has proved acceptable in its amended form to the majority of members in another place.

In a general manner, the purpose of the Bill is to enable the Government and Parliament to put to better use the two large reserves adjacent to Parliament House, one used formerly for the purposes of a private school, the buildings on which are now occupied by the Education Department, and the other a sizeable reserve, a small portion of which has been used for many years to accommodate the Observatory.

The particular purpose rendering the passing of the Bill a matter of great urgency is to enable the commencement on the Observatory site of the erection of the first block of Government offices to which the Government is committed. Until its passing, this venture will be held up.

The land comprised in both of the reserves described in the Bill, less the portions authorised by section 18 of the Reserves Act, 1961, to be excised therefrom

for the purpose of providing for the widening of Parliament Place and the widening of Havelock Street, has been reserved. It is now known as Perth Lot No. 822, and the purpose of this Bill is to set apart this lot as Reserve No. 26741 for use by the Government and Parliament. The Bill reserves this land as a classified Class "A" reserve.

That briefly describes the purpose of the Bill and the manner in which that purpose is to be carried out. However, members will no doubt be interested to have placed on record, as regards the Observatory site itself, the fact that, in the opinion of the experts, the Observatory should be removed to another site because of city developments. That opinion has been held for some considerable time past.

This view was held by the former Government Astronomer, Mr. Spigl; by Sir Mark Oliphant, the Director of the Research School of the Physical Sciences at the Australian National University; and by the town planning expert, Professor Stephenson, whose report on the matter reads as follows:—

The Observatory itself, as the City grows, would be better placed in the Hills, where there would be less interference from artificial light at night and no atmospheric pollution.

It will be appreciated, therefore, that for some considerable time past, there have been indications that because of the development of the city, the existing site was becoming unsuitable for an Observatory. When a decision was made regarding new Government offices, this site was selected as the most suitable for that purpose.

Departmental officers, including the Government Astronomer, sought the advice of the Forests Department and a representative of Mt. Stromlo Observatory in the search for a suitable new site for the Observatory. The first site which was given serious consideration was at Mt. Gunjin near Kalamunda. Subsequently, however, the advice of Professor Bok and Dr. A. R. Hogg of the Mt. Stromlo Observatory and others was sought by the members of a committee which had been formed to see the matter through to finality.

That committee consisted of Mr. F. Gregson, Consultant, Special Projects, State Treasury; Mr. T. W. Meharry, Chief Geodetic Surveyor and Inspector of Plans and Surveys, Survey Division of the Lands Department; Mr. J. Gibson, Assistant Under-Secretary, Chief Secretary's Department; and Mr. G. Cooper, Senior Inspector, Public Service Commissioner's Office, assisted by the Acting Government Astronomer, Mr. B. Harris.

As a consequence of the advice obtained, a site has been finally selected and it is in close proximity to the site previously selected. It is as well to have it recorded

in *Hansard* that the site comprises portion of Lots 791 and 792 and is portion of State Forests Nos. 7 and 22. The site is situated 2½ miles east of Bickley townsite.

The Loan Estimates for the current financial year contain an item of £40,000 to enable a commencement of the new Observatory. Planning of the buildings is under way and Main Roads engineers have set the road alignments. The eventual capital cost of the new project is expected to be in the vicinity of £125,000.

The speedy transfer of existing services will, of necessity, cause some disturbance in them. There is an assurance, however, that the time signalling apparatus will continue to function. It is unfortunate that some little disturbance is unavoidable. Yet it is considered justified in view of the importance of the major projects to be undertaken in the area. These are in relation, as previously mentioned, to Government offices and also to the construction of the switch road.

The western switch road, as it has been called, has been aligned in its planning so as to impinge on portion of Parliament House Reserve A 1162, because it involves the demolition of the old Barracks. It is intended to provide accommodation in the new buildings by the 31st May, 1965, for officers at present housed in the old buildings to be demolished. Tenders have already been received. Substantial public funds are involved in this project, and it is imperative an immediate start be made on the construction of the new buildings if that target date is to be achieved.

It is very unfortunate that the Bill necessary to pave the way for the commencement of the project missed out last session. As a consequence, time is now the vital factor in our efforts to have these offices completed in time to avoid the displacement of the planning of the switch road. As the work may not commence until Parliament gives its approval to the alteration of the purpose of the new reserve, it is to be hoped that members will find their way clear to support this measure and, in whatever manner possible, facilitate its quick passage through all stages.

Mr. President, I desire to lay on the Table of the House the plans which have been drawn up for the consolidation of the reserve. I commend the Bill to members. I passed these papers to the Leader of the Opposition, as a matter of courtesy, so that he could peruse them and I realise that he has only had time for a brief look at them.

The plans were tabled.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [4.55 p.m.]: Realising how important it is that this legislation pass, I am quite prepared to proceed with the Bill forthwith. I think

it is very interesting to observe how the passing of time alters opinions in regard to desirable sites for various buildings—public and otherwise. I think it is about 22 years since the very vexed question of a site for public buildings was brought before this Parliament, and an attempt was made to resolve it by introducing a Bill which failed to pass in the Legislative Council when first presented.

Subsequently a Select Committee of both Houses was appointed to inquire into and report upon desirable sites for public buildings for the future needs of Western Australia. The most hostile members of the Legislative Council at that time were appointed to that committee, and it is a fact that not only were they won over, but they decided to take more of the area than the original Bill provided for. I speak of the area of the Government Domain from Christian Brothers site up to and including the lodge gates of the Government House grounds.

Parliament approved of that measure—that 15 acres be set aside at that site for future public requirements and public offices for Western Australia. The Select Committee took evidence from 50 or 60 witnesses, particularly from those associated with transport and access to public buildings, and were unanimous—even though it considered the Observatory site—that the best position for public buildings for the City of Perth was the Government Domain site.

With the passing of time and the thorough examination made in association with the town planning scheme, now known as the Stephenson Plan, the site that this Bill deals with is now recommended. I have no quarrel at all with that decision although, as chairman of the original committee inquiring into public building sites, I felt very strongly on the point that the first area—the Government Domain site—gave better access for the public to all Government buildings. One can picture the site—fronting Fitzroy Gardens—of the glorious buildings which house the Public Service of Victoria.

However, that is history, and the Bill we are dealing with concerns the Observatory site and that alone. I hope that when this scheme, as visualised, is put into effect it will be found that all of the virtues some now find in the Observatory site are, in fact, lived up to; because I think there is a detriment in the site suggested in this Bill so far as access by business people, and the public generally, is concerned. These people are entitled to have the easiest approach to all public offices wherever situated.

It is obvious that this Bill incorporates the use for parliamentary purposes, as well as for public building purposes, of all of the area involved. Initially I think it was proposed that the Hale School site, as such, was to be an area on which work

was to be commenced and on which the first stage of the public buildings project, according to the earlier plans, was to be proceeded with. As far as I know at this point there is no suggestion as to the location of the first stage of the building project which brings about, of course, a need for the early removal of the Observatory. I think most members will regret that there is to be a disturbance in the work of the Observatory during the transition period—the construction of the new buildings and the creation of an Observatory on the proposed new site in the Darling Range.

The Hon. H. K. Watson: It could be out of operation for 12 months.

The Hon. F. J. S. WISE: I am afraid it could be, and we have no assurance on that point. I think the work of the officers, and those associated with the Observatory, is important work, and I would like to know, if the Minister has the information, what is to be the time lag between the destruction or demolition, other than the time signalling apparatus, of the buildings at the Observatory and the construction of the new Observatory which is to be built near Bickley.

The Hon. A. F. Griffith: The minimum amount of time is all that I am able to tell you; but, as I said, funds have been made available.

The Hon. F. J. S. WISE: The minimum amount of time may be a very lengthy period, and it may have a very serious effect on the work of those associated with the Observatory.

I am wondering whether the Observatory staff as such were consulted in regard to the matter, and in regard to the dislocation of their work. I know the late Mr. Spigl supported the idea of moving the Observatory to another site. This is quite apparent and logical, because of its proximity to the interferences which the surroundings of a city must create under certain circumstances. But the continuity of their work must be of great moment, and I hope the Government will be able to give us some assurance as to the time lag likely to be sustained in the demolition of the present buildings and the construction of the new ones on the new site. I also hope that the Minister will try to give us an idea of the likely effect on the operations of the Observatory, as it now exists, and on the Observatory staff.

I fully appreciate how important it is for plans quickly to be supported, either wholly or in part, by the Government to enable the Public Works Department to seek tenders or contracts for the commencement of these very important buildings. Unfortunately, in recent years we as a public have had to suffer because of the wide distribution of Government departments in different suburbs of the city. I do not think that is in the public interest,

and the quicker we can rectify the position and allow easier access to public buildings the better it will be for the Administration as well as the public of Western Australia.

I do not intend to hold up the Bill. As the Minister has indicated, I realise how important it is to have this work proceed, and how important the passing of this Bill is to the Public Works Department. I support the measure.

THE HON. J. G. HISLOP (Metropolitan) [5.5 p.m.]: I was a newcomer to the House at the time the committee of which Mr. Wise spoke was counselling in regard to a site for Government offices, and I well remember the heat that was introduced on occasions by certain people who were violently opposed to, and even those who were in favour of, the chosen site. I remember that the whole debate, in the main, lay around the convenience to the public in their approach to these offices when they were placed on the chosen site. As Mr. Wise also said, there will still be a certain amount of difficulty for those living in different suburbs, particularly the northern and eastern suburbs, because they will have to come through the city to get to the new Government offices. It will be much easier for those living in the southern portion of the city.

We must realise and appreciate that the coalescing of these departments will have a very great value; and as this site has been chosen by the town planners it ill becomes us to think we can find a better one, especially in view of the fact that Parliament House is situated adjacent to it. The fact that Government offices will be in such close proximity to Parliament House must be of benefit to all of us. We will find it easier, whereas some members of the public will find difficulty in crawling up the hill to these offices.

I am not so alarmed about that, but what I do want to know particularly is whether we are just planning for the buildings or whether we are planning the site. The two matters are extremely different—and I use the word "extremely" on purpose. During this last weekend I had the very great pleasure of attending a planning for Perth conference. There I began to realise what is required beyond the laying out of streets and the erection of buildings; because no matter how beautiful a building may look on paper, or even when it is finished, as an architectural sight, it may not fit into the surroundings without something being done.

We must realise that one of the most picturesque centres of Perth, apart from the river, will be the corner at the top of Malcolm Street, Mount Street, King's Park Road, and the entrance to King's Park. This is going to be one of the beauty spots of Perth, and it will be facing the

grounds of Parliament House, which will be a credit to the State. We will have King's Park at the back of us and we will be facing these massive tall-storied buildings which will house the Public Service. Before the plan is finally accepted a landscape artist should look at the site, and if one has not been engaged for the job the mistake should be rectified at once.

That is one of the most glaring things that came out of this week-end conference—the absence of art or the use of a landscape artist in present planning. I believe the time is now ripe, before the project really gets under way, for a landscape artist to have a look at this corner and the plans that have been drawn up to see whether the buildings will preserve the aesthetic beauty of what I think will be one of the beauty points of this city. When we realise what has been done at Serpentine Dam, as compared with other dams, we can see the value of using a landscape artist in association with the planning of a site. I hope that small areas of trees, or areas where individuals who are waiting for work to be done for them in the public offices can go and recline, will be made available.

The Hon. A. L. Loton: And the Perth City Council can install parking meters.

The Hon. J. G. HISLOP: That is a matter for the Perth City Council to decide. Personally, I think small areas should be provided so that people can sit out in the sun or under the trees in pleasant surroundings. That is the first essential in the planning of the area involved. It could be made most picturesque, and I hope that something like that will be done and that we will not be looking at tall-storied buildings and nothing else.

THE HON. F. R. H. LAVERY (West) [5.10 p.m.]: I wish to pass a couple of comments on the measure at this stage. I well remember when a similar Bill was before the House on a previous occasion and Mr. Loton and I protested at the closing of Harvest Terrace from the Malcolm Street end. We said that nobody knew what the future might hold, and already we find that our protests about not being provided with a proper plan of what was to be done have been vindicated; because in that 12 months a completely new set of plans has been evolved and we are now being asked to provide for the reopening of a road that we really closed last year.

The Hon. F. J. S. Wise: It is a closure by proclamation, I think.

The Hon. F. R. H. LAVERY: I am not sure on that point. However, this House passed a Bill for the closure of the road.

The Hon. L. A. Logan: In 1961.

The Hon. F. R. H. LAVERY: It has been said by those who travel the world that the site on top of the hill where these

public offices are to be built is second to none in Australia and, in fact, second to none in the world. The planning for the buildings to be erected on the site must ensure that the surroundings will bring joy to the people of Western Australia in the same way as the planning by those who set aside an area known as King's Park provided joy for this and future generations. The planning by the people who set aside King's Park was hundreds of years ahead of its time and I hope that the planning for these buildings will be just as wise.

I am not casting any reflections on the House, and it is no discredit to it, but I am sorry that members did not give more support to the motion introduced by Mr. Jeffery regarding the type of buildings to be erected in the vicinity of Parliament House. His idea was that the buildings should be controlled somewhat similar to those in the great city of Washington. Already we can see a building at the top of Mount Street which completely interferes with the view. One can stand anywhere in Parliament House and look through the windows and see a tall, 11-storied building with one flat on each floor. The building stands there like a factory with a smoke-stack on the top. Nobody can deny it, because it is there for all to see; and every morning one can see smoke from the incinerators blowing right across King's Park.

In Malcolm Street a new block of flats is being built, and it would not be so bad if these flats were similar to those which have been built in Malcolm Street recently, and which are of reasonable dimensions and have some aesthetic beauty about them; but this new block of flats, according to the plans published in the paper—and that is all I have to go on, and I presume the same applies to other members in this Chamber—will be like concrete dog boxes one on top of the other.

THE PRESIDENT (The Hon. L. C. Diver): Order! Will the honourable member please stick to the subject matter of the Bill before the House?

THE HON. F. R. H. LAVERY: I am, Mr. President. What I am saying does definitely deal with the Bill before the House inasmuch as I am concerned about the planning of the area; and to be candid about it, I am disgusted about what it is proposed to do in an area such as this. Good God, there is no other area like this in Australia! When the Barracks are removed from the foot of the hill—and the Bill refers to this aspect, because it takes in the parliamentary grounds—and a great open cut is put through the centre of the city along which to run traffic, as is shown on the plan, Malcolm Street will be closed to people moving one way. When we get to the top of the hill, and to the reserve where the new public buildings are to be

erected, we can see the force of the suggestion made by Dr. Hislop. For instance, we do not have to go more than 100 feet outside before we find that a substation is being built 20 feet back from the building line opposite Parliament House. I have measured it myself. It is 20 feet inside the building alignment.

Surely somebody should have given some consideration to this fact, particularly as it will affect the aesthetic beauty of the scene. If the Government is to grant Parliament areas of land for future use, as proposed in this Bill, then both the Government and Parliament should utilise that land in the manner which will provide the greatest beauty! As members know, in other countries Government buildings are usually erected around vast areas of gardens and park lands. After having seen the plans proposed, however, it makes one wonder whether Western Australia is really progressing after all.

I would like to advert for a moment to the removal of the Observatory. I think members are aware that the work done by the Observatory is of worldwide significance; and the time that will elapse between its closure and its erection in the ranges will mean that the great work it is doing will be interrupted, thus affecting the work being carried out not only in Australia but on the continent of Africa and elsewhere.

A young and very studious member of our party gave a lot of thought and study to this matter, and placed a considerable amount of information before us to show what could happen between the time the Observatory actually closed, and the time it started operating again. The research carried out by this young fellow showed that it would upset planning which had taken years to bring to fruition. So this would indicate that there is more in this matter before us than merely the passing of a reserves Bill.

Another point I wish to make is that in the planning of this reserve cognisance must be taken of the fact that not everybody has a motorcar which will make it possible for them to attend the Government offices. There will be some thousands of people who will need to be transported to the Government offices on top of the hill; and when the planning of the roads etc. is being considered, I would like to see something done along the lines of the area around the Brisbane Town Hall, which is built on a very small site, where provision is made for all space to be utilised for public comfort. We will need to provide resting facilities for people who attend these offices.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines [5.20 p.m.] : There are one or two points which have arisen out of this debate that I feel I should

endeavour to answer. In the first place I cannot give Mr. Wise any specific undertaking in respect of the time during which the Observatory will be disturbed. But the House can be assured that the amount of time in question will be the least possible.

The Government has decided to push on with the building of the new Observatory; and, as I said in my second reading speech, it has made £40,000 available in this year's Loan Estimates to enable the new Observatory to be erected. Little time will be spent in carrying out this project. I cannot give any undertaking beyond that, which may not be fulfilled.

An interesting point was raised by Dr. Hislop. I am informed that already a committee has been appointed to have a look at the over-all planning of the proposition. The committee comprises the Town Planning Commissioner, the Principal Architect, the Commissioner of Main Roads, and a representative of the Regional Authority.

The Hon. J. G. Hislop: There is no landscape artist representative.

The Hon. A. F. GRIFFITH: It would be competent for this committee to use the services of anybody it cared to call upon. A good deal of research has already been carried out. However, the point made by Dr. Hislop is well made, and I will convey the suggestion to the Minister.

Mr. Wise raised the point as to where the construction will commence. I believe it will commence at the Malcolm Street end; and, having commenced there, the planning of the over-all area, including the aesthetics, will be considered. Mr. Wise was correct in saying that the 1961 Bill provided for the closure of Harvest Terrace by proclamation. This was contained in the Road Closure Bill of 1961, dealing with the portion of Harvest Terrace, Perth, commencing at the north-western alignment of Malcolm Street and extending north-eastward to a line situated 80 links southward from the prolongation easterly of the southern alignment of Parliament Place, which may be closed by the Governor by proclamation, and all rights of way over it shall thereupon cease. The proclamation was not made.

The Hon. J. G. Hislop: Now it will be a busy thoroughfare.

The Hon. A. F. GRIFFITH: I cannot answer that question at the moment. It is intended that it will be a thoroughfare, but how busy it will be I do not know.

The Hon. F. J. S. Wise: It is not closed.

The Hon. A. F. GRIFFITH: No. The proclamation was never made.

The Hon. J. G. Hislop: I understand that under the new plan it is proposed to take traffic from King's Park Road down there.

The Hon. A. F. GRIFFITH: That may be partly correct, but I am not in a position to advise the honourable member definitely; and I am hesitant to give an assurance on something about which I am not certain.

Mr. Lavery raised the question of the motion moved by Mr. Jeffery when he was a member of the House. My colleague, Mr. Logan, indicated to me that Mr. Jeffery's motion has not been forgotten, and that quite a deal of work has already been done as a result of the consideration the House gave to Mr. Jeffery's motion at the time.

The Hon. F. R. H. Lavery: I am very happy to hear that.

The Hon. L. A. Logan: It is a very difficult one.

The Hon. A. F. GRIFFITH: When this Bill was being considered in another place, there were a number of opinions expressed about this very subject. It is a matter which is not easy of solution. In respect of the substation mentioned by Mr. Lavery, I am told it is to be situated underground, and therefore it will not impinge upon the aesthetic beauty of the area to the extent the honourable member thought it might. I am grateful to members who have spoken to the Bill and for the support they have given to it.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (The Hon. N. E. Baxter) in the Chair; The Hon. A. F. Griffith (Minister for Mines) in charge of the Bill.

Clauses 1 to 3 put and passed.

Clause 4: Reserve No. A26741 created—

The Hon. L. C. DIVER: As Chairman of the Joint House Committee, I think I should say something on this measure before it is passed. Mr. Wise was quite right when he said that under the 1961 Road Closure Bill the closure of portion of Harvest Terrace had to be proclaimed before it became part of the Parliament House Reserve.

In the last few months, accompanied by other members of the Joint House Committee and our secretary, I was able to view a model of the proposed switch road presented by the Main Roads Department. We were informed by the planners on that occasion that it was proposed not to continue with the closure of portion of Harvest Terrace as defined in the Road Closure Bill of 1961.

This meant that Parliament was being denied a certain area of land which we were under the impression it was going to gain. At that stage it must be remembered that, with the exception of the Perth City Council, all the authorities concerned thought that section of Harvest Terrace should be closed.

When, on behalf of the members of the House Committee, we pointed out the shortcomings, so far as Parliament was concerned, those that were doing the planning were somewhat surprised that we, as members of the Joint House Committee, could appear in a different role from the Government. Evidently they were under the impression that whatever the Government agreed to met the requirements of the Joint House Committee—in other words, Parliament—which I am sure all members who have been aware of the history of Parliament House Reserve realise is far from correct.

Consequently, when this Bill was first mooted and it was proposed that the Observatory site should be taken over as an "A"-class reserve for public buildings, and seeing the House Committee had not reached any satisfactory conclusion with the planners, it was thought appropriate that we should at least endeavour to establish a vested interest, so far as Parliament was concerned, by having Parliament coupled with the Government with regard to the future use of these reserves. Fortunately, we had the co-operation of the Acting Premier and those Ministers who agreed to this proposition.

Therefore, with the passage of this legislation, we have a position where Parliament, or the Joint House Committee, will, from time to time, have an interest in what takes place on that reserve. In the past there appears to have been—and I hope it will not continue in the future—a great lack of co-operation betwixt all the departments concerned and the Joint House Committee. Since I have been Chairman of the Joint House Committee that is the state of affairs which I have endeavoured to overcome, but I experienced a great deal of difficulty. However, in recent months we have, with the present Government, overcome most of those difficulties and I am trusting that the future will cement that position.

As I understand, much consideration has been given to the replanning of the 16 acres comprising the Observatory site and the Hale School site because of great difficulties that appear to have occurred at a recent date. Therefore, I do hope that when these determinations are being made the Joint House Committee will be taken into consultation with those who are charged with the responsibility of reallocation of the building sites on the reserve and the beautification of the reserve.

I would like to advert to the closure of Harvest Terrace. It is with great reluctance that the Joint House Committee has agreed to the continued use of Harvest Terrace. As regards the future use of Harvest Terrace, the evidence so far suggests to me that it will be a one-way street feeding in from King's Park Road at the top of Malcolm Street, and continuing

down to Parliament House. It is proposed to extend Harvest Terrace across Hay Street to Murray Street as a feeder road to provide access to the switch road.

We have been told that some 1,750 motor vehicles will be parked on the site and that at peak times it is undesirable to have our quota of traffic past Parliament House added to by any traffic that might come from King's Park Road.

The Hon. F. J. S. Wise: I take it the honourable member is connecting this with the clause of the Bill.

The Hon. L. C. DIVER: Yes; it surrounds that clause in the Bill. This is the only time I have availed myself of the right to speak on the floor, and it will probably be the only opportunity I will have of informing members of the Committee of the position. I am in possession of the information and I feel it is only right that it should be recorded.

The Hon. F. J. S. Wise: I agree with you, too.

The Hon. W. F. Willesee: It is much appreciated.

The Hon. L. C. DIVER: As I pointed out, in the opinion of the Joint House Committee it is not in keeping with the dignity of Parliament to have a thoroughfare past Parliament House as proposed. I would have thought the planners would develop Havelock Street—a street begging for development—for the arterial road, instead of unloading a large volume of traffic past Parliament House—between the House and the two reserves we are now dealing with.

I think I have said sufficient to show the Committee that the Joint House Committee has been fully alive to its responsibilities; and I also wish to take this opportunity once again of thanking the Acting Premier and the Ministers concerned. I trust all negotiations regarding these matters from now on will take into consideration the requirements of the Joint House Committee—no matter who its members might be—because we also have a duty to posterity in planning the future requirements of Parliament. At the rate this State is growing we may have a population in this country running into several millions, necessitating a greater increase in the number of members, and more scope than we have today will be required. That is how we are looking at the problem. I support the clause.

The Hon. A. L. LOTON: Following what Dr. Hislop had to say and the remarks made by the President regarding traffic entering Harvest Terrace from King's Park, it was originally intended that members desiring to use the parking area would proceed from Hay Street and go towards King's Park in a southerly direction. From what the two members have

said, there must eventually be a head-on clash in Harvest Terrace. It has been said that traffic will not come up Malcolm Street, so members are wondering how they will get into the parking area. I would like to know the answer. Originally it was intended that the entrance to the parking area would be by way of Harvest Terrace.

The Hon. H. C. Strickland: There is a model in existence now.

The Hon. A. L. LOTON: Models can be changed. When there was talk of closing Harvest Terrace, I raised objections in regard to how members would enter the parking area; and Mr. Strickland and Mr. Lavery spoke on similar lines. We were told to look up the records. The traffic would come up Harvest Terrace and it would be easy to get into the parking area; but now that traffic can come in from King's Park Road I am wondering when the head-on clash will be.

The Hon. J. G. HISLOP: I think everybody will now realise that my interjection was correct, and that there will be a thoroughfare at the back of Parliament House. It was not my intention to say anything at this time as I preferred to wait for three weeks, when a plan would be laid on the Table of the House for 21 days. That would give us more time to look into the matter.

I cannot imagine how anyone could conceive the present situation—one in which cars, bumper to bumper, will come down Mount Street every morning and go up every night—simply by diverting this traffic from one side of the building to the other. It seems to me that the original suggestion to open up Havelock Street would be a relatively cheap proposition, with the exception that some new entry might have to be made for the Seventh Day Adventist Chapel. It is almost an easy solution to take the traffic down Havelock Street.

It will not be possible for people to wander across Harvest Terrace to the proposed offices, because in a year or two there will be four lanes of traffic going down that street every morning proceeding to the Narrows Bridge. It seems to me it is rather extravagant to take people from King's Park Road down past Parliament House to Murray Street, and probably further, to join the switch road, and then have them turn around again to the right to go out over the Narrows Bridge. It will mean a journey across the whole of the city to join the switch road, and then having to turn around and cross the whole of the city again.

I cannot conceive that the present main roads that are contemplated around the surrounds of Parliament House are warranted; and from a parliamentary point of view we should have a good look at the position. After listening for the

last two hours, I am convinced that road planning has got further ahead of everything else and is out of perspective.

I will have more to say later on because I am fascinated by town planning, having been a member of the original Select Committee appointed by this House. I am quite in agreement with Professor Stephenson who has said that a new look is required at this stage. I will not say any more at the moment, but later on will give a complete resume of the conference which took place the other day, as many who attended were of the opinion that somebody should be appointed to have a look at the many aspects of the plan.

The Hon. A. F. GRIFFITH: I do not know exactly what plan Dr. Hislop is referring to. The plan laid on the Table of the House this afternoon is the original plan.

The Hon. J. G. Hislop: I understood it would not be available for three weeks.

The Hon. A. F. GRIFFITH: It was laid on the table this afternoon and it will lie there for 21 sitting days. The whole operation is in course of planning, and the Government will obtain the best possible information it can for the total planning of the whole area. Beyond that I am unable to give any further advice at this time as to which way the traffic will flow, the extent of the traffic, or anything else. The plan is being developed in consultation with the Government's officers.

Clause put and Passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

Third Reading

Bill read a third time, on motion by The Hon. A. F. Griffith (Minister for Mines), and passed.

ADDRESS-IN-REPLY: THIRD DAY

Motion

Debate resumed, from the 8th August, on the following motion by The Hon. A. R. Jones:—

That the following Address be presented to His Excellency the Lieutenant-Governor and Administrator in reply to the Speech he has been pleased to deliver:—

May it please Your Excellency: We, the members of the Legislative Council of the Parliament of Western Australia, in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign and to thank Your Excellency for the Speech you have been pleased to deliver to Parliament.

THE HON. R. THOMPSON (West) [5.48 p.m.]: There are several matters with which I wish to deal. Firstly I would like to answer the query which was raised when I was speaking last Wednesday on the Supply Bill. When I was speaking about rural schools, I think Mr. Abbey and a Minister both made interjections. One asked how many there were, and the other said that one could count them on one hand.

The Hon. A. F. Griffith: The number of rural schools?

The Hon. R. THOMPSON: Yes, one-teacher schools—rural schools.

The Hon. C. R. Abbey: You were referring to septic systems.

The Hon. R. THOMPSON: I was speaking about rural schools. Somebody on the other side of the House raised the question of septic systems. I was speaking about the duties which teachers in rural schools were called upon to do, and the interjections were, "One can count them on one hand," and, "Name them." For the information of those members who raised the query, according to the 1963 issue of the Education Circular there are 89 rural schools listed in Western Australia and 18 mission schools. Members may look at the list and satisfy themselves.

The Hon. A. F. Griffith: Were you giving the number of schools in connection with the interjection I made?

The Hon. R. THOMPSON: Yes.

The Hon. A. F. Griffith: Then you were quite wrong. You were quite mistaken. You were not dealing with the basis of my interjection, if I remember correctly.

The Hon. R. THOMPSON: From memory your interjection was, "What about the septic systems which have been put into operation?"

The Hon. A. F. Griffith: That is right.

The Hon. R. THOMPSON: I think Mr. Abbey said, "You can count them on one hand."

The Hon. A. F. Griffith: So long as you are not connecting that with the number of rural schools, we will not be at cross-purposes.

The Hon. R. THOMPSON: In May of this year, local government elections were held, and I assisted one of the candidates. We ran into difficulties concerning polling clerks who had received certain advice as to the conduct of the vote itself. The sections of the Local Government Act which deal with this matter are most confusing. Section 45 reads as follows:—

(1) A person is eligible to be registered in the electoral roll of a municipality as an elector of the municipality, if—

(a) he has attained the age of twenty-one years;

(b) he is a natural-born or naturalised British subject; and

(c) he is the owner or occupier of rateable land in the district of the municipality.

Section 109 reads—

(1) A person who attends a polling place to vote in person, shall present himself to the presiding officer or, if he is temporarily absent, to the substitute for the presiding officer.

(2) The presiding officer or his substitute may, but if required to do so by a candidate or his scrutineer shall, ask the person all or any of the following questions:—

(a) What is your name and address?

(b) Are you the person whose name appears as (here state the name) in the electoral roll for the (here state the name of the district or ward as the case requires)?

(c) Have you attained the age of twenty-one years?

(d) Are you a natural-born or naturalised British subject?

(e) Have you already voted at the present election?

The Act then goes on to give the method of voting. The Act is most confusing because section 45 says that all persons to be registered must be natural-born or naturalised British subjects, and section 109 states that the polling clerk shall ask those questions to which I have already referred.

On the day of the last local government elections the polling clerk told me there had been a disturbance at a polling booth when a person of Italian origin came into vote. He was asked his name, and he gave it, but added that he was not naturalised. The polling clerk said, "That is all right; you are here to vote." The person concerned did not want to vote because, he said, he was not naturalised. The polling clerk said, "That has nothing to do with me. Whether or not you are naturalised, your name is on the municipal list for the district," and he gave the man a vote.

I raised an objection to the Town Clerk of Fremantle, who said, "Yes, I agree with you. The Act is not correct." I believe this goes on in every district. It does not matter who owns land in the area, if a person is registered with the local authority he can vote under section 109 of the Act. If there is no scrutineer at the polling booth, or the person is not asked the questions to which I referred, there is nothing to stop polling clerks from giving him a vote, even though he is not entitled to it.

The Hon. H. R. Robinson: This is no different from the Road Districts Act.

The Hon. R. THOMPSON: There is an anomaly in the Local Government Act.

The Hon. H. R. Robinson: It has been in operation for many years.

The Hon. R. THOMPSON: We have heard of the dispute in the court over bottles. That legislation has been in operation for many years, yet it has been found to be incorrect.

The Hon. H. R. Robinson: This has been operating satisfactorily.

The Hon. R. THOMPSON: How could it have been, when we refer to section 109?

The Hon. A. F. Griffith: The question answers itself, because the man was on the roll; but apparently he was not entitled to be on the roll. It could be that he was put on the roll erroneously.

The Hon. R. THOMPSON: There are large numbers of people in a similar situation. I had a look at the Cockburn roll, and there are many people on that roll who have not been naturalised. Over two years ago when I assisted in the Perth City Council contest for the North Ward, the polling clerks asked every person who came before them whether he was naturalised. But under the Act the polling clerks do not have to ask these questions unless requested to do so. This Act should be tidied up one way or another, because a defeated candidate could rightly lodge an objection as to the conduct of the election.

The Hon. A. F. Griffith: I suggest that the man might have been on the roll erroneously.

The Hon. R. THOMPSON: The Town Clerk of Fremantle told me that all owners of land, whether they are naturalised or not, are enrolled.

The Hon. A. F. Griffith: In that case he may well have been erroneously enrolled.

The Hon. R. THOMPSON: How could he have been erroneously enrolled? It is the principle of all local authorities that I know of to enrol all landowners.

The Hon. H. R. Robinson: You would not know when compiling the roll whether he were naturalised or not. How would you know?

The Hon. R. THOMPSON: I cannot answer that, but it is something the shire councils have to find out; because this man is not entitled to be on the roll. The local authorities are not doing their job by registering people for the purpose of voting in local authority elections unless they fulfil the requirements of the Local Government Act. I hope the Minister for Local Government will have a good look at this provision.

The Hon. H. R. Robinson: They have the right to challenge on election day and so find out.

The Hon. R. THOMPSON: It is no good finding out on election day; and it does not matter who the candidate is or what

election he is contesting. We know that local authority elections now are pretty highly organised, and a candidate can take an unnaturalised person to the poll. In Perth the returning officers ask the question: "Are you naturalised?" If the answer is, "No," the candidate looks a fool and so does the unnaturalised person that he has brought to the poll.

Unless section 109 of the Act is complied with, people, whether naturalised or not, can have a vote in any area; but we cannot have one law for one district and a different law for another. Either the Act must be changed to give everyone a vote, or the local authorities, in compiling their rolls, will have to ascertain who are entitled to be enrolled. I would say that at present there are thousands of people in Western Australia who are enrolled on local authority rolls but who are not entitled to be enrolled.

The Hon. A. F. Griffith: Will you be satisfied if the Minister for Local Government says he will examine the problem you have brought forward?

The Hon. R. THOMPSON: Yes. I brought it up for that reason, and as the Minister was out of the Chamber I went on a little longer than I intended.

Sitting suspended from 6.3 to 7.30 p.m.

The Hon. R. THOMPSON: Most members of the Chamber will recall that when the Local Government Bill was before us for consideration, the Minister said that we should allow the Act to come into operation and give it a trial and then, if we found anything wrong with it, he would make the necessary inquiry and attempt to rectify it. These are the first two sections of the Local Government Act about which we have had reason to complain up to this stage, and I sincerely hope the Minister will investigate the points I have raised.

The Hon. L. A. Logan: They are sections 45 and 109, are they not?

The Hon. R. THOMPSON: Yes. I might add that the candidate for this local government election lodged an objection which was answered by Mr. Paust who pointed out to him the relevant section of the Act under which any objection could be lodged. However, he did not wish to upset the election by doing that. Being a good sport, he decided he would let the matter drop with a view to rectifying it in the future.

The subject on which I will now speak has been left for too long and, as a result, many people have been inconvenienced. I refer to land resumption and the threat of land resumption. In your speech earlier, Mr. President, you mentioned lack of co-operation. On the question of town planning and the actions of the Main Roads Department, I agree wholeheartedly with you. In 1961, we were trying to ascertain from the Town

Planning Department, the Main Roads Department, and the Railways Department, their intentions with regard to roadways, interchanges, and railways. After a good deal of inquiry and correspondence—even a letter to the Premier—requesting that the respective Ministers and their officers should confer to get some clarity, the matter drifted on until the 16th February, 1962.

I am referring to the problems in Cockburn which are now facing us and which have been facing us for some considerable time. As I have said, this meeting was convened on the 16th February, 1962. At that meeting I was accompanied by the following:—

Mr. J. H. Cooper, President, Cockburn Shire Council; Mr. E. L. Edwards, Cockburn Shire Secretary; Miss M. Feilman, Consultant Planner to the Shire; Mr. G. Edwards, Town Planning Department; Mr. D. J. Davies, Main Roads Department; Mr. W. F. Fleury, Main Roads Department.

We requested that certain works be done and priority was given to them. A departmental report was made of this meeting and I will now quote, for the information of the House, the comments that were made by Mr. Davies of the Main Roads Department as follows:—

Mr. Davies pointed out that while this meeting had taken place in accordance with the wishes of the Hon. Minister for Works as indicated at fol. 134, he considered it in general undesirable that officers of the Main Roads Department should directly advise Shire Councils or their Consultants on overall planning matters which had not first been cleared through the Town Planning Department. He emphasised that there was a daily liaison between the Main Roads Department and the Town Planning Department.

I will not quote the complete report of his remarks, but it is the question of the daily liaison to which I wish to refer. Although at this stage we requested clarification on certain matters, it was not until the 17th June, 1963, that we obtained some satisfaction in respect of our queries in the form of this map and a plan of one of the interchanges, which I now have before me.

The point I wish to raise is that several years ago a Miss Macfarlane owned land in Carrington Street, Hamilton Hill. This was resumed and on that portion which was not resumed she built a new brick home for herself. On this latest map which has been produced, and received by us, there are certain markings which indicate that her new home is to be resumed.

That is extremely unfortunate, and I can quite imagine how Miss Macfarlane will feel when she is told that her second

new home is going to be resumed. However, in this case there is an even worse feature. At the present time there are three houses under construction on the corner of Forrest Road and Carrington Street. I would say that each house has been three-quarters completed. On this map, dated the 17th June, 1963, there is an indication that they are to be demolished. If this is correct I consider it is a scandalous waste of public money.

We have been asking for some consideration to be given to these roads for nearly two years. The owners had to apply for permits to construct these houses, and yet the shire was completely unaware of what was going on in this area. Despite this, it has taken 14 months to produce this plan. I now ask the Minister: Will the owners of these houses now under construction be permitted to sell them? If so, what is to be the position of the buyers when they realise that after taking possession they will be requested to vacate them within a short period? I think the Government at this moment should stop the work being done on the houses and pay compensation to the owners, because the fault lies entirely with our town planners at this stage.

I sincerely hope the Minister will look closely into these matters about which this shire has been complaining. In particular, it is complaining about lack of information from the Main Roads Department, the Railways Department, and the Town Planning Department.

The Hon. L. A. Logan: They cannot tell you what they do not know themselves. That is only one instance. They may have been working on a thousand others.

The Hon. R. THOMPSON: I am not denying that.

The Hon. L. A. Logan: They have just appointed another 17 engineers, you know.

The Hon. R. THOMPSON: I was just about to comment that if they are overworked it is about time the department obtained enough staff to handle these matters so that people will not be inconvenienced in the future. The requests to which I have referred were made to the various departments in plenty of time, but it took nearly twelve months before any move was made. If that is not lack of co-operation, I do not know what is.

The Hon. L. A. Logan: It takes years to do these things.

The Hon. R. THOMPSON: The subject to which I am now going to refer took only a matter of days. It concerns one Hugo Osling who has been crowded out of his house. His case was the subject of a newspaper article.

The Hon. A. F. Griffith: Has his land been resumed?

The Hon. R. THOMPSON: No. He is still paying rates on the land over which the railways have constructed their tracks.

The Hon. F. R. H. Lavery: He is still paying taxes on it.

The Hon. R. THOMPSON: Yes, that is so. Perhaps it would be as well if I quoted this newspaper article. It is as follows:—

New Refinery Hems Him In
Home, Land Isolated
By Alan McIntosh

Alcoa's new Kwinana alumina refinery has led to the complete isolation of a seaman's house and land.

Negotiations are going on to compensate the man, former market gardener Hugo Osling (66), for inconvenience and loss of land.

Osling has been seeking compensation since January 12, 1962.

One boundary of the refinery, and two railway lines leading into it, form a triangle which surrounds his property and house.

One of the lines, which goes to the Jarrahdale bauxite deposits, encroaches 60 feet on to one of Osling's blocks, and 20 feet on to another.

Osling claims that surveyors were on his land and marking out the Jarrahdale line before he was told it would go through his property.

Under section 97 of the Public Works Act the Railways Department is empowered to construct any railway line, and compensate property owners afterwards.

The Public Works Department is arranging to pay Osling at present.

A spokesman said Osling's rates would also be adjusted and he would be compensated for what he claimed were "excessive" rates paid over the past year.

Osling said he paid rates based on his having full use of all his land—but the railway line ran through his lucerne patch.

During the past 18 months the elderly seaman has watched workmen closing in on all sides while applying for compensation.

The Jarrahdale line has now been completed, the shunting line west of this is nearly finished, and the huge refining plant is reaching skywards.

The two railway lines are about 200 yards apart where they leave the plant but they converge south of Osling's property.

This means he has no front road (the south side), no access from the sides, and at the back the old Rockingham road has been closed off and a new one built parallel to the Jarrahdale line.

To get to the property it is now necessary to drive past "road closed" signs and down the old Rockingham road.

Even then he has to go through a Kwinana Shire Council block between his property and the Alcoa plant.

The Public Works Department may acquire this block to make certain of keeping the "last" avenue of access open.

Last year we read in the Press about a storm which brewed over the building of the spur line to the Cockburn cement works. Bulldozers were ordered on to the properties concerned, and one of the owners claimed he would put his wife and children in front of the bulldozers.

The Hon. F. R. H. Lavery: He should have put himself in front.

The Hon. L. A. Logan: It was a case of women and children being first!

The Hon. R. THOMPSON: This is the type of thing that goes on, and individuals are being adversely affected. They are being put to inconvenience when they should not be. While I have the Minister for Local Government in a good mood I want to put this case before him.

The Hon. L. A. Logan: I am always in a good mood, and I treated you kindly this morning.

The Hon. R. THOMPSON: One of the blocks in question is owned by a Mr. Carboni. The spur line to the Cockburn cement works runs through his property, and the department has resumed roughly one and a half acres from him. His property has been severed in two, and now he finds that he has no means of access to the back block. The resumption officer has quoted a figure of £580 as compensation for the land resumed, but Mr. Carboni wants to retain his property either for gardening or industrial purposes.

The point is this: Who is responsible for constructing the access way into the piece of land at the back? If the Minister can give me an answer he is pretty good, because the Cockburn Shire Council claims it is not responsible for building the access way into that piece of land; and Mr. Robertson, the resumption officer of the Public Works Department, claims that as the owner is being paid £70 or £80, the department is not responsible. However, somebody should be responsible for providing access to that land, because the owner had access before the railway line went through, and the £580 offered him as compensation is not enough to build a roadway.

The Hon. L. A. Logan: How much roadway is involved?

The Hon. R. THOMPSON: About eight to ten chains. Furthermore, the Public Works Department purchased a property

one block away from this one, where Co-operative Bulk Handling is building a plant depot. In this case the department did construct a roadway to the block, but the market gardener in the case I am bringing up has not been given access to his severed block.

The Hon. H. R. Robinson: He has to negotiate with them.

The Hon. R. THOMPSON: I have been trying to negotiate for twelve months but the department is not interested. It contends that as it has offered to pay the owner a certain amount in compensation for severing his property it is not responsible. The owner is not prepared to take a case in court, because he is only a working man and the amount of compensation does not warrant the high legal costs which would be involved. All that the owner wants is access to his property.

The Hon. L. A. Logan: Equal to what he had previously.

The Hon. R. THOMPSON: Yes. He had a track through the middle of his property. The final matter I wish to raise concerns one, Robert J. Daniel. Members may recall that on the 20th January last, much publicity appeared in the *Sunday Times* over this person. He is a 24-year-old Bachelor of Arts, and has five per cent. vision.

This person inquired all over Australia for a job as a tutor. He made application to the Education Department and to the University in this State, and to practically every other department in which he considers he can be usefully employed. After trying for several years he obtained three weeks' relief work in a Commonwealth department. Mr. Daniel majored in history, and for the last 18 months his life has been wasted. The Education Department claims there is no provision under which a partially sightless person can be given employment in it.

Dr. Arnold Cook, President of the W.A. Branch of the Guild of Business and Professional Blind, has been fighting for Mr. Daniel for some time. There are 16 professional blind people in Western Australia and 15 of them are using their talents as lecturers, lawyers, etc., and are acquitting themselves very well. When Mr. Daniel contacted me I made inquiries of the Minister for Education who promised to look into the case. However, according to him, nothing can be done. I also contacted the State and the Commonwealth public services, but was told that nothing could be done for him.

As a last resort I got in touch with the Commonwealth Department of Labour asking it to provide any type of job for Mr. Daniel—not necessarily professional or tutorial work—so that he could be placed. I first made these inquiries in February, and I have pursued them since then, but not one job has been offered to Mr. Daniel.

He is not completely blind; he can read a newspaper at a distance of from five to six inches. He is not immobile, and he can catch a bus without assistance. He can also do most things around the house. He is not hopelessly blind, and he does not have to be led around. With his educational qualification I am sure he can adjust himself to practically any position offered to him. He can do clerical work, yet not one position of this type has been found for him. At present he is wasting his time at the Braille Society for the Blind, because he is capable of doing greater and better things than he is now doing.

I cast my mind back nine months when there was much public ado over the physically handicapped. The Premier appeared on television, and much publicity was given in the Press as to what could be done for the physically handicapped in Western Australia. The person I am referring to is physically handicapped in that he has not 100 per cent. vision. I think it is a reflection on our society—I am not blaming the Government completely—to have a 24-year-old Bachelor of Arts doing canework and basketwork when he is capable of leading a more useful life. With those remarks I support the Address-in-Reply to the Speech of the Lieutenant-Governor and Administrator on the opening day of Parliament.

Debate adjourned, on motion by The Hon. J. Dolan.

House adjourned at 8.58 p.m.

Legislative Assembly

Tuesday, the 13th August, 1963.

CONTENTS

	Page
ADDRESS-IN-REPLY : THIRD DAY—	
Speakers on Amendment to Motion—	
Mr. Brady	236
Mr. Court	228
Mr. Davies	253
Mr. Fletcher	239
Mr. Graham	221
Mr. Grayden	215
Mr. Hall	249
Mr. J. Hegney	262
Mr. W. Hegney	232
Mr. Ross Hutchinson	244
Mr. Jamieson	257
Mr. H. May	214
Mr. Nalder	203
Mr. O'Connor	212
Mr. Rhatigan	285
Mr. Rowberry	246
Mr. Toms	267
Mr. Tonkin	206