

Legislative Council

Tuesday, the 11th August, 1970

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

QUESTIONS (9): ON NOTICE

1. TOWN PLANNING

Establishment of Appeal Tribunal

The Hon. W. F. WILLESEE, to the Minister for Town Planning:

In view of the fact that the Premier made a promise in his election campaign of 1968 that a Town Planning Appeal Tribunal would be established—

- (a) has the Minister for Town Planning, reported as saying such a tribunal was unnecessary, the authority to make such a statement; and
- (b) if the Government has decided not to set up such a tribunal, will the Premier make an affirmative statement to this effect?

The Hon. L. A. LOGAN replied:

The honourable member is incorrect in asserting that the Premier promised to establish a Town Planning Appeal Tribunal in his 1968 speech. The Premier referred to the establishment of a new system of appeals "possibly in the form of a tribunal". My comments, in reply to questions from the Press, were therefore not inconsistent with the Premier's remarks and should not be taken to represent any alteration of Government policy.

2. ROADS

Controlled Access Road: Fremantle to Welshpool

The Hon. J. DOLAN, to the Minister for Mines:

- (1) What is the anticipated date of completion of the highway from Fremantle to Welshpool via Rossmoyne and Riverton?
- (2) What provisions have been made for safety-crossings for pedestrians, particularly school children, who have to cross this highway?
- (3) Will the Main Roads Department consider consulting the various parents and citizens' associations concerned to ensure that these safety-crossings are sited at the most desirable points?

The Hon. A. F. GRIFFITH replied:

- (1) It is anticipated that the road will be finally completed by 1976.
- (2) The following provisions have been or are being made for pedestrians to cross the road:—
 - (a) Traffic lights at several important intersections.
 - (b) Pedestrian overpasses at the Rossmoyne and Melville High Schools.
 - (c) Guard controlled crossings for school children and pedestrian crosswalks where these are warranted.
- (3) When a request is received for a school crossing the Police Department arranges for an on site committee to investigate the request. The committee consists of representatives of the Police Department, Education Department, Main Roads Department and the local parents and citizens' association. Following the inspection the Police Department submits a recommendation to the Minister for Police and Traffic. The views of the parents and citizens' association are therefore taken into consideration.

3. TRAFFIC

Installation of Lights on Priority Roads

The Hon. CLIVE GRIFFITHS, to the Minister for Mines:

- (1) Is there a programme for the installation of additional sets of traffic lights on those sections of Albany Highway and Canning Highway that have been converted to priority roads?
- (2) If so—
 - (a) at which intersection, in each case, will the lights be installed; and
 - (b) when will such installations be made?
- (3) If the reply to (1) is "No" will consideration be given to such a programme to assist motorists desiring to enter these roads?

The Hon. A. F. GRIFFITH replied:

- (1) No.
- (2) Answered by (1).
- (3) Yes. Following the introduction of priority roads, investigations are being undertaken into sites where operational difficulties are being experienced. These investigations are still in progress.

4. TOWN PLANNING

Herdsmen Lake Area

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

- (1) Would the Minister release for publication a diagrammatic sketch of the proposals for the development of Herdsmen Lake?
- (2) Will a large portion of the Wembley Public Golf Course be severed when the proposed Stephenson Freeway is constructed?

The Hon. L. A. LOGAN replied:

- (1) Yes, with permission I will table a sketch (see Paper No. 52).
- (2) As indicated in the Metropolitan Region Scheme of 1963, the proposed Stephenson Freeway would traverse the eastern section of the golf course. However, no firm plan has been produced. In any event there would be close consultation with the Perth City Council before any such development took place.

The sketch was tabled.

5. HOUSING

Interest Rates on Purchase Homes

The Hon. R. THOMPSON, to the Minister for Mines:

- (1) Is it the Government's intention to increase interest rates on State Housing Commission purchase homes this financial year?
- (2) If so, will interest rates on existing contracts of purchase be also increased?
- (3) What is the proposed increase?

The Hon. A. F. GRIFFITH replied:

- (1) No.
- (2) No.
- (3) Answered by (1).

6. INDUSTRIAL DEVELOPMENT

Fruit Processing Factory at Manjimup

The Hon. V. J. FERRY, to the Minister for Mines:

With regard to the terms and conditions contained in the Manjimup Canned Fruits and Vegetables Industry Agreement Act, 1969—

- (a) has the Government had recent discussions with the newly appointed board of directors, and the management, of the Shepparton Preserving Company;
- (b) if so, what is the revised timetable for the establishment of a processing factory at Manjimup;

- (c) what arrangements have been made for the handling of canning varieties of fruit until the proposed cannery is operative at Manjimup; and
- (d) what advice can be given to prospective growers in regard to planting suitable varieties of fruits under contract with the Shepparton Preserving Company?

The Hon. A. F. GRIFFITH replied:

- (a) Yes. Two directors are at present visiting Western Australia. They met the Industries Promotion Officer of the Department of Industrial Development yesterday and today the party is carrying out an inspection of the Manjimup district.
- (b) The company has indicated that there will be a delay, but has not yet notified its revised timetable for the establishment of a cannery at Manjimup. It is expected that the company will submit a firm proposal after the board of directors has considered the report of the two directors currently visiting the State.
- (c) The current lease of Plaican's premises in Havelock Street, West Perth, does not expire until May, 1971. Negotiations to extend this lease for a further twelve months are at present in course.
- (d) S.P.C. is at present evaluating the result of a recent survey to determine the area orchardists were prepared to plant with canning varieties of peaches and apricots. Until this study is complete it is not possible to advise growers on varieties to plant. However, S.P.C. has advised the Department of Industrial Development that at least 10,000 tons of fruit per year will be required if the Manjimup cannery is to become a viable entity.

7.

EDUCATION

Kinlock Primary School

The Hon. J. DOLAN, to the Minister for Mines:

Regarding the proposed Kinlock Primary School permanent canteen building—

- (a) did the Education Department receive from the Public Works Department architect on the 7th July, 1970, a letter of approval for the plans and specifications of the proposed canteen;

- (b) has the department considered the letter and granted its formal approval;
- (c) if so, will the Kinlock Parents and Citizens' Association be advised of the decision as soon as possible; and
- (d) if not, what is the reason for the delay in considering the architect's letter and when can a decision be expected?

The Hon. A. F. GRIFFITH replied:

- (a) Yes.
- (b) Formal approval has been granted subject to certain amendments.
- (c) The decision was communicated to the parents and citizens' association on the 6th August.
- (d) Answered by (c).

8.

HOUSING

Short Term Finance

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

- (1) Is it a fact that some lenders are advancing short term housing finance at rates in excess of 14 per cent?
- (2) (a) Are statistics collected on the amount of short term finance for housing; and
(b) if so, would the Minister give details of such lending for the quarter ended the 30th June, 1970?
- (3) (a) Is it a fact that a serious shortage of liquid capital is threatening the stability of leading home building firms; and
(b) if so, what steps does the Government propose to take to correct this situation?

The Hon. A. F. GRIFFITH replied:

- (1) It is understood that this could be so.
- (2) (a) and (b) No statistics are collected specifically relating to short term finance for housing. Available information covers part only of the field.
- (3) (a) Short term funds to finance house construction have been limited in recent months. Contributing factors were slow turn around of funds because properties have remained unsold, reluctance of lenders to make further advances to concerns with substantial commitment in units for which there was no guarantee of sale and re-financing; and the general tightness

of liquidity in the economy. The overall situation has been difficult, but is not believed to constitute a general threat to the stability of organised home building firms.

- (b) Recent actions taken by the State Government to help home building firms have included:

- (a) Advance allocation of \$2,165,000 home builders' account funds, and early determination of the whole allocation for 1970-1971;
- (b) Since the end of May, 1970, an increase in the number of units put to tender by the State Housing Commission;
- (c) Where prices and accommodation standards are comparable to its own operations, the State Housing Commission has bought units of suitable size in appropriate locations. Completed properties are bought for cash, while the commission will make progress payments for projects under construction at time of purchase;
- (d) The Rural and Industries Bank has increased lending for home purchase by a decision to advance \$10 million over a three month period.

The Commonwealth authorities have also taken action, through the Reserve Bank, to bring about increased home finance advanced by savings banks.

9.

EDUCATION

Beaconsfield Primary School

The Hon. F. R. H. LAVERY, to the Minister for Mines:

- (1) Has the Education Department any immediate plans for re-siting or upgrading the Beaconsfield Primary School, which was erected in 1890, and which, from a traffic aspect, is very badly situated?
- (2) If so—
 - (a) what are the proposed plans;
 - (b) what stage have they reached; and
 - (c) when will action be taken to implement such plans?
- (3) If not, when is it intended to replace the two unlined pavilion classrooms which, because

of their age and construction, constitute a health hazard to the children?

(4) Is the Minister aware that the 530 children attending Beaconsfield State School—

(a) have only portion of a cloak-room for library purposes; and

(b) are sent by bus during school hours to the Evan Davies Central Library in Fremantle to obtain use of reasonable library facilities?

(5) Will the Minister give these matters urgent and sympathetic consideration?

The Hon. A. F. GRIFFITH replied:

(1) Yes.

(2) (a) The complete redevelopment of the Beaconsfield School.

(b) The initial stage of the plan is the acquisition of additional land and steps have already been taken to acquire land to the east of the present site.

(c) When a sufficient area has been acquired it is envisaged that the school will be redeveloped as far from Hampton Road as possible with playing areas acting as a buffer between the school and the road.

(3) Answered by (2).

(4) (a) Yes.

(b) Yes.

(5) Yes.

ADDRESS-IN-REPLY : SECOND DAY

Motion

Debate resumed, from the 6th August, on the following motion by The Hon. S. T. J. Thompson:—

That the following Address be presented to His Excellency:—

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. W. F. WILLESEE (North-East Metropolitan—Leader of the Opposition) [4.55 p.m.]: When listening to the speech made by the honourable member who moved the Address-in-Reply to His Excellency's Speech last Thursday, my mind dwelt a little on whether it is necessary for us to have such an elaborate opening of Parliament each year.

A tremendous amount of organisation is evident within the precincts of the building, and one sees very highly placed civil servants attending the function each year. I wonder, therefore, whether we could not preserve all the necessary dignity and indeed give the event an added status if we had but one ceremony to open Parliament on the occasion of each new Government taking office.

If this were done I do not think we would lose anything by way of tradition or dignity. Indeed, I think the rarity of such an occasion, and the acknowledgement of a Government after an election, would enhance the standing and dignity of the opening of Parliament.

I have been developing this thought over the years after having watched successive openings of Parliament. Accordingly, I wonder whether it might not be possible for us in future to take a different view and arrange for an opening of Parliament once in every three years—that is, after a general election.

On Thursday last I took the opportunity to place upon today's notice paper a question to the Minister for Town Planning to which I received the reply that the Minister was right and I was wrong. That is how I expected the Minister to answer my question; I did not expect him to do very much else. I did, however, think my question was pertinent and reasonable, particularly when it is considered that we as taxpayers sent him overseas to broaden his knowledge of a particular portfolio he holds—which is a most important portfolio—relating as it does to a matter which today is very much in the minds of the people.

When the Minister returned from his overseas trip a leading article appeared in *The West Australian* of the 15th July, under the heading, "Planning Appeals." The article reads as follows:—

Town Planning Minister Logan has come back from an overseas trip convinced that there is no need for a tribunal to replace him as arbiter of appeals from Town Planning Board decisions.

Whatever Town Planning Commissioner J. E. Lloyd said in his report on practices in other States, three of which have machinery for dealing with appeals, Mr. Logan has flatly wound up the subject as far as he is concerned.

But, however much it suits him to keep all the power in his own hands, the Government would make a bad mistake if it let him do so. In his 1968 election policy speech Sir David Brand promised that the Government would establish a new system of appeals. Since then not a single thing has happened to justify failure to carry out this promise.

Mr. Logan did not create the present system, which includes appeals from local government authorities' rulings on building by-laws and rezonings and also appeals from planning authorities' decisions on subdivisions and development permits under the metropolitan region scheme.

But in sticking to it he disregards an elementary judicial principle: the right of an aggrieved individual—or local authority—to seek justice at the hands of an independent body.

As ministerial head of the entire town planning and local government machines, he wields enormous executive power and, in addition, has the final say if there are complaints. He not only decides appeals but can make his own rules for determining them. He does not have to hold open hearings and does not have to publish reasons for his decisions.

The argument that if an independent appeals tribunal were created it would mean setting up one statutory body to override another does not hold water. The Town Planning Board is an executive body; a tribunal would exercise a judicial function. Nobody objects to the Supreme Court deciding a damages case against the Works Department, yet both were created by statute.

The onus would be on the Government to see that appeals were cheap and the procedure simple. The Government's responsibility would be the same as in any other field, to see that expense or delay did not stand in the way of justice.

If the Government is serious about examining its policies, it could give high priority to seeing where executive authority is delegated by parliament without the public being given adequate protection at law. In town-planning and local-government appeals what matters most is not the procedure which suits the Government or a Minister but that which recognises the rights of individuals.

Very shortly after that the Perth Chamber of Commerce expressed a similar view, as indicated by the following article which appeared in *The West Australian* of the 30th July this year:—

The Perth Chamber of Commerce yesterday criticised Town Planning Minister Logan's decision not to set up a town planning appeal tribunal.

The chamber president, Mr. R. A. Rumble, said that members could not accept Mr. Logan's decision that there was no need for a tribunal.

An overseas tour such as Mr. Logan had made could scarcely provide an in-depth study leading to a review of the planning decisions in the State, Mr. Rumble said.

Probably every situation was different in each country.

Mr. Rumble said he questioned whether Mr. Logan had spoken to people upset by planning decisions, or whether he had spoken only to planners—who could be expected to favour the present system, which did not review their decisions.

It was remarkable that Mr. Logan could make such sweeping observations on the needs of W.A. after what must have been a mere acquaintance with the position overseas, Mr. Rumble said.

New South Wales and Victoria both had tribunals to review planning decisions.

Mr. Logan had given no good reason why he should remain the final judge of all town planning decisions, Mr. Rumble said.

The chamber felt that the minister should set up an appeal tribunal.

Although I will not quote it, a similar letter from a country organisation was published also.

I believe there is need for further clarification of the decision of the Minister for Town Planning following his trip abroad. Great hopes were held that an appeal system would eventuate and obviate the very great responsibility that is placed upon the Minister as an individual. Such an authority would finally decide any issue, devoid of the influence of the department through its senior officer.

I have no doubt that the Minister's decision is one in which he sincerely believes, but the idea of a judicial system has been lost in the Minister's enthusiasm and belief that what Western Australia has is equal to or better than the system which exists in other countries. I agree with the suggestion that when overseas the Minister may have moved among people of his own level; that is, among Ministers and officers from departments similar to those which he controls.

I am not prepared to split straws concerning the reply he gave with regard to statements made by the Premier in his pre-election speech. The fact remains that the Premier did lead electors to believe that a change would be made in the system, and it is for that reason that I posed the question following the remarks made by responsible organisations. I did this in the hope that it is not too late even now for the Minister to take a further look at the situation as reviewed by him.

Certain people in the metropolitan area, and in particular the residents of Newburn, are in a very awkward position as a result of the proposed airport changes by the Department of Civil Aviation. These proposals were outlined in a statement made on the 1st July of this year. The department released a plan which indicated

enormous developmental changes at the Perth Airport, including a new 10,000-foot runway located within 2,000 feet of the marshalling yards at Newburn.

That proposal involves many people in the area who are living on small acreages of land, and gives them almost no opportunity now to quit their land unless the department buys them out at a price sufficient to enable them to rehabilitate themselves in some other direction. No starting date has been given for this project, but it is unlikely that the terminal will be required for perhaps another 15 years, and so these people are in an unenviable situation.

The position was further highlighted when the Metropolitan Region Planning Authority supported the moves proposed by the Department of Civil Aviation. It supported the proposals on the basis that to establish another airport at some other point would be far too costly. The Chairman of the Metropolitan Region Planning Authority said—

... that the cost of relocation, servicing and maintenance of the Perth Airport at an alternative site near Northam would be enormous.

There would be high costs to the community for the time spent travelling to and from the airport.

The airport in its present location at Guildford was a substantial asset to the community.

I suppose one could not question that statement. The chairman also said—

The Metropolitan Region Planning Authority considers that the Perth Airport should not be moved. It supports the proposed extension.

It considers that the Commonwealth should be prepared to buy adjoining properties from owners who prove that they cannot sell their land.

That is a most laudable suggestion under the circumstances. However, who is responsible for taking the initiative in order that these people might obtain this form of compensation? The Metropolitan Region Planning Authority is prepared to continue its existing zoning of the area, which is rural, despite the fact that the land in question is seven miles from the Town Hall.

In essence, the proposal of the Commonwealth means that the people concerned cannot sell their land. Therefore, to whom can they turn for help? I feel that in the first instance they should be able to appeal to the State Government.

Many people, in desperation, have suggested that the airport should be shifted from one site to another. I cannot see that that would be the solution to the problem because to remove the noise from one area and impose it on those living in another area would simply shift the problem from one group of people to another. The only answer as I see it is for

the area required to be taken over as quickly as possible—preferably, forthwith—the people involved to be compensated, and the land to be fenced off until such time as it is to be used. Alternatively, the land could be leased to some of the existing market gardeners in the area, in order that they might carry on their occupation.

Considerable money is at stake in the area. Developmental projects have been envisaged and some people own large tracts of land, for which they have paid considerable sums. They, too, are in the position that their capital is lying idle and they have prospects of selling the land only as a result of some action by the Government.

Several local authorities concerned with this problem held a meeting. The Belmont, Bassendean, Kalamunda, Perth Shire, Perth City, Swan, Canning, and Bayswater councils were represented, and the Chairman of the Metropolitan Region Planning Authority (Mr. Hamer) was present. He reiterated that the people concerned should be compensated. He is reported as having said—

It would be suggested to Local Government Minister Logan that land-owners at Newburn in the new buffer-zone should have their land bought at reasonable prices if hardship was suffered.

Many suggestions have been made concerning this problem, but no action seems to be forthcoming.

Recently I attended a meeting held by many of these people. They are in the process of preparing a petition. Some of them have lived all their lives on the land regarding which they now see no future. It was a most unpleasant experience to sit and listen to the complaints they raised, especially as they are so genuine. I understand that many of them are taking the opportunity to write direct to the Commonwealth to see whether it will purchase their land, but so far no affirmative reply has been received.

Therefore, through the Minister for Local Government and Town Planning, I ask this Government to take some action on behalf of these people. After all, I think the Minister and I know most of the people concerned personally, and I trust that the right thing will be done for them on this occasion. The plan has moved forward and I am convinced that even if an alternative site were chosen for the airport it would be for an international airport only, and the present Perth Airport would remain to cater for interstate flights. Because of its close proximity to the marshalling yards, and the fact that interstate transport planes will be used at night time, I am sure the Perth Airport will continue to be used for the purpose of handling such traffic. Therefore, at

best, I can only foresee an international airport being established further out of town.

The increased night traffic with the use of bigger aircraft means more worries and greater problems for the residents living in close proximity to the area simply because of the noise factor. This, too, will have an effect on the valuations of properties and suggestions have already been made that the onus should be placed on the Commonwealth to soundproof some of the nearby homes if the noise nuisance continues. Alternatively, arguments have been submitted that within the next 20 to 25 years noise from the larger planes will become less. However, whether that will be so or not remains to be seen, and a period of 20 to 25 years is a long time for these people to have to wait. Many of them will be dead by then, and probably some of their sons and daughters will be, too.

Without labouring the point unnecessarily on this occasion, I would like the Government, and the Minister for Local Government and Town Planning in particular, to have a serious look at the problem. I would be quite prepared to travel through the area with him and to point out the problems that exist.

When one considers the size of the marshalling yards area, and the development that is still taking place there, and one takes into account the building of the new runway, which will pass close to the marshalling yards, the future pattern is evident even to the untrained eye. Then, when one realises that no definite time has been set down for this project, and no promise has been made that compensation will ever be paid—tomorrow, the next day, or 10 or 15 years hence—it can be appreciated that such a situation cannot be allowed to continue. Some action, preferably at Government level, should take place, and such action should be in the form of Government compensation to place the people affected at least in the position they were in before their homes and livelihood were affected. That is a principle to which we as a Legislature must adhere.

While discussing this area, there is one further problem to which reference should be made and this, too, is a serious matter—I refer to drainage in the Kewdale marshalling yards. There is a large area of asphalt in the yards and a fair amount of diesel oil is spilt when locomotives are being refuelled. In some cases the overflow, or the spilt diesel oil is put through a treatment plant and treated with a detergent. In other cases it is not put through the treatment plant for some reason or other and it flows off into drains that have been built at the site. These drains connect with the natural drains which have been in existence in the area for many years.

Recently, during a period of rainy weather, the drains were carrying an overflow of diesel oil to within one foot of the top of the levee banks protecting certain market gardens in the area. One does not need much imagination to realise what a tragedy there would have been had diesel oil-affected water overflowed into the market gardens. It would have destroyed the plants and, indeed, affected the land on which the plants were growing. At the moment certain discolouration of the water is clearly visible as it flows through the drains to which I have just referred. As a matter of fact, an inspection of the treatment plant leads one to the belief that some detergent, as well as diesel oil, is still being pumped out through the drains, and this water eventually flows into the Swan River.

In my view, a serious situation exists, and it will become even worse unless something is done about it. Much of the growth alongside the drains is already obviously affected by the diesel oil and detergent, and when one realises that this liquid is moving out into the Swan River, it is apparent that the need for something to be done is urgent. It is a problem which must be overcome by the Railways Department, although I admit it is not an easy one to solve. The area of land involved is vast, and much of it is covered with asphalt. To treat this liquid instead of its being pumped into the drains is a big job, but in my view the present position cannot continue. Sooner or later, if we have a heavy downpour or a sudden storm, the drains will overflow and, through the Railways Department, the Government will be faced with heavy compensation for the people affected.

The Hon. L. A. Logan: Is all the fuelling done at the one point in the one area?

The Hon. W. F. WILLESEE: Unfortunately, that is not the case. It looks to me as though one point has not been able to handle the whole of the problem. There is, shall we say, point A, where there is a treatment plant, but that has not been able to handle all the treatment work. Therefore, the liquid has been diverted to some of the drains about which I have spoken. I know at one stage there was a small auxiliary plant pumping directly from the area, and at point B there are some drains taking the flow from the tar-mac area. Some of the liquid flows into the drains in crude form; it is quite visible for anyone to see. On one occasion the water banked up and flowed over onto an area of some four or five acres. Fortunately there were no vegetables or produce growing there; it was simply low scrub.

These are real problems that I raise and I trust that between us we can achieve satisfactory results in all cases.

THE HON. R. F. HUTCHISON (North-East Metropolitan) [5.25 p.m.]: I wish to support Mr. Willesee in all he says about the Kewdale area. It is sad to see the families who are there worried to such an extent that from a small area 60 or 70 people will attend a meeting to protest about what is happening in the vicinity of the airport. When Governments take people's land some better method of compensation should be found and more notice should be given to allow the people to look for somewhere else to live. They should be paid sufficient compensation to allow them to rehabilitate themselves in a proper manner.

Because of the position they are in the people in this area cannot sell their homes and it does not seem right that large companies and Government departments can do this sort of thing and leave the people to suffer. Such a situation should not be allowed to develop in a country such as ours, and particularly in a State like Western Australia. We have plenty of land—land which would have been much better for the building of an airport—and had the airport been established further from the city fewer people would have been inconvenienced. As it is, the Commonwealth Government has built its airport almost in the middle of a suburb, and the people in that locality are rendering a great service by supplying vegetables and fruit to the general public. In my view, much more thought could have been given to the position.

I realise that we are discussing this matter at a State level, whereas the problem mainly concerns the Commonwealth Government. However, if compensation is to be paid to the people affected, it should be adequate compensation; people should not have to struggle to provide some alternative for themselves.

In my career in Parliament I have never seen a group of people who have been so badly hurt and put to the expense that these people have been. It is very hard when one builds a home and rears a family and suddenly someone takes one's security away. Without any explanation at all, the Government simply established the airport in its present position. The women work in the gardens but they are experiencing such suffering at present that they spend almost the whole night thinking about what will happen to them and wondering what they will do. They feel they will be the losers, and it is almost certain that that will be the case. Some of these people have grown-up families; some are still rearing families; and it seems wrong that they should be browbeaten and moved by Governments.

It it were not possible to build the airport anywhere else one could have understood it, but in a State such as ours, where there is plenty of land available without disturbing anybody, the airport could have

been built further afield and buses used to move the people to and from the city. As it is, the airport has been built almost in the middle of a settled community; the people in the district have worked hard and if they wished to rehabilitate themselves elsewhere would find it almost impossible to sell their properties. They have no alternative but to go to the Government for assistance. Whether that assistance will be good, bad, or indifferent remains to be seen, but it is a perpetual source of worry to those concerned.

The women tell me that whatever they get will not be worth the worry they have had and are still having about their future. They take it for granted that in the long run they will be the losers. Whether that will be so, I do not know. That should not be the position and I trust that this Government will do something to help the people; that it will take some steps to ensure they are not wronged. I realise it is a Commonwealth matter, but these people should not be made to suffer. They should not be robbed of what they have worked hard to get. Only one who has worked in the kind of business in which these people are engaged can realise just how much hard work is involved.

I would like to congratulate Mr. Willesee on the speech he has just made. He made it very clear exactly what is going on in that area. I hope some concession will be made to help these people before they have to retire or lose their farms. They do not know. It is the uncertainty that matters. Although the Minister might smile, it is the uncertainty that matters and that breaks one's heart. I know that from experiences I have had. I support the motion.

Debate adjourned, on motion by The Hon. G. W. Berry.

House adjourned at 5.31 p.m.

Legislative Assembly

Tuesday, the 11th August, 1970

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

DEPUTY CHAIRMEN OF COMMITTEES

Appointment

THE SPEAKER (Mr. Guthrie): I wish to announce that I have appointed the member for Bunbury (Mr. Williams), the member for Stirling (Mr. Mitchell), and the member for Ascot (Mr. Toms) to be Deputy Chairmen of Committees during the present session.