

# Legislative Council

Wednesday, the 23rd April, 1975

The PRESIDENT (the Hon. A. F. Griffith) took the Chair at 4.30 p.m., and read prayers.

## QUESTIONS (16): ON NOTICE

### 1. SCHOOLS

#### *Sex Education Courses*

The Hon. LYLA ELLIOTT, to the Minister for Education:

Further to my question of the 10th April, 1975, concerning sex education and human relationships courses, will the Minister—

- (a) table examples of the pictorial matter and teaching aids used in the pilot sex education course at primary schools, and a detailed outline of the course;
- (b) advise what steps are being taken in the teacher training institutions to educate teachers in imparting sex education to children; and
- (c) advise the number of schools involved in the pilot project?

The Hon. G. C. MacKINNON replied:

- (a) Following major evaluation of the growth and development course, the syllabus and teaching materials are now being revised. It would be preferable to await the new teaching aids instead of tabling material which is no longer current.
- (b) Teacher education institutions are autonomous but it has been established that courses relating to sex education are conducted. Until finality is reached and the project has proceeded beyond the pilot stage it is difficult for the colleges to prepare courses in methodology.
- (c) There are six schools involved in the pilot project.

### 2. HERITAGE COMMISSION

#### *Report of Committee of Inquiry*

The Hon. D. J. WORDSWORTH, to the Minister for Justice representing the Premier:

- (1) Has the Government yet had an opportunity to study the report of the committee appointed to inquire into the establishment of a Heritage Commission?
- (2) Does the Government intend to implement the recommendations of the report?

- (3) Will legislation be introduced for the preservation of historic buildings as referred to in the report?

The Hon. N. McNEILL replied:

- (1) Yes, but further information is being sought.
- (2) A final decision has not been made, but the report seems to be consistent with the Government's declared policy for the March 1974 State Elections.
- (3) A final decision will be made when a study of the report has been completed.

### 3. NORSEMAN HIGH SCHOOL

#### *Additions*

The Hon. R. H. C. STUBBS, to the Minister for Education:

- (1) What work would be necessary to complete—
  - (a) stage 4; and
  - (b) stage 5;
 

of the Norseman high school?
- (2) What would be the estimated cost of each project?
- (3) Would these projects attract Australian Government funds?

The Hon. G. C. MacKINNON replied:

- (1) (a) Erection of a six classroom wing and home economics facilities.
- (b) Demolition of existing Bristol classrooms and existing home economics building; extension of sealed area in central court; erection of cloakrooms and storage; covered way to toilet block; paving and service road and gardens.
- (2) (a) \$600 000.
- (b) \$120 000.
- (3) Yes.

### 4. MIDLAND-TOODYAY ROAD

#### *Works Programme, and Verges*

The Hon. G. E. MASTERS, to the Minister for Health representing the Minister for Transport:

- (1) What is the extent of the work being undertaken by the Main Roads Department between the 15 km and 16 km pegs on the Midland-Toodyay Road?
- (2) What is the estimated cost of the work?
- (3) When is the estimated completion date?
- (4) Is the Minister aware of the great damage to, and in many cases, the total destruction of, the trees on the road verges?

- (5) Will the Minister give an assurance that instructions will be issued to the Main Roads Department to cease this destruction, and that the people of the district will have no further cause for concern?

The Hon. N. E. BAXTER replied:

- (1) Drainage and shoulder improvement works, together with some minor reconstruction. Work will extend to 18 kilometres.
- (2) \$10 700.
- (3) June 30, 1975.
- (4) The trees which are being removed are very close to the edge of the sealed surface and their removal is unavoidable in order to provide an adequate shoulder. Other trees must be removed in order to permit widening of the existing table drains to arrest the deterioration of the road pavement.
- (5) Instructions had already been issued that interference with vegetation is to be kept to a minimum consistent with providing adequate road safety and to ensure the continued satisfactory performance of the road pavement. This is being personally supervised by the Divisional Engineer and the Hon. Member can rest assured that the need to keep clearing to a minimum has been stressed to those carrying out the works.

## 5. MIDLAND TECHNICAL SCHOOL

### *Training Machines*

The Hon. LYLA ELLIOTT, to the Minister for Education:

- (1) Is the Minister aware that \$24 564 worth of training machines (four Colchester lathes and a slotting machine), purchased from Australian Government funds, have been installed since January 1975 in the fitting and machining workshop at Midland Technical School, but cannot be used because the electrical connections have not been made?
- (2) Will the Minister ensure that these machines are connected without further delay?
- (3) Will the Minister also ensure that the dimension saw, purchased at the same time for carpentry and joinery apprentice training at the same school, is installed and connected without further delay?

The Hon. G. C. MACKINNON replied:

- (1) Yes.

- (2) The matter has been referred to the Public Works Department and the urgency has been stressed.
- (3) Immediate installation is deferred pending a major internal rearrangement of the workshop. An architect has been commissioned.

## 6.

### LAND

#### *Karratha: Release for Commercial Use*

The Hon. J. C. TOZER, to the Minister for Health representing the Minister for Lands:

Under the terms of the agreement between the State and Wesfarmers Stores Pty. Ltd. relating to commercial enterprise in Karratha—

- (1) What level of retail development is required in relationship to population during the currency of the agreement?
- (2) What population has to be reached before commercial land can be released to competitors in—  
(a) the town centre; and  
(b) sites remote from the town centre for the purpose of establishing "corner shops" with a restricted scope of trading?
- (3) For what specific retail establishments can land be released during the currency of the arrangement giving protection against competition?
- (4) Is provision made for negotiation to permit retail activity other than that listed in (3) above, and not, apparently being significant in Wesfarmers' current trading activities?

The Hon. N. E. BAXTER replied:

- (1) The company is required to develop the land in the following stages—

Stage 1	Stage 2	Stage 3
Lot 1100 (Area 1 a. 1 r. 36 p.)	Lot 1099 (Area 2 r. 0 p.)	Lot 1098 (Area 1 a. 0 r. 0 p.)
PERIOD	PERIOD	PERIOD
From the 20th day of September 1971 until the date the population at Karratha exceeds 7 500	From the date the population of Karratha exceeds 7 500 until the date it exceeds 15 000	From the date the population at Karratha exceeds 15 000 until the date it exceeds 22 500
IMPROVEMENTS	IMPROVEMENTS	IMPROVEMENTS
The Company will construct 16 800 sq. ft. of shopping space which will comprise Supermart/Department Store (12 800 sq. ft.) and five shops (4 000 sq. ft.) at a cost on 1970 level of not less than \$448 500	The Company will construct 14 400 sq. ft. of shopping space which will comprise Supermart/Department Store and 2 shops (1 800 sq. ft.) at a cost on 1970 level of not less than \$387 000	The Company will construct 25 000 sq. ft. of shopping space which will comprise Supermart/Department Store and 7 shops

The small shops for leasing shall be constructed unless the company can reasonably satisfy the Under Secretary for Lands that it would be uneconomic to construct them due to the non-availability of tenants.

- (2) (a) 22 500.
- (b) Sites for "corner store" development can be released when the population reaches 7 000 provided that the site is to serve an area with a population of not less than 5 000 and within which area land for a "corner store" has not already been granted, with retail space to be limited to 1 000 sq. ft.
- (3) New and secondhand motor vehicles; agricultural, mining and industrial machinery; motor parts and accessories; motor fuels and oils; building materials; pharmaceuticals.
- (4) Yes.

## 7. ELECTRICITY SUPPLIES

*Norseman*

The Hon. R. H. C. STUBBS, to the Minister for Education representing the Minister for Electricity:

Referring to my question on the 9th April, 1975—

- (a) what plans have been formulated to provide an adequate power supply to the Town of Norseman;
- (b) what will be the estimated cost; and
- (c) will the cost be funded from State Electricity Commission?

The Hon. G. C. MacKINNON replied:

- (a) The plan suggested to the supply authority is to call tenders firstly for the reinforcement and augmentation of the distribution system and secondly for the purchase and installation of a 1.4 MW diesel generating unit in the existing power station. The commission is preparing specifications to enable these tenders to be called.
- (b) Approximately \$400 000.
- (c) No.

## 8. NORTH-WEST CENTRES

*Effect of Cyclones*

The Hon. J. C. TOZER, to the Minister for Education representing the Minister for Industrial Development:

- (1) In a hypothetical situation, if the maximum predictable storm surge created by an intense

cyclone were to move into Nickol Bay coincidental with a maximum spring tide, what level has been determined beyond which ocean caused damage could not reasonably be anticipated?

- (2) In Karratha townsite, in general terms, where does the contour of this critical level fall in relation to existing townsite developments?
- (3) If the same set of circumstances were to occur at Port Hedland, what impact, if any, could be felt on improvements in—
  - (a) the island Port Hedland town area;
  - (b) Nelson Point industrial area;
  - (c) Finucane Island; and
  - (d) South Hedland?

The Hon. G. C. MacKINNON replied:

- (1) Theoretical assessment of maximum storm surge heights is still the subject of technical debate; however, independent review of available data indicates that maximum storm surge water levels at Karratha may reach RL 33 feet (23 ft to Australian Height Datum) with due allowance for all known effects such as storm surge, wave set-up and bay funnelling effect added to normal high water spring tide.

The return period for these events to occur in combination is thought to be several hundred years.

The risk of damage by sea flooding is very much less than the risk of damage by cyclonic winds and torrential rains. It should be recognised that the predicted return period for expected severe damage cyclone wind velocities of 150 mph is 50 years and that severe rainfall intensity and wind driven rain are likely to cause flooding damage in most northern towns even more frequently than this.

- (2) The town of Karratha has been located such that all development is above the 30 feet contour line. The northern perimeter road has been located to generally follow this contour.

The RL 33 feet level would give some short period shallow flooding of the lower development areas.

- (3) (a) Inundation of lower sections of the older Port Hedland town and the recreation areas as well as short term isolation of Port Hedland from inland development areas by flooding of the causeway would occur.

- (b) The Nelson Point industrial area has been filled to a minimum level of RL 30 and only minor flooding problems are anticipated.
- (c) Existing development by Goldsworthy Mining Company on Finucane Island would not be affected. Lower undeveloped sections of the island would be inundated for the surge period.
- (d) No effect.

## 9. FREEWAY

### *Maylands-Bayswater Foreshore*

The Hon. Lyla ELLIOTT, to the Minister for Justice representing the Minister for Town Planning:

- (1) Are plans in hand for a freeway along the river foreshore in the Maylands-Bayswater area?
- (2) If so—
  - (a) what area of the river would need to be reclaimed; and
  - (b) when is it proposed to commence work on this project?

The Hon. N. McNEILL replied:

- (1) Two controlled access highways are shown as "Reservations within the Metropolitan Region" Scheme in the Maylands-Bayswater area. They are the Swan River Drive and the Beechboro-Gosnells Highway.
- (2) (a) Both are long-range projects and no detailed plans have been produced. Bridges are involved in both cases but no reclamation is envisaged.
- (b) No date has been determined for either project.

## 10. PUBLIC SERVICE

### *Growth Rate: Effect on Government Departments*

The Hon. GRACE VAUGHAN, to the Minister for Justice representing the Premier:

In view of the Government's decision to limit the annual growth of the Public Service to 2 per cent, will the Minister advise what flexibility is permissible—

- (a) in regard to departments which are labour intensive; and
- (b) when non-repayable grants are made by the Australian Government to State departments for specific purposes requiring additional staff?

The Hon. N. McNEILL replied:

Requests for staff required in connection with the two particular cases raised by the Hon. Member

are carefully studied having regard for the particular circumstances of each case, and the direct and indirect impact on State funds.

The 2 per cent target figure is an overall figure and, as previously announced, there are departments which will be permitted to exceed the 2 per cent, whereas others will be below the permitted overall average.

## 11. RED KANGAROOS

### *Harvesting*

The Hon. G. W. BERRY, to the Minister for Education representing the Minister for Fisheries and Wildlife:

What is the current position regarding the harvesting of red kangaroos?

The Hon. G. C. MacKINNON replied:

The Red Kangaroo Management Programme is continuing in conformity with the broad policies previously determined. In the twelve months ended 31st January, 1975, a total of 132 103 red kangaroos were marketed, which was close to the quota of 133 500 set for that year.

Fifty shooters are licensed for the current year for which a final quota has not yet been determined. Temporarily, tags are being allocated on the same basis as last year. The 1975 quota will not be set until the advisory committee has received the hard data being processed by the biological working group and has received that group's recommendation. These will take into account—

- (a) data from shooting effort returns;
- (b) data from two independent scientific field surveys already undertaken to check the returns-based data to field situations; and
- (c) requirements of the Gascoyne Catchment Range Management Scheme.

The field situation at the moment is difficult for shooters in many areas because of the heavy and widespread rains which have scattered the kangaroos and immobilised many shooters.

The Commonwealth Minister for Environment and Conservation (Dr Cass) has been advised of this Government's decisions to amend the Vermin Act to, among other things, abolish the category of vermin in respect of

kangaroos. Dr Cass has also been informed that the Minister for Fisheries and Wildlife will discuss the 1975 quota with him as soon as the recommendations of the advisory committee have been considered. Dr Cass has also been asked, in view of these firm decisions, to press for the earliest possible approval of exports of kangaroo products from Western Australia.

## 12. COMPREHENSIVE WATER SCHEME

### *Department of Agriculture Survey*

The Hon. H. W. GAYFER, to the Minister for Justice representing the Minister for Agriculture:

Will he table all relevant documents in connection with the surveys and findings of the Agriculture Department in connection with—

- (a) the Greenhills Water Scheme;
- (b) the Bullaring Water Scheme; and
- (c) any observations made in connection with a further spread of reticulated water within the bounds of the original Comprehensive Water Scheme?

The Hon. N. McNEILL replied:

- (a) The report resulting from a detailed survey of the water supply position on individual farms in the Greenhills area is encompassed in the report titled "East York Farm Water Supply Survey 1974" hereby tabled.
- (b) Data concerning the water supply position in the Bullaring area is encompassed in the more general report titled "Farm Water Supply Surveys 1973 & 1974" hereby tabled.
- (c) Three points which can be made in connection with the further reticulation within the bounds of the original Comprehensive Water Scheme are—

Firstly that it is difficult to establish a case for Commonwealth loan funds under the criteria which they have laid down.

The second point is that surveys indicate that it would be difficult to claim a high priority for these areas compared with some areas outside the original 1963 boundaries to the Comprehensive Water Scheme.

A third point is that comprehensive reticulation is now costing in the order of \$15-\$20 per acre serviced.

*The reports were tabled (see paper No. 137).*

## 13. KIMBERLEY REGIONAL ADMINISTRATOR

### *Applications for Vacancy*

The Hon. J. C. TOZER, to the Minister for Health representing the Minister for North West:

- (1) How many applications were received for the advertised vacancy of Kimberley Regional Administrator?
- (2) Of this number, how many came from within the Civil Service?

The Hon. N. E. BAXTER replied:

- (1) Forty four (44).
- (2) Five (5).

## 14. TRAFFIC OFFENCES

### *Revenue from Fines*

The Hon. GRACE VAUGHAN, to the Minister for Health representing the Minister for Traffic:

What revenue was obtained by the Government from fines imposed for traffic offences in the financial years 1971-1972, 1972-1973, 1973-1974, and to date in 1974-1975, for—

- (a) speeding;
- (b) drunken driving;
- (c) overloading;
- (d) defective vehicles;
- (e) violation of road driving rules; and
- (f) other?

The Hon. N. E. BAXTER replied:

The data requested is not readily available and will take some little time to collate.

I will forward the information to the Hon. Member as soon as it is available.

## 15. MEDICAL PRACTITIONERS

### *State Requirements*

The Hon. R. H. C. STUBBS, to the Minister for Health:

- (1) How many doctors would be needed in Western Australia to fulfil all the requirements of the State?
- (2) What towns or districts require doctors?

The Hon. N. E. BAXTER replied:

- (1) This question cannot be answered precisely; but the need for additional general practitioners is in

the order of 10 to 15. The current need is in country centres, but I should emphasise that civil conscription of doctors is not possible under the Constitution.

- (2) The following towns have no resident general practitioner, although some are serviced from neighbouring towns—

Brookton, Coolgardie, Donnybrook, Dumbleyung, Jerramungup, Laverton, Leonora, Marble Bar, Nannup, Naremburn, Onslow, Ravensthorpe, Tambellup, Wickiepin, Williams, Wooroloo.

## 16. TEACHERS

### *After School Care: Insurance*

The Hon. R. F. CLAUGHTON, to the Minister for Education:

Further to the reply to my question on the 22nd April, 1975, concerning staff insurance, will the Minister advise the departmental policy to which he refers?

The Hon. G. C. MacKINNON replied: Departmental policy is that such activities should relate to the normal school programme and the educational development of the pupils. Where any doubt exists regarding the suitability of a proposed activity, the matter is referred to the department for decision.

Activities which are sponsored or controlled by organisations outside the department are not covered by the department's public liability policy.

## EDUCATION ACT

### *Disallowance of Regulation: Motion*

THE HON. LYLA ELLIOTT (North-East Metropolitan) [4.51 p.m.]: I move—

That the amendment to subregulation (2) of regulation 120 of the Education Act Regulations, 1960, published in the *Government Gazette* on the 31st January, 1975, and laid upon the Table of the House on Tuesday, the 18th March, 1975, be and is hereby disallowed.

The reason for my motion is that if the amendment to the subregulation is allowed in the manner proposed it will, in effect, mean a worsening of the conditions of teachers under bond to the department. The subregulation which the amendment seeks to replace, reads as follows—

In determining the sick leave for which a teacher is eligible, his service as a monitor and as a student in a teachers' college counts as service on the permanent staff.

This meant that during the three years a student spent at teachers' college, if he did not use any of his sick leave entitlement at the end of that period, he would have accumulated sick leave of 30 days on full pay and 15 days on half pay which he could carry forward with him into the service.

The amendment to subregulation (2) of regulation 120, which I am seeking to have disallowed, reads as follows—

Where a teacher was appointed as a monitor or accepted as a student with allowances in a teachers' college prior to the 31st day of December, 1974, he may count his service as a monitor or as a student as service on the permanent staff of a school in determining the sick leave for which he is eligible.

So if this amendment is allowed it will mean that all students enrolling at colleges under a scholarship or under the loan system after the 1st January, 1975, will be denied the right of accumulating sick leave entitlements whilst they are students.

At a time when the industrial conditions of practically every other section of the community are being improved, it seems wrong to me that there should be a proposal to take away a sick leave entitlement which teachers have enjoyed for many years. The State School Teachers' Union views this proposed amendment so seriously that I am told it is the first time in 20 years, or within the knowledge of the present general secretary of the union, that it has sought the disallowance of a regulation in this Parliament.

The existing entitlement—that is the right of a student to accumulate sick leave during his student days at the teachers' college—is of particular significance to young teachers in their first three years of teaching in the service. It would appear that it is during these early years, rather than in later years of their careers, that teachers require sick leave. Apparently there are two important reasons for this. The first is that many young teachers are given country postings, and so at every opportunity they travel backwards and forwards to the metropolitan area to visit their families or their friends, and quite often they are involved in traffic accidents. I think it is only natural that they should desire to return to the city as often as possible to visit their families or their friends.

However, such visits involve a great deal of travelling on their part during long weekends and at other times if the opportunity presents itself for them to return to the city. The other reason is that young teachers appear to need more sick leave because it takes a while for a young teacher to build up resistance to the infectious diseases that are brought into the school by children and the disease which apparently takes the greatest toll of teachers is the common cold.

I cannot understand, and the Teachers' Union cannot understand, why the department has deemed it necessary to introduce such an amendment to the subregulation in question. I realise that teachers' training colleges are now autonomous, but that should not present any reason for lowering the standards and conditions of teachers. I have been assured by the union that the colleges keep complete records of student attendances during their time at the college, and so there would be no problems whatsoever in their providing the Education Department with a proper accounting of sick leave entitlements when students leave the colleges to take up postings with the department.

I have made some calculations of what would be the potential financial loss to a young teacher if this amendment is agreed to. As I have already stated, at the end of three years under the existing subregulation, and if this amendment is not approved, a teacher's sick leave entitlement would be 30 days on full pay and 15 days on half pay, making a total of 7½ weeks on full pay. That is the total sick leave entitlement of a teacher over a three-year period if he has not taken any sick leave.

At the moment the salary of a first-year teacher is \$143.38 per week. If we multiply that amount by the 7½ weeks the figure of \$1 075.35 is arrived at. The point I am making is that if a young teacher were involved in, say, an accident, or contracted some illness in his first year of teaching, he could lose over \$1 000 of sick leave entitlement if this amendment were agreed to. Therefore it is no wonder the Teachers' Union is very concerned about this proposed amendment, and so are the teachers themselves.

The Hon. G. C. MacKinnon: The Teachers' Union has not approached me about it.

The Hon. LYLA ELLIOTT: So for the reasons I have outlined I hope members will support the motion to disallow the amendment to subregulation (2) of regulation 120 of the Education Act Regulations, 1960.

**THE HON. R. F. CLAUGHTON** (North Metropolitan) [4.59 p.m.]: I support the remarks made by Miss Elliott on this motion. To begin with I draw the attention of members to the headline of an article which appeared in the *Sunday Independent* of the 23rd February, 1975, which reads—

MacKinnon under fire over bond  
The article outlines the problem that students have in relation to what they consider to be a low level of their allowances and the fact that the bond system still exists, although there is an item in the Liberal Party policy at the State election in which that party said it would examine the removal of the bonding system.

The matter before us is a further reason the students might be excused for believing the Government has very little regard for them. It would be unfortunate if the Government allowed such a belief to gain force.

In the first place the students consider the Government has backed down on its promise to remove the bond.

The Hon. A. A. Lewis: To remove the bond, or to examine the situation?

The Hon. R. F. CLAUGHTON: The Government has also refused to improve the allowances students receive to enable them to live at a reasonable standard. In this regard a student will suffer a further disability of about \$1 000 if he falls ill in that period. The reason given seems to be quite dubious. The Government is saying that because the teachers' colleges are now autonomous the students are no longer under their charge so the students do not have the same relationship with the department as they had under the previous system when the colleges were run by the department itself.

This of course is not strictly the case because under the present system the allowances have been replaced by scholarships which amount to the same thing. Their effect is the same because the students receive a living allowance, and in order to receive the scholarship they must sign a document which binds them to the Education Department. In effect, the only change is in the administration of the college because the relationship of the students with the department is not really changed at all.

In defending the Government's action, the Director-General of Education, in a letter to the union, dated the 24th February, stated in part—

The administration of sick leave for students has been difficult for many years and becomes virtually impossible now that training institutions are autonomous. It is not possible to obtain from them records of students' absences through illness.

Although the letter contains further details, that is the portion to which I wish to draw the attention of the House.

I also wish to draw attention to regulation 198 (2) (a) (i) which sets out the items the termination board must take into account. It reads—

of idleness, disobedience, irregular, unpunctual or non-attendance, unsuitability or lack of interest in his work by a student;

How can the board take those items into account if the records are not kept? It contradicts what the director-general has said. The institutions must keep records because if at any stage a student's attitude becomes unsatisfactory the records of his attendance and punctuality, etc., must be presented to the termination board for its consideration.

So it can be seen that the grounds on which the department and the Government are basing these new regulations are without foundation. It seems that there is an effort on their part to achieve some sort of economy within the department at the expense of the students. It seems a very strange action for a Government which claims to have the welfare of the rural areas at heart. The truth of the matter is as indicated by the unions; that is, that these young students, when they go into the country areas, are more subject to accidents and illness. Because of a lack of sickness payments plus the accumulation of other problems, the students seek metropolitan appointments in preference to country appointments and this can work only to the disadvantage of country districts. Having been a young single teacher in the country I can appreciate the situation in which these young people find themselves. They are cut off from their homes and friends and they can be extremely lonely. Consequently it is not unnatural that they should want to return to their homes.

These students are deserving of a more sympathetic deal from the department. So I urge the Minister to reconsider the proposals. We know that very often such proposals are submitted and regulations are drawn up, but their implications are not always apparent at first sight. It is only when some interested body such as the union examines the regulations that these difficulties are apparent.

As I said, I hope the Minister will reconsider the action which has been taken and restore the sickness benefits to those students who are in fact still tied to the department.

**THE HON. G. C. MacKINNON** (South-West—Minister for Education) [5.09 p.m.]: I sincerely hope that the House will not agree to the motion. I can assure members that the examination given to this particular problem was indeed very sympathetic and all the long-term matters with regard to future teachers have been taken into account.

Mr Claughton referred to a headline in the *Sunday Independent* which stated "MacKinnon under fire over bond". The story behind that was that a group of trainees had been making some fuss about the bond and had been saying it was outdated, outmoded, and the like, and that it was about time it was abolished because it was binding teachers to a system and they did not have any freedom. I stated that I believed this was a jolly good idea and that we should abolish the bond system as soon as we could. All teachers should receive tertiary education allowances and be as free as the breeze. I indicated I would work towards that end.

Indeed, as I pointed out at the time, the trainees were already doing just that and at the present moment of the 5361 students doing courses of teacher education, only 3531 are currently on allowances which tie them to the department.

The reaction to that particular article to which Mr Claughton referred was that many trainee teachers immediately wrote in and said, "Please do not do away with the bonds because we like the idea of having three years' guaranteed employment when we have finished our training." So we have a conflict between the trainee teachers themselves—these protestors who want to do away with the bond, and those who do not want to do away with it.

The point is that an increasing number of teachers are not bonded to the department and I believe this ought to be the case because bonding should be abolished. I believe it has outlived its usefulness. Mr Claughton said that many students sign up under their bond and they are bound. That is not quite right because opportunities are given to students, as late as in the last year of their training, to opt out. They can indicate that they do not want to work for the department but desire to work for a private school, and arrangements towards this end can be made. They can work for a private school with no charge to them.

However, if a student completes the course and takes work with the department at, say, Corrigin, we will not accept as an excuse the fact that that student suddenly decides he does not like it at Corrigin. Of course no-one would ever feel that way, but if a student did and took a job at a private school, we would not accept that excuse at that stage and he would be charged the requisite amount of the bond. However, if during the year before completion of the course a student decides he does not wish to work for the department, no obstacle is put in his way provided he proves he has a job.

The fact remains that up until the last year or two the teachers' colleges were under the jurisdiction of the Education Department which had access to the records in full and of course it was responsible for keeping the records. The teachers were trained almost 100 per cent for departmental use. Now, as I have said, of the 5361 students only 3531 are in any way pledged to the department. They are trained at colleges of advanced education, WAIT, the University of Western Australia, and will be at Murdoch University and an increasing number may or may not work for the department.

The situation has changed to this extent and the teachers' colleges are autonomous and have no responsibility to the Education Department regarding the policing of absences and sick leave entitlements. Certainly they keep records,



but these are for their information. When a board sits to determine the expulsion of a student for whatever reason, the fact that a trainee teacher is absolved from any further study and his allowance or bonding rate is not held against him, is taken into account by the board.

I signed three or four of these today. It is necessary for them to come to the Minister for Education for signature and approval in order that the teachers may be released to enable them to find some training to suit their particular style or character. There is no obligation on these teachers to pass that information on to the department in any way at all, and students are not subject to a loss of allowance due to any unauthorised absence or anything else. Accordingly a student could pass through the college—while quite unbeknown to the Education Department he could have been absent, or something else could have happened—with his sick leave credit untouched; he would get his full credit of sick leave—that is 30 days on full pay and 15 days on half pay.

The figure of over \$1 000 constitutes a potential debt to the taxpayers of this State; it is only a reverse way of saying it is a credit to the trainee teacher.

The Hon. Lyla Elliott: This has always been the case.

The Hon. G. C. MacKINNON: A record of that could be kept. The balance of the 5 361 students go out to work in a variety of other teaching institutions with no such benefit. This seems to be eminently unfair.

The Hon. R. F. Claughton: That is the choice they make. They choose whether or not they take the tertiary allowance. It is their choice.

The Hon. G. C. MacKINNON: The point is that the general desire is to gradually opt out of the bonding system, and we intend to gradually opt out of the bonding system. The students are already opting out of the bonding system. This follows along the same lines as the policy the department now has with reference to scholarships. The department now awards scholarships to students and these may be taken up at the teachers' colleges or at the universities or at WAIT, and the discipline of the students rests with the institution they attend.

It may well be that they do nothing about sick leave. The student may have actually been off sick, but it is not the policy while that student is away to do anything about that. This will advantage everyone at the teachers' college where this discipline has been imposed on a student.

The old system gave credit to all students attending teachers' colleges. This may have been satisfactory when all students were departmentally sponsored on

departmental allowances, but now, of the 5 361 students in courses of teacher education, there are only 3 531 on allowances; and this is a decreasing number. The others are doing courses either privately or under Commonwealth tertiary assistance schemes. Should these students also be given a gratuitous hand-out of 30 or more days sick leave credit when they first approach the department at the conclusion of their courses? Many of them approach the department for this purpose.

Secondly, the old regulation referred only to students in teachers' colleges. Many students with departmental scholarships are attending the universities and WAIT this year and are not attached to a teachers' college as has been the case in the past. The old regulation precluded these students from receiving any sick leave credits.

The Education Department, though still requiring teaching service in repayment for financial assistance during training, is tending to regard students in training as independent of the department and not departmental employees until they take up their teaching duties. The amendment to the regulation is entirely in accord with this concept.

The new paragraph (b) of regulation 120 reads—

Where a teacher was appointed as a monitor or accepted as a student with allowances in a teachers' college prior to the 31st day of December, 1974, he may count his service as a monitor or as a student as service on the permanent staff of a school in determining the sick leave for which he is eligible.

That is a grandfather clause that one would expect because students have entered under that arrangement. That was their choice; it was their arrangement and that ought to continue; but the new system is entirely different in concept and entirely different in the end result. It is quite absurd that in this way all these students should not be treated similarly on the same broad basis.

We are aiming at the day when the department or the private school—whoever it is that wants to employ the teachers—may regard them as teachers and not as trainees—as is the case at present—irrespective of whether they are under tertiary education allowance or under departmental scholarship; and the latter we believe ought to be a decreasing percentage. The practical results indicate it will be and as a policy decision I believe it ought to be. Accordingly I am convinced that the regulation currently in operation ought to remain. I sincerely trust I have convinced the House of this fact and that the move to have the regulation disallowed will be defeated.

Debate adjourned, on motion by the Hon. S. J. Deilar.

**BILLS (2): THIRD READING****1. Public Trustee Act Amendment Bill.**

Bill read a third time, on motion by the Hon. N. McNeill (Minister for Justice), and transmitted to the Assembly.

**2. Health Act Amendment Bill.**

Bill read a third time, on motion by the Hon. N. E. Baxter (Minister for Health), and transmitted to the Assembly.

**CANNING RIVER: RECLAMATION***Assembly's Resolution: Motion to Concur*

Debate resumed from the 22nd April on the following motion by the Hon. N. E. Baxter—

That the request contained in Message No. 2 from the Legislative Assembly be agreed to.

The Assembly's resolution as contained in Message No. 2 was as follows—

That this House do resolve to approve, pursuant to subsection (1) of section twenty-two A of the Swan River Conservation Act, 1958-1966, the reclamation of two areas of the Canning River as follows—

- (a) an area of about 1.7 hectares on the eastern side of the Canning River just south of the Canning Bridge; and
- (b) an area of about 4.18 hectares on the eastern side of the Canning River north of Mount Henry,

which areas are shown stippled in the plan deposited in the Main Roads Department and marked MRD Map Drawing No. 7421-89 and as so shown in the copy of that plan laid on the Table of the House.

**THE HON. N. E. BAXTER** (Central—Minister for Health) [5.25 p.m.]: In moving this motion I ask that under Standing Order 72 I be given permission to read the speech notes which have been provided by courtesy of the Minister for Transport, whom I represent in this Chamber.

**The PRESIDENT:** The Minister has leave to do so.

**The Hon. N. E. BAXTER:** Thank you, Mr President.

Members should note that this motion is necessary as section 22A of the Swan River Conservation Act contains a clause to the effect that no reclamation from the Swan River or its tributaries which exceeds 2 acres, or to express it in metric units 0.809 4 hectares, shall take place without the consent of each House of Parliament.

While this provision makes good sense, the intention was not that reclamation should be completely barred but rather that such proposals should be subject to the scrutiny of Parliament. Hence this motion.

In moving that we agree to this motion, which has the support of the Minister for Conservation and Environment, who is responsible for the administration of the Swan River Conservation Act, I wish to point out to the House that the proposed reclamation of these two relatively small areas from the Canning River foreshore is essential for the extension of the Kwinana Freeway. However, in addition to this motion there are two other matters, making three in all, which will appear before members of the House during this session in order that this important project may proceed.

The proposed southern extension of the Kwinana Freeway will also require excision of portion of an "A"-class reserve as the land to be excised amounting to about one half of a hectare or 1¼ acres is needed as an integral part of the overall project. As members may be aware, excision of more than 5 per cent of the area of any "A"-class reserve for a road requires an Act of Parliament and it is my intention, on behalf of the Minister for Lands, to sponsor a Bill for this purpose after this motion has been dealt with.

The third matter concerns an amendment to the Metropolitan Region Scheme, which is required to permit the future freeway extensions to cross the Canning River at Mt. Henry instead of at Deep Water Point, as shown at present in the Metropolitan Region Scheme. Members may be aware that the Metropolitan Region Town Planning Scheme Act sets out a procedure which must be followed in order to have the existing scheme amended and, at this point in time, all procedural requirements have been complied with and the amended scheme has been laid before each House of Parliament and will come into effect after 12 sitting days unless disallowed by a resolution of either House.

I am sure that all members will appreciate that each of the three matters to which I have referred is a necessary part of the overall project for the southern extension of the Kwinana Freeway; that is, the reclamation of two relatively small areas from the Canning River, the excision of one half of a hectare from the class "A" reserve and the amendment to the region scheme are all required in order that the Kwinana Freeway can be extended along the proposed route.

It is my purpose to explain to members the need for the freeway to be extended and to demonstrate that the proposed route, which crosses the Canning River at

Mt. Henry, is really the only viable solution. Members will appreciate that the three measures which are being placed before them are an essential part of the overall project and can only be viewed in this context, and that the freeway extension cannot proceed along the best route unless the three measures are accepted.

Accordingly, while the motion immediately before this House deals specifically with the reclamation proposals, this cannot be viewed in isolation from the whole project which my comments will also embrace.

In regard to the overall project, I am sure that all members will recall that during April of last year details of the proposed alignment of the extension to the Kwinana Freeway were published in the Press and this alignment is shown by the model now on display in this building.

The extension to the Kwinana Freeway from Canning Bridge to Leach Highway will provide one of the most important links in the future highway system serving the metropolitan area and will greatly improve traffic flows for public transport and commercial and private vehicles. With the present and future rapid growth and development of residential areas south of the Canning River, the development and expansion of the Murdoch University and Lakes Hospital area and the imminent development of the Canning Vale industrial area, its construction is becoming a matter of considerable urgency. In fact future traffic projections indicate that if a new link between Canning Bridge and Leach Highway is not provided there will be very widespread consequences over a large part of the metropolitan area. The major effects including greater delays and higher accident rates will be particularly detrimental to the residential environment adjacent to the route of the proposed extension, this being in the areas of South Perth, Melville and Canning.

With particular regard for delays, the projected traffic volumes will mean a considerable increase in the period of congestion if the link is not constructed now. For example, it has been calculated that for a particular location in Canning Highway, the period of peak congestion in the morning would be considerably extended and would increase to over two hours by as early as 1979. The resulting extensive delays would increase rapidly with further increases in traffic volumes.

Because of the immediate need for a high capacity traffic link between Canning Bridge and Leach Highway to avoid these intolerable traffic delays, the Main Roads Department has carried out comprehensive investigations to determine the best possible solution.

One solution which was examined was for the widening of the existing local road

system. However, this alternative would have very undesirable effects upon the residential environment of the area such as acquisition of nearly all the properties fronting Canning Highway between Riseley Street, Applecross, and Henley Street, Como, an increase in accidents resulting from large traffic movements along residential streets and cross roads, and high levels of pollution from large traffic volumes travelling under stop-go conditions. Furthermore, even with considerable improvements to the existing road system, serious congestion could not be avoided in the longer term period.

For the foregoing reasons, the only practical solution is for the construction of a freeway-type facility as recommended by the Main Roads Department. To demonstrate to members that such a recommendation is not a new idea, I would like to give some historical background to place this matter in its true perspective.

If we go back to 1952 when the McLarty-Watts Government commissioned Professor Stephenson to prepare a report for the development of the metropolitan region, we find that in association with the then Town Planning Commissioner (Mr Hepburn), Professor Stephenson, together with the help of town planning and other departmental officers, produced a report which was completed in 1955. This report was then submitted to the Hawke Government and as a result the present Leader of the Opposition (Mr J. T. Tonkin), who was then the Minister in charge of town planning, arranged an all-party Town Planning Advisory Committee, of which he was chairman, to consider the details of the Stephenson-Hepburn report.

The road network investigations carried out for this report disclosed the importance of the Narrows site as part of a north-south route for the region and it was this concept that led to the location of the Kwinana Freeway on its present alignment. The report showed a major highway extending southwards along the Canning River foreshore and crossing the Canning River at Mt. Henry, and stated that the actual location of the river crossing should be subject to further investigation.

Following this report, the Main Roads Department carried out soil surveys for bridge crossings of the Canning River. The first site to be ruled out as unsuitable was Salter Point and following the abandonment of this route, urban development was allowed to proceed at Rossmoyne. Further investigations showed that the Mt. Henry location had deep mud deposits which would create some engineering problems with the design envisaged at the time. As a result the Main Roads Department therefore recommended to the all-party Town Planning Advisory Committee that the route should cross the river at Deep Water Point.

Following acceptance by the committee, the Deep Water Point route was included in the proposed metropolitan region scheme which was submitted to Parliament for approval. During the formal objection period of three months, no objections were received in relation to the Deep Water Point crossing although the Melville City Council had previously expressed some reservations. The scheme was approved in October, 1963. However, in the following years due to such factors as strong opposition expressed by the Melville City Council to the Deep Water Point location, and interference with the Olympic rowing course if a bridge were constructed at that point, and subsequent acceptance by both the South Perth and Melville City Councils of the Mt. Henry route, the Metropolitan Region Planning Authority passed a resolution in December, 1967, supporting the extension of the Kwinana Freeway along this alignment but deferred action on the necessary amendment to the region scheme until a full report was available from the Main Roads Department.

An advisory committee was set up in 1973 to assist the Main Roads Department to further examine the proposals. This committee comprised the Chairman of the MRPA, the Chairman of the Swan River Conservation Board, the Director of Environmental Protection, the Mayors of South Perth and Melville City Councils, the Town Planning Commissioner, the Commissioner of Main Roads, and Professor G. Stephenson.

The first task of this committee was to consider the Deep Water Point and Mt. Henry alignments, and following its deliberations the committee recommended in favour of the Mt. Henry route because it requires less river reclamation, the noise impact would be less severe, existing foreshore facilities would not be severely affected, the option of an interchange facility at Hope Avenue would permit easier access to the freeway for traffic wishing to travel south, private property resumption would be minimised, and in addition, this route offers increased opportunity for recreational use of that section of the Canning River foreshore.

The scheme proposed, which is shown in some detail on a plan available for inspection by members, will cost about \$25 million at present day prices, and will take three to four years to complete. As has been indicated, some reclamation of the river will be involved. The area when measured between the present and proposed shorelines amounts to about 2.37 hectares—that is 5.9 acres—for road purposes, and 3.51 hectares—that is 8.7 acres—will be used for new beaches. There will be a need to acquire 35 private houses and four other properties in addition to the properties already purchased from owners who have approached the Main

Roads Department. Also land will be required from the Medical Department, the State Housing Commission, and Aquinas College as well as small areas of Crown reserve. Depending on final design, it is possible that a small number of additional properties may be required.

Other features of the preferred scheme include two new boat ramps, provision of access to the foreshore at a number of places, extensive landscaping with native plant species characteristic of the present foreshore environment, a cycle path and pedestrian walk, and the provision of car parking areas.

In the 12 months since April, 1974, when details of the freeway extension were released to the Press, the project has been widely publicised. Affected property owners were given an explanatory letter and an associated plan and a brochure explaining the project was printed and posted to all residents in adjacent postal districts. A Main Roads Department report on the project has been widely circulated to all interested parties and individuals as well as to members of this Parliament and State members of Federal Parliament, the Federal Department of Transport, and the Commonwealth Bureau of Roads.

A model showing the proposed extension, in fact the same model as is now displayed outside this Chamber, together with plans, drawings and diagrams, was displayed in the Main Roads Department head office and other locations, and a number of groups were invited to discussions including South Perth and Melville City Councils, the Metropolitan (Perth) Passenger Transport Trust, the RAC of WA, Public Works Department, Director-General of Transport, Tree Society, and King's Park and Swan River Conservation Societies.

In addition, the proposals were presented and discussed by various officers of the Main Roads Department at meetings of interested authorities such as the Environmental Protection Council, the monthly forum of conservation societies, the Conservation Council, the Planning and Co-ordinating Committee, the Perth Regional Transport Co-ordinating Committee, and at various Rotary clubs and schools. A one-day seminar organised by the Institute of Planners was attended by officers of the Main Roads Department and the public were invited to take part in the discussion. Also the MRPA held a public meeting in the Perth Town Hall for open discussion of the proposed extension.

The Environmental Protection Authority has been given a full documentation of the proposals and has given its approval in principle to the scheme with some qualifications on design features. The Swan River Conservation Board, the South Perth City Council, the Melville City Council, and the Canning Town Council have also given their overall approval to the scheme.

In accordance with the Metropolitan Region Town Planning Scheme Act, notices were published calling for objectors to the proposals—which require an amendment to the region scheme—to lodge their written objections. A total of 1284 formal objections to the proposed amendment to the region scheme were received, and objectors were then contacted to ascertain whether they wished to have their objections heard.

At the hearings, which were conducted during November and December, 1974, all objections were considered and the MRPA's report containing its recommendations with respect to determination of these objections was prepared. Subsequently, the authority recommended the freeway proposals and the associated amendment to the region scheme, and arrangements were made to have the report printed.

The Metropolitan Region Planning Authority's report and recommendations, together with explanations, are contained in the documents members now have before them, and consist of the following reports—

- (1) Volume 1 of the Metropolitan Region Planning Authority's report. This contains the main report and recommendations resulting from the hearings and a list of objectors to the proposals.
- (2) Volumes 2 and 3 of the Metropolitan Region Planning Authority's report. This contains details of all objections and the MRPA determination of these objections.
- (3) Appendix I of the Metropolitan Region Planning Authority's report. This is the original Main Roads Department report on the proposal containing a plan of the project.
- (4) Appendices II and III. This document contains proposals and evaluations of tunnel ideas.
- (5) Appendices IV to XI. This document contains various reports on alternatives as well as comment from other statutory bodies.
- (6) Plans of the river reclamation required and the area of "A"-class reserve affected by the proposal.

I would like to point out to members that in addition to considering the routes which I mentioned earlier, the Main Roads Department considered a number of other alternative routes some of which were put forward later by objectors at the MRPA hearings and which are referred to in the MRPA report. In all nine principal routes were examined, including tunnel proposals, and depressed and elevated proposals.

Also a number of other proposals suggested at the hearings, including a proposed system of one-way streets were examined, but were not considered to provide any acceptable alternatives to the Main Roads Department freeway proposal.

In mentioning alternatives it is pertinent to quote extracts from the Environmental Protection Authority's report on this subject—

... we are convinced that any realignment of the proposed extension through built-up areas would cause immeasurably more social upheaval than the present proposal... We feel therefore that we should accept the view of the Main Roads Department that the extension of a traffic artery is necessary and that a route along the Canning foreshore and over a bridge at Mt. Henry is the only viable solution and indeed is an historical commitment which for all practical purposes it is too late to alter.

With specific regard to the tunnel proposals, the figures showed an initial cost of almost three times that of the preferred scheme and in addition, a very high continuing maintenance cost. For the depressed freeway proposal the figures showed a cost about 50 per cent higher than for the preferred scheme, whereas for the elevated freeway proposal cost estimates were of the order of 70 per cent more. While each of these alternatives may have some advantages these are heavily outweighed by the extra costs involved.

The total environmental effects have been considered by the Environmental Protection Council and Authority and both are satisfied with the investigations carried out. The Environmental Protection Authority has the right to call for further work on environmental matters but it has not done so and is satisfied that its requirements have been met.

However, the ecological effects of the works are appreciated by my Government and the Main Roads Department has attempted to assess all relevant factors. In this regard, experts from the W.A. Herbarium and the Department of Fisheries and Wildlife have advised that the proposed scheme will have no serious detrimental effects on the ecology of the area. At the present time, the department is consulting with experts in regard to numerous ecological matters to ensure that the construction procedures can be organised in such a manner as to minimise any ecological effects and encourage disturbed areas to recover with all possible speed.

I now intend to deal, for the benefit of members, with some critical statements made in another place when debating this motion. These criticisms, which I will show are lacking in substance, have been

made with the intention of mounting a delaying action in order to prevent this important project getting under way.

In this regard, it has been claimed that the proposed scheme will continue radial urban freeway planning—that is, a system of freeways radiating from the city centre. This claim is not correct. The Kwinana freeway is an essential part of an inter-regional spinal route which is designed, together with the complementary Mitchell Freeway, to serve the whole metropolitan region, and not just the central city area.

In the case of Perth metropolitan planning, this important spinal route has been recognised for the past 20 years to be the first major requirement of the transport system, and our resources, backed by both parties in the House, have been committed to this objective. The extension of the Kwinana Freeway is a critical link in the southern section of this major spinal route. This spinal route also is an essential part of the corridor plan which was accepted by the previous Government.

I would like to point out to members that further stages of the region system will be progressively developed and will provide alternative ring road routes for much of the future traffic demands. However, these ring road routes, which have been advocated by some critics as an alternative to extending the Kwinana Freeway, are only secondary to the major spinal route and can never replace it. They only complement the spinal route system. These future ring roads can never carry out the function of the spinal route and they cannot be regarded as an alternative to the southern extension of the Kwinana Freeway.

It has also been said in another place that the extension of the Kwinana Freeway will be ineffectual in relieving traffic congestion because it will transfer congestion to a bottleneck at the Narrows Bridge and will require duplication of the Narrows Bridge and further reclamation at that location. This claim demonstrates an ignorance of such matters as traffic flows and traffic capacity.

In actual fact, the capacity of a facility such as the Narrows Bridge cannot be viewed in isolation from the approach road system to the bridge. It is these approach roads that dictate the flow on the bridge. Members will appreciate that improvements in the approach road system, such as those being incorporated in the Judd Street interchange, will improve the capacity of the Narrows Bridge, as will a four-two reversible lane system of operation on the bridge in peak periods.

I can assure members that we are not planning for duplication of the Narrows Bridge, or any further reclamation at that site, but on this matter I cannot speak for future generations. The important point

is that to obtain the best use of a facility such as the Narrows Bridge, the approach road system must be in balance with the bridge, and improvements in the approach road system, which are at present being carried out, will improve the traffic flows on the bridge.

Members should note that I do not claim there will be no congestion on these roads; at peak periods some congestion is likely. In fact, no modern city in the world has been able to eliminate completely some traffic congestion during peak periods, nor can even the most affluent societies afford the prohibitive cost of traffic facilities that would be required, apart from important environmental considerations.

However, the important point is that the whole system is being planned to cater for all-day traffic demands—that is, traffic throughout the day—and there is no doubt that the capacity of the whole Kwinana-Mitchell Freeway system is adequate for the forecasted daily traffic volumes for the foreseeable future.

Claims that the Narrows Bridge will be “choked” by a particular year do not take into account the fact that a region's growth, both in roads and traffic, is an evolving dynamic system. Predictions made by any method can forecast only what the demand for movement will be under a given set of assumptions, and a precise traffic figure cannot be predicted for any point in time. This is because increasing congestion on one part of the system can lead to adjustments in travel patterns and habits to minimise delays. The design concept is to retain a realistic balance on all parts of the system, and the freeway extension proposal is designed in accordance with this important concept.

An attempt also has been made in another place to make much of the fact that the MRPA hearings were not open to the public generally, or to the Press, and that now a Select Committee of inquiry should be appointed. Insinuations have also been made that the hearings were “secret” hearings, which suggests that there has been a deliberate plan to keep the public ignorant of the whole freeway project.

I would like to inform members that nothing could be further from the truth, and I intend to discuss these insinuations so that this House may be fully informed in regard to the MRPA hearings and the other actions which were followed so that the community could be given the opportunity to become fully aware of the details of the overall project.

In relation to the MRPA hearings, I refer members to volume 1 of the MRPA's *Submission and Report on Objections*. In that report the MRPA points out that it followed the previous practice of holding

the hearings in private, a practice which was followed by previous Governments, and that such a practice had not previously raised criticism. In addition, the authority recorded that it gained no impression during the hearings that any significant number of objectors was dissatisfied with the adopted procedure.

The authority then went on to say in its report—

On the contrary, it was evident that in many cases closed hearings facilitated the presentation and unrestricted discussion of objections.

This is a point of view that I find myself strongly in agreement with. It is, after all, only human for people to be much more willing to communicate if they are not in the full glare of publicity or being subjected to the formidable scrutiny of a large public gallery.

It is also relevant to point out that many of the people who made objections and were heard at the hearings were not articulate experts skilled in presenting a point of view, and they were more likely to express their views freely at a small private hearing. I think every member in this House will agree that those people who cannot express themselves before a large public meeting often will express themselves much better before a small committee, which is in the position of being able to help them along.

May I deal now with the implication that a private hearing means a "secret" hearing. In this regard, I wish only to be brief because such an implication obviously does not follow from the facts. While the hearings were private, all statements made by objectors were tape-recorded and later typed and printed as the transcripts which have been tabled and are now before this House.

In the MRPA submission and report on objections, all objections have been grouped into appropriate categories, and the MRPA's recommended determination with respect to each group is given. This report is also now before the House. Surely there is no secrecy about proceedings which are reported in full to members of this Chamber.

It has also been said in another place that the Main Roads Department has been sitting in judgment on its own work and an attempt has been made to keep the public ignorant of the whole freeway project. I will provide members with a few facts which will show that this claim also is without substance.

Members will note that in my previous comments I have pointed out that a major highway crossing the Canning River was included in the Stephenson-Hepburn report as far back as 1955, and that it was envisaged that the crossing point would be Mt. Henry, but that the actual location

of the crossing should be subject to further investigation. I have also pointed out to members that, later, the crossing was changed to Deep Water Point and incorporated in the metropolitan region scheme when it was adopted by Parliament in 1963.

Further review led to the MRPA taking a decision in principle in 1967 to revert back to the Mt. Henry line. I have also explained to members that extensive investigations have been carried out by the Main Roads Department since 1967 and culminated in the establishment in 1973 of the advisory committee to review alternative alignments. This committee consisted of a blending of expertise and wide community interests, as its membership consisted of the Chairman of the Swan River Conservation Board, the Director of Environmental Protection, the Chairman of the Metropolitan Region Planning Authority, the mayors of South Perth and Melville City Councils, the Town Planning Commissioner, the Commissioner of Main Roads, and Professor G. Stephenson. It was this committee that recommended the preferred route on the Mt. Henry alignment.

At each stage in the process of considering alternative proposals and changed conditions every effort was made to consult interested bodies, and no attempt was made to conceal any information relating to the various proposals.

I have also pointed out that, since April 1974, the details of the preferred route have been widely publicised both by the media and by my Government. Numerous discussions were held with interested bodies, plans and models were displayed at the Main Roads Department and other locations, and the proposals were presented and discussed at many meetings. In addition, all affected property owners and residents in adjacent areas were informed of the proposals.

As I have already pointed out, an indication of the wide coverage of these discussions is obtained from the many organisations that participated in them. These included the South Perth and Melville City Councils and Canning Town Council, the Metropolitan Transport Trust, the R.A.C. of W.A., the Public Works Department, the Director-General of Transport, the Tree Society and Kings Park and Swan River Conservation Societies, the Environmental Protection Council, the monthly forum of conservation societies, the Conservation Council, the Planning and Co-ordinating Committee, the Perth Regional Transport Co-ordinating Committee, the Institute of Planners and various rotary clubs and schools. Also, the MRPA held a public meeting in the Perth Town Hall for open discussion of the proposed extension.

Accordingly, it can be seen that many organisations have been involved in discussions on the proposals which now form the freeway extension scheme, and communication with the public has been open rather than closed. It can be seen, therefore, that the Main Roads Department has not been sitting in judgment of its own work; many other authorities have had the opportunity to review the freeway extension proposal, including the MRPA, which is an independent authority, and even Parliament itself.

Other claims made in another place, which are also without foundation, and with which I will deal in brief are that alternative proposals were not subject to engineering feasibility studies, the Hope Avenue interchange will split the suburb of Manning, and that environmental aspects were not fully considered.

With regard to alternative proposals to the recommended scheme, these were evaluated to the stage where the order of cost comparisons showed clearly they were not viable alternatives and any further evaluation beyond this stage would mean scarce road funds would be needlessly frittered away. I do not feel members would support this erosion of much needed road funds.

It also should be noted that the proposed Hope Avenue interchange will not split the suburb of Manning. On the contrary, this connection is proposed for the main reason of providing the residents of Manning and neighbouring areas with a service to enable them to connect to the freeway to travel to and from the south to places such as Rockingham, Murdoch University, and the new Lakes Regional Hospital.

Likewise, the claim that environmental factors were not fully considered is completely without foundation. As I have explained to members, in addition to the work done by the Main Roads Department in endeavouring to assess all relevant environmental factors the proposed Kwinana Freeway extension has been reviewed by two independent environmental authorities and both have stated that the proposed route is acceptable to them. In this regard, the Environmental Protection Authority has stated that any realignment of the freeway extension would cause immeasurably more social upheaval than the present proposal, and that the route along the Canning foreshore and over a bridge at Mt. Henry is the only viable solution. It should be noted that the authority has the power to set up special committees and also to appoint independent advisors, but has not considered this to be necessary in the case of the proposed freeway extension.

The Swan River Conservation Board has also considered the proposed southern ex-

tension of the Kwinana Freeway, and has raised no objections to it. Also, the Royal Australian Planning Institute has commented in a recent statement that it is in favour of the current proposal for the freeway extension, as also is the Association of Consulting Engineers, the Australian Road Federation, and the Chamber of Manufactures. In short, a considerable amount of work has been done on environmental aspects and these investigations would be at least equivalent to any environmental impact statement required by any authority, either State or Commonwealth.

From the foregoing resumé, members will see that the freeway proposals have received wide publicity, all feasible alternatives have been investigated, and the route recommended by the Main Roads Department has emerged as the best possible solution. As the history of this matter has indicated, there has been no undue haste in any of the evaluations or procedures carried out and, in fact, the proposal has been more thoroughly investigated, publicised and discussed than any other road project in this State. However, in order to avoid further deterioration in the large and growing residential area to be served by the freeway, and to improve the flow of public and private transport to these areas, there is now a pressing need to get on with the job.

It has been necessary for me in this speech to deal with the scheme as a whole in order to provide members with an appreciation of the issues involved, and in my concluding remarks I would remind members that, while this motion before them in itself only deals with the reclamation of an area from the Canning River, nevertheless, it is an essential part of the scheme as a whole. In view of the points I have made and the further detailed facts presented in the MRPA report, I find it difficult to comprehend how any member can disagree with the pressing need for the extension of the freeway along the recommended route and, as a consequence, the need for the reclamation as proposed in this motion.

While, along with other members of this Chamber, I do not like to see any encroachment on the river, when we are faced with an urgent and important decision as we are today, we would be failing in our duty if we did not face up to the realities of the situation and act responsibly. As the Environmental Protection Authority and the Swan River Conservation Board also share my view that it is in the public interest to allow this reclamation to be carried out, and both have approved the freeway alignment, I commend this motion to the House.

Debate adjourned, on motion by the Hon. R. F. Claugton.



**BILLS (9): RECEIPT AND FIRST READING**

1. Factories and Shops Act Amendment Bill.
2. Hairdressers Registration Act Amendment Bill.  
Bills received from the Assembly; and, on motions by the Hon. G. C. MacKinnon (Minister for Education), read a first time.
3. Motor Vehicle (Third Party Insurance) Act Amendment Bill.  
Bill received from the Assembly; and, on motion by the Hon. N. McNeill (Minister for Justice), read a first time.
4. Environmental Protection Act Amendment Bill.  
Bill received from the Assembly; and, on motion, by the Hon. G. C. MacKinnon (Minister for Education), read a first time.
5. Anzac Day Act Amendment Bill.  
Bill received from the Assembly; and, on motion by the Hon. N. McNeill (Minister for Justice), read a first time.
6. Reserve (Kwinana Freeway) Bill.  
Bill received from the Assembly; and, on motion by the Hon. N. E. Baxter, (Minister for Health), read a first time.
7. Education Act Amendment Bill.
8. Registration of Births, Deaths and Marriages Act Amendment Bill.
9. Registration of Identity of Persons Bill.  
Bills received from the Assembly; and, on motions by the Hon. G. C. MacKinnon (Minister for Education), read a first time.

*House adjourned at 6.12 p.m.*

## Legislative Assembly

Wednesday, the 23rd April, 1975

The SPEAKER (Mr Hutchinson) took the Chair at 4.30 p.m., and read prayers.

**BILLS (2): MESSAGES****Appropriations**

Messages from the Lieutenant-Governor received and read recommending appropriations for the purposes of the following Bills—

1. Police Act Amendment Bill.
2. Agent General Act Amendment Bill.

**QUESTIONS (42): ON NOTICE****1. SCHOOLS AND HIGH SCHOOLS***Demountable Classrooms*

Mr SHALDERS, to the Minister representing the Minister for Education:

- (1) Will the Minister advise which—
  - (a) primary schools;
  - (b) high schools,
 have been supplied with demountable classrooms since schools reopened in 1975 and the dates when either approval for such supply was given or the dates when supply was made?
- (2) Who determines the priority for the allocation of demountable classrooms to—
  - (a) primary schools;
  - (b) secondary schools?
- (3) Who determines which priority shall prevail in the provision of demountable classrooms when there is a need for them at both primary and secondary schools?
- (4) How many "special" classes in primary schools are accommodated in—
  - (a) demountable classrooms;
  - (b) other classrooms of a temporary nature;
  - (c) ordinary classrooms?

Mr GRAYDEN replied:

(1) —

	Date of approval
(a) Yanchep Primary School .....	10/2/75
Cue Primary School .....	21/2/75
Boulder Junior Primary (in progress now)	4/3/75
Greenwood Primary School (in progress now)	4/3/75
Warburton .....	4/3/75
Adam Road Primary School .....	13/3/75
Warwick Primary School .....	13/3/75
Glen Forrest Primary School .....	13/3/75
Pinjarra Primary School .....	13/3/75
Kingsley Primary School .....	3/4/75
East Maddington Primary School .....	3/4/75
(b) Mirrabooka Senior High School .....	17/2/75
Churchlands Senior High School .....	17/2/75

(2) and (3) The final responsibility for the allocation of demountable classrooms rests with the Director-General of Education.

(4) (a) 2.

(b) and (c) No other information is available concerning the number of "special" classes in permanent classrooms or other types of temporary classrooms.

**2.****CARCOOLA SCHOOL***Extensions and Enrolment*

Mr SHALDERS, to the Minister representing the Minister for Education:

- (1) Has there been an accommodation problem to date this year at the Carcoola Primary School?