

HOUSE OF ASSEMBLY

Thursday, 22 February 2024

The SPEAKER (Hon. D.R. Cregan) took the chair at 11:00.

The SPEAKER: Honourable members, we acknowledge Aboriginal and Torres Strait Islander peoples as the traditional owners of this country throughout Australia and their connection to land and community. We pay our respects to them and their cultures and to elders both past and present.

The SPEAKER read prayers.

Parliamentary Committees

PUBLIC WORKS COMMITTEE: REBUILT MOUNT BARKER AMBULANCE STATION

Mr BROWN (Florey) (11:02): I move:

That the 48th report of the committee, entitled Rebuilt Mount Barker Ambulance Station, be noted.

The Department for Health and Wellbeing (SA Health) proposes to rebuild the Mount Barker Ambulance Station at a new location in Mount Barker to provide modern accommodation for the South Australian Ambulance Service (SAAS). This project will support a significant expansion of service capabilities and capacity to manage emergency responses, including for accidents on the South Eastern Freeway between Mount Barker and Murray Bridge—particularly pertinent today.

The current Mount Barker Ambulance Station is reaching the end of its asset life and is unable to be expanded to meet the increased service demand due to significant population growth in Mount Barker and the surrounding communities. Once complete, this ambulance station will complement the surrounding stations in Strathalbyn, Meadows, Woodside and Stirling and form part of an important government infrastructure commitment to expand and improve health services, including supporting the SAAS workforce.

SAAS is the state's provider of emergency ambulance transport, clinical care and patient transport services. It operates 119 ambulance stations across South Australia and the MedSTAR emergency medical retrieval service at Adelaide Airport. SAAS has a mixture of career and volunteer ambulance officers and operates a variety of vehicles including, but not limited to, regular ambulances, so-called 'troop carrier' ambulances, light fleet vehicles, twin carriers, trucks and bicycles.

The new station forms part of the state government's 2022 election commitment to improve infrastructure, increase staffing and provide additional resources for SAAS. It will give alignment to the SA Health strategic plan by strengthening primary health care and enhancing hospital care by providing more services close to where people live. This initiative will allow SAAS to improve ambulance coverage and response in metropolitan Adelaide and key regional centres in South Australia, and will ensure the SAAS emergency preparedness and response capacity is commensurate with state and national emergency management arrangements.

This project is one project within a \$70 million capital works program for the department, and the allocated budget to rebuild the Mount Barker Ambulance Station is \$9.1 million. Construction is expected to commence shortly, in March this year, with practical completion expected in March 2025.

Following a detailed investigation process in consultation with SAAS and Renewal SA, the rebuilt ambulance station will be located on Bald Hills Road, Mount Barker, and lies between a new land division and existing residential areas. The station will house three crews and a new 12-hour regional transfer crew, providing for a total of 38 staff, with the plans submitted by SA Health detailing the station will comprise key functional areas including:

- garage space for six ambulance vehicles and two light fleet vehicles;
- a training room for up to 40 people;

- a meeting room to accommodate up to 10 people;
- office space, workstations and a study room;
- a kitchen with dining room;
- a crew rest room and personal work-rest break rooms;
- a communal outdoor area;
- 31 car parking spaces, including one accessible space; and
- bicycle parking and charge stations.

SA Health considered three options for the project. Option 1 was to construct and rebuild a new Mount Barker ambulance station. Option 2 was to do nothing and maintain the status quo. Option 3 was to expand and refurbish the existing station.

Maintaining the current service status will not address the increased service demand in the area, and expansion of the existing station does not provide the same benefits as a newly built station. Additionally, the ability to maintain emergency services during upgrades of existing infrastructure also poses challenges. Therefore, option 1 was preferred, as the rebuild provides a modern fit-for-purpose facility for the additional workforce to meet operational needs and enables appropriate emergency service provisions to the surrounding communities. SA Health further noted that the demand response is likely to be improved through the provision of both new crewing and station for this high-demand area.

The Department for Infrastructure and Transport has confirmed a general building contractor will be appointed under a design and construct contract. The elected contractor will provide input into detailed design of the facilities as stage 1, with progression to stage 2 to construct the main works. Sustainable development strategies have been incorporated into the design, construction and operation of the rebuilt ambulance station and will be included in all phases of the project. SA Health notes the facility will have environmental qualities that enable a positive environment and workplace for staff, users and occupants, supporting better healthcare outcomes and assisting in managing behaviours.

After consultation with the Attorney-General's Department's Aboriginal Affairs and Reconciliation Unit, it was determined that there are no registered or reported Aboriginal sites, objects or ancestral remains within the project area. There are no state, local or contributory non-Aboriginal heritage listed places on site. The adjacent Laratinga Wetlands have been identified as a local heritage place and as a result significant trees falling within the development zone will be protected under legislative requirements—something I know you are very passionate about, Mr Acting Speaker.

SA Health states that engagement and clinical consultation has been a key theme throughout the concept planning and will continue with various stakeholders during the design and construction phases. Stakeholders include operational and support staff, consumer reference groups and industrial bodies. Consultation with the local community has occurred through targeted letter drops and a community engagement session held in October last year.

The committee examined written and oral evidence in relation to the rebuilt Mount Barker ambulance station project. Witnesses who appeared before the committee were Tim Packer, Executive Director Infrastructure, Department for Health and Wellbeing; James Macdonald, Manager, Project Management, Building Projects, Department for Infrastructure and Transport; Robert Tolson, Executive Director Country Operations, South Australian Ambulance Service; and Rob Elliott, Chief Executive Officer, South Australian Ambulance Service. I thank the witnesses for their time.

I would also like to thank the Speaker for the correspondence received in support of this project in his electorate. Based upon the evidence considered, and pursuant to section 12C of the Parliamentary Committees Act 1991, the Public Works Committee reports to parliament that it recommends the proposed public work.

The Hon. D.R. CREGAN (Kavel) (11:09): My thanks to the committee for carefully considering a project which has been desperately needed in my community for many years. As I have earlier remarked in this house, since 1992, there has been a single ambulance operating in Mount Barker, a single ambulance for a community that is experiencing substantial growth. Despite my many representations to the former government, this was not an issue that could be resolved. It followed, naturally, that it became a substantial election issue in my community.

Many people signed a petition, many people were moved to approach our office and many people were deeply concerned that this issue had been left at large. This new ambulance station will of course serve the Mount Barker community, but it operates together with a series of other ambulance stations along a spine through the central Hills: an ambulance station at Birdwood, which has recently opened and an ambulance station at Woodside that has been carrying a substantial load to support growth not only in Mount Barker but also in Nairne, in Littlehampton, further south in Strathalbyn, and slightly further north in Lobethal and in housing communities developing just south of Woodside. There is, of course, also an ambulance station at Meadows.

So now we have Mount Barker, Meadows, Woodside and Birdwood along that spine, and further west, of course, a station operating at Stirling. We have been particularly grateful to the ambulance officers who have served our community out of the Stirling station. What we saw from 1992 onwards was a whole series of ambulance crews that were being dispatched from metropolitan Adelaide to cover the Adelaide Hills. I have related, in evidence to another committee, some of the difficulties that developed there.

There were circumstances that no local member could rightly accept as being safe for his or her community and I outlined those circumstances. I also, it must be said, outlined those circumstances to the former minister without resolution. It was a matter that made me angry. It was a matter that rightly made me angry and made my community angry. It was not safe and it needed to be addressed.

I would receive text messages sometimes late at night from ambulance officers saying, 'Are you aware that your community is uncovered this evening?' I would have to sit there and read that message and know that for the long hours of that evening, despite the representations that had been made, there was no plan to deal with that issue, and yet thousands of houses continued to be built in Mount Barker, in Nairne, in Littlehampton, in the housing development south of Woodside, in Strathalbyn—and nothing, nothing came from the then minister.

It was outrageous and it informed, in part, my decision to become an Independent so that I could speak out beyond the restrictions of a political party to explain to my community what I had done and what was required to make this situation safe. So, on a piece of land adjoining the new aquatic centre, which the state government is also making an investment in, a new ambulance station will be built.

I am very pleased that practical completion is anticipated for 2025. Can I say this, too, to the new ambulance officers who have arrived in the Hills, career ambulance officers who will serve my community for many years to come: we are very, very grateful to have you. I have had the opportunity to meet some of those very young ambulance officers, including Harry, who grew up in the Hills, Maddison and others. Their service is exceptionally important.

It is important to me, it is important to my community and it is important to the entire Adelaide Hills because, whilst this particular piece of infrastructure will continue to serve us, it is the skill and expertise, the dedication and the willingness to contribute a life's work that is at the heart of the service that is being offered to our community, but that service cannot be offered without this station and the operations that are being run out of the other stations that I mentioned.

This investment, importantly, is complemented by a very substantial investment in the Mount Barker hospital. You will know, Mr Acting Speaker, that the Mount Barker hospital currently has beds numbered in the early thirties and there will be over 100 beds once that project comes to completion. I understand that very substantial funds are being invested by the state to see that project through. So I am grateful but it is the investment that my community deserves and requires to ensure that adequate health services are available for the Adelaide Hills.

Mr BROWN (Florey) (11:14): I want to thank the member for Kavel for his contribution and, of course, his well-known and passionate advocacy and support for enhanced ambulance services in his area, which I am sure was well known to all members of the Public Works Committee.

Motion carried.

PUBLIC WORKS COMMITTEE: REBUILT VICTOR HARBOR AMBULANCE STATION

Mr BROWN (Florey) (11:15): I move:

That the 49th report of the committee, entitled Rebuilt Victor Harbor Ambulance Station, be noted.

The Department for Health and Wellbeing (SA Health) proposes to rebuild the Victor Harbor Ambulance Station to provide updated accommodation for the South Australian Ambulance Service (SAAS). This will support a significant expansion of service capabilities and capacity to manage emergency responses.

Due to population growth, SAAS has identified continued and increasing demand for its services in South Australia, and the need for a larger ambulance station to serve the expanding Victor Harbor community and the surrounding areas of Encounter Bay, Port Elliot and Middleton. For the Victor Harbor region, the current ambulance station is unable to be effectively expanded to meet this increased service demand, with this lack of capacity further tested during peak periods such as the summer months. The rebuilt ambulance station will complement the surrounding stations in neighbouring Goolwa and Yankalilla which are currently staffed by volunteers. This project will construct a facility to house three ambulance crews, two clinical team leaders and four additional staff, providing accommodation for a total of 40 personnel.

SAAS is the state's provider of emergency ambulance transport, clinical care and patient transport services. It operates 119 ambulance stations across South Australia and the MedSTAR emergency medical retrieval service at Adelaide Airport. The new station forms part of the state government's 2022 election commitment to improve infrastructure, increase staffing and provide additional resources for SAAS. It will give alignment to the SA Health strategic plan by strengthening primary health care and enhancing hospital care by offering more services close to where people live, and will allow SAAS to improve ambulance coverage and response in metropolitan Adelaide and key regional centres in South Australia.

This project will support priority 1 and priority 2 service level response times for consumers in Victor Harbor, and improve service levels and coverage in neighbouring areas and the southern Fleurieu region. Additionally, dispatch and turnaround times after an incident will be improved, and the community will experience enhanced customer care through this expansion of services. The total budget to deliver the scope of the election commitment is \$70 million. The allocated budget for the rebuilt Victor Harbor Ambulance Station is \$9 million. Construction is anticipated to commence shortly, in March this year, with practical completion in March 2025.

The current station is located in the centre of Victor Harbor, which proves difficult to navigate to neighbouring communities due to significant amounts of vehicle and pedestrian traffic and traffic lights, especially in the summer months. Following a detailed investigation process, the new ambulance station will be located on Adelaide Road, Hayborough, which was chosen as it has access to a number of major roads and is in close proximity to the ring road to Victor Harbor which gives rapid access into the township. Plans submitted by SA Health detail the station comprises key functional areas, including:

- garage space for six ambulance vehicles and one light fleet vehicle;
- a training room with seating for 25 people;
- a meeting room to accommodate 10 people;
- office space, workstations and a study room;
- kitchen and dining room;
- crew rest room and personal work/rest break rooms;

- an outdoor courtyard; and
- 26 car parking spaces—including one accessible space—bicycle parking and a charge station.

SA Health considered three options to deliver the project: option 1 was to construct and rebuild a new Victor Harbor Ambulance Station, option 2 was to do nothing and maintain the status quo, and option 3 was to expand and refurbish the existing station. Maintaining the current service status will not address the increased service demand in the area. Expansion of the existing facility does not provide the same benefits as a newly built station, and the ability to maintain emergency services during upgrades of existing infrastructure also poses challenges. Therefore, option 1 was preferred, as the rebuild provides a modern, fit-for-purpose facility for the additional workforce to meet operational needs and enables the appropriate emergency service provisions to the surrounding communities.

The Department for Infrastructure and Transport have confirmed a general building contractor will be appointed under a design and construct contract. The elected contractor will provide input into the detailed design of the facilities as stage 1, with progression to stage 2 to construct the main works.

Sustainable development strategies have been incorporated into the design, construction and operation of the rebuilt ambulance station and will be included in all phases of the project. SA Health notes the department has a strong focus on achieving sustainable environment outcomes with low recurrent costs and as a result the facility will be a flexible, high-quality environment with high energy and water efficiency. Additionally, the new station will have qualities that enable a positive environment and workplace for staff, users and occupants, improving wellbeing and assisting in managing behaviours.

After consultation with the Attorney-General's Department's Aboriginal Affairs and Reconciliation unit, it was determined there are no registered or reported Aboriginal sites, objects or ancestral remains within the project area. There are no state, local or contributory non-Aboriginal heritage-listed places; however, any significant trees falling within the development zone will be protected under legislative requirements.

SA Health states that engagement and clinical consultation has been a key theme throughout the concept planning and will continue with various stakeholders during the design and construction phases. Stakeholders include operational and support staff, consumer reference groups and industrial bodies. Consultation with the local community has occurred through targeted letter drops and a community engagement session was held in October last year.

The committee examined written and oral evidence in relation to the rebuilt Victor Harbor Ambulance Station. Witnesses who appeared before the committee were Tim Packer, Executive Director, Infrastructure, Department for Health and Wellbeing; James Macdonald, Manager, Project Management Building Projects, Department for Infrastructure and Transport; Robert Tolson, Executive Director, Operations (Country), South Australian Ambulance Service; and Rob Elliott, Chief Executive Officer, South Australian Ambulance Service. I thank the witnesses for their time.

Based upon the evidence considered and pursuant to section 12C of the Parliamentary Committees Act 1991, the Public Works Committee reports to parliament that it recommends the proposed public work.

Mr BASHAM (Finniss) (11:21): Thank you for the opportunity to speak in relation to the new build of an ambulance station in Victor Harbor. Victor Harbor is certainly very much a growing city, as well as the surrounds right through to Goolwa, Port Elliot, and Middleton in particular. The building of a new station is certainly something that I very much support, but just not its current proposed location. It is certainly something that I have raised with the minister at least three times in correspondence to him.

I have real concerns about some of the traffic movements in front of the location, particularly during the busy summer time. From the roundabout in front of Bunnings, the traffic easily builds back past where the proposed location is and it would be very difficult to get an ambulance through that

strip of road with traffic going both ways and very limited ability to drive down the centre of the road to get to the roundabout to then either get into the township of Victor Harbor or head into Port Elliot.

I was more than willing to meet with the minister or his representative to discuss other alternatives. I suggested some other alternatives that I know the minister investigated and said were a possibility, but they were going to stick with what they had chosen.

Interestingly, the site chosen, and which has not been mentioned in the report at this stage, is on a park named after a matron who served for 20-odd years through the forties, fifties and sixties at the South Coast District Hospital. Matron Alice Tuck was a dedicated medical person in the region and certainly did a lot for the community. Interestingly, Matron Tuck was the matron who gave Lowitja O'Donoghue her opportunity to take up nursing in the South Coast District Hospital. It has a particular connection to a larger story.

It is disappointing that the park that is named in her honour is mainly going to be built on with an ambulance station, but I guess there is some upside in that. Hopefully, the government considers naming the station after Matron Tuck going forward, particularly because of her long-term connection, including being responsible, as I googled this morning, for the management of ambulances from the hospital back in the 1950s. There is a report of her taking a new ambulance, after 17 years of an old ambulance—getting a replacement in December 1955.

It is really important that we acknowledge the need and the importance of this station. I just hope I am proved wrong about its location—the traffic movements there are easily navigable and as the population grows, and particularly with the new subdivision just down the road, that is also going to add traffic to this particular point—that it does not deliver the outcomes that I have raised in my concerns. There have also been other community concerns around the area. There is a group of local residents who are very concerned about having an ambulance station next door to their residential homes; that has certainly been raised quite extensively as well.

I think it is something we certainly did need. The existing location in the centre of town was extremely challenging, but it did have multiple means of getting from the front door of the station out of the town relatively quickly. We were able to have choices, whereas the new location at Hayborough is not going to have quite that same ability to have those choices.

The other thing about the existing station is that in discussions with the previous minister and the previous government, there were some ownership issues of the current station that needed to be resolved and understood. It goes back to the 1980s and St John Ambulance and the formation of SAAS. St John's and SAAS have been co-tenants in that building ever since, likewise over at Goolwa, and so there were some challenges in relation to the ownership of the current building that made it difficult to move on. My understanding is they have very much been resolved, which is a great outcome, particularly for St John's. So I am very pleased that this has been built, and I look forward to its success, and hopefully my concerns are not realised.

Mr BROWN (Florey) (11:27): I take the opportunity to thank the member for Finniss for his contribution. It is always good to hear from local members about their particular perspectives on projects, even if it is an opportunity for them to provide a litany of concerns and potential objections to the project. I would like to thank everyone who gave evidence to the committee, and I thank members of the committee for their deliberations.

Motion carried.

PUBLIC WORKS COMMITTEE: TRAM GRADE SEPARATION PROJECTS, MARION ROAD—ANZAC HIGHWAY TO CROSS ROAD

Mr BROWN (Florey) (11:28): I move:

That the 50th report of the committee, entitled Tram Grade Separation Projects, Marion Road—Anzac Highway to Cross Road, be noted.

The Department for Infrastructure and Transport (DIT) proposes to remove the tram level crossing on Marion Road and Cross Road through the construction of a tram overpass and upgrade on the Marion Road intersections with Cross Road and Anzac Highway to improve safety and reduce travel time for road users. This project forms part of the state and federal governments' commitment for

upgrades on Marion Road, between Anzac Highway and Cross Road, and will address an Infrastructure Australia finding that has identified a problem with level crossings throughout Australia.

Marion Road serves as a strategic north-south arterial road, which functions as a public transport corridor, and a major traffic and freight route. Marion Road also provides local and cross-city access for business and personal vehicle trips. Between Anzac Highway and Cross Road, Marion Road intersects with the Glenelg tramline via a level crossing. It has been identified by the department that the level crossing and the proximity of the highly trafficked intersecting roads are having a significant impact on traffic flows and safety at this location. Removing the level crossing will improve safety and capacity for road and rail traffic and improve safety for pedestrians and cyclists, while supporting urban growth and urban realm opportunities within this location.

The project will grade separate Marion Road and Cross Road from the Glenelg tramline via a tram overpass, which will be a single, continuous bridge over both Marion and Cross roads, with additional improvements to the Anzac Highway and Cross Road intersections at Marion Road. The project aims to improve road and rail safety, reduce travel times, improve route reliability, public transport and active travel connectivity. It is also an opportunity to provide an enhanced urban realm via integrated, people-focused design through providing public spaces.

DIT has stated that similar urban realm inclusions have been created at other locations that have proved beneficial to the local community. The capital cost of the development is \$400 million and will be jointly funded fifty-fifty by the state and federal governments. Construction is anticipated to commence in the middle of this year, with practical completion and operation in early 2026. Some of the elements of the tram overpass works will consist of:

- an elevated tram stop adjacent to Marion Road with associated vertical access;
- the upgrade and relocation of the existing push-button crossings on Marion Road and Cross Road to suit proposed works and meet current standards;
- new dedicated left-turn lanes from Marion Road onto Cross Road, and Cross Road onto Marion Road;
- two dedicated signalised left-turn lanes from Anzac Highway onto Marion Road;
- two dedicated right-turn lanes from Marion Road onto Anzac Highway;
- new and upgraded traffic signals, LED road lighting, line marking and drainage infrastructure;
- a new public realm and enhanced shared access path; and
- minor modifications of local roads to accommodate the scheme.

The project will be undertaken on land under the care, control and management of the Commissioner of Highways, the Minister for Infrastructure and Transport, the Rail Commissioner and the City of Marion. DIT has confirmed there will be acquisition of privately owned properties, some of which have already been acquired by agreement. Consultation with all affected property owners has commenced, and land acquisitions will be undertaken in compliance with the Land Acquisition Act.

DIT has prepared an ecologically sustainable development report that demonstrates how the project has incorporated sustainable development technology as well as providing a summary of the key sustainable aspects of the project. Active design strategies have been employed to minimise greenhouse gas emissions and resources over the life span of the project to ensure that climate change risks such as increased temperatures and flooding events have been considered.

Delivery of the project will require contractors to work under the environmental, heritage and sustainability requirements of the department. Any impacts to vegetation will be managed in accordance with relevant guidelines and the Planning, Development and Infrastructure Act.

The department confirms that project management will follow relevant frameworks and guidelines in conjunction with contract management procedures. External specialist resources may be utilised if required, and risk management will form an integral part of the project management

process to identify and assess risk, as well as ensure appropriate management or mitigation measures are included in the project delivery.

Extensive consultation is ongoing, and a community and stakeholder management plan has been prepared to provide an overview of the communication activities during construction so that relevant stakeholders, local residents, property owners and businesses continue to be engaged during the project works. DIT confirms that community consultation has occurred through surveys, letterbox drops and community sessions to seek feedback and will continue throughout the duration of the project.

After consultation with the Attorney-General's Department and Aboriginal Affairs and Reconciliation, it was determined there are no registered or reported Aboriginal sites, objects or ancestral remains within the project area. An assessment of the risk of encountering previously unknown and unrecorded Aboriginal heritage sites has been undertaken and established there is a low risk. Discovery protocols will be utilised should an inadvertent discovery be made during construction. There are no state, local or contributory non-Aboriginal heritage-listed places expected to be directly impacted by this project.

The committee examined written and oral evidence in relation to the tram grade separation projects. Witnesses who appeared before the committee were Andrew Excell, Executive Director, Transport Strategy and Planning, Department for Infrastructure and Transport; and Neil Welsh, Delivery Manager, Infrastructure Delivery, Department for Infrastructure and Transport. I thank the witnesses for their time. I would also like to take this opportunity to thank the member for Badcoe, who provided a statement to the committee supporting this project in her electorate.

Based upon the evidence considered and pursuant to section 12C of the Parliamentary Committees Act 1991, the Public Works Committee reports to parliament that it recommends the proposed public work.

Motion carried.

PUBLIC WORKS COMMITTEE: CRAFERS PARK-AND-RIDE

Mr BROWN (Florey) (11:34): I move:

That the 51st report of the committee, entitled Crafers Park-and-Ride Project, be noted.

The Department for Infrastructure and Transport (DIT) proposes to upgrade the Crafers park-and-ride facility, located next to the Crafers off ramp and the South Eastern Freeway. The upgrade will provide an additional car park with provisions for 85 spaces, inclusive of accessible bays and motorcycle parking spaces, and aims to increase the parking capacity to foster public patronage growth whilst improving access and safety for drivers and pedestrians at the interchange.

This initiative forms part of the South Australian government's commitment to improve transport to support growth in Mount Barker and the Adelaide Hills and is part of a suite of public transport measures for the Adelaide Hills region. This facility is the closest park-and-ride to the city which offers customers in the Adelaide Hills a place to park their cars or bikes and transfer to public transport to complete their journey. The project will reduce the reliance on private vehicle trips which in turn will reduce congestion and environmental impacts through encouraging the use of public transport and reducing the reliance on private car use.

The Crafers location was selected by DIT as it increases car parking close to existing bus stops; reduces the impacts to bus services, nearby residents and businesses during construction; and allows the existing northern car park to continue to operate during construction. This northern car park has a low capacity and upon project completion this initiative will alleviate overflow issues currently being experienced.

The project will allow more people access to public transport and improve customer safety, security and amenity when using the facility with the main aim being to relieve congestion through reducing the number of vehicles on the road during peak hours. The new Crafers park-and-ride will result in a new car park with the following features:

- 85 car parking spaces;

- access via the existing roundabout at the intersection of Waverley Ridge Road and the Crafers on-off ramps;
- an exit via the Crafers off ramp;
- new LED lighting and closed-circuit television;
- a new footpath to connect existing footpaths and the new car park;
- realignment of the existing shared use path on the south-western corner of the new car park;
- landscaping and urban design treatments with upgraded drainage systems; and
- a new equipment hub to house switchboard, CCTV and other relevant electrical and ICT infrastructure.

The capital cost of the development is \$6 million. Construction has commenced with practical completion and operation expected by the middle of this year, weather permitting.

The project will require the removal and clearance of a combination of significant and regulated trees, native vegetation, amenity vegetation and weeds. DIT confirms that appropriate approvals for the clearance of vegetation has been granted by the Native Vegetation Council and any offsets will be made in accordance with the department's vegetation impact assessment guidelines. The removal of vegetation has been minimised where possible and will continue to be minimised throughout the development of the detailed design where possible.

A cost-benefit analysis has been undertaken in accordance with the Australian Transport Assessment and Planning guidelines, which found there is a monetised estimate benefit of this project. This analysis includes the project's impacts on vehicle operating costs, road crashes and safety, environmental impacts, additional public transport fare revenue, passenger active transport benefits, capital costs and maintenance costs. Additionally the project also provides close proximity parking for Main Street users outside of core public transport times.

DIT has prepared a sustainable development report that demonstrates how the project has adopted detailed methods to incorporate sustainable technology into the project. Furthermore, active design strategies have been employed to minimise greenhouse gas emissions and resources over the life span of the project to ensure that climate change risks have been considered as well as utilising green infrastructure objectives.

Delivery of the project will require contractors to work under the environmental, heritage and sustainability requirements of the department. DIT confirms that project management will follow framework and guidelines in conjunction with contract management procedures. External specialist resources may be utilised, if necessary, and risk management will form an integral part of the project management process to identify and assess risk and ensure appropriate management or mitigation measures are included in the project delivery.

There has been extensive consultation, and a community and stakeholder management plan has been prepared to provide an overview of the communication activities during construction so that relevant stakeholders, local residents, property owners and businesses continue to be engaged during the project works. DIT confirms that community consultation will continue throughout the project duration.

After consultation with the Attorney-General's Department Aboriginal Affairs and Reconciliation unit, it was determined that there are no registered or reported Aboriginal sites, objects or ancestral remains within the project area. An assessment of the risk of encountering previously unknown or unrecorded Aboriginal heritage sites has been undertaken, and has established there is a low risk. The department states it will utilise discovery protocols should an inadvertent discovery be made during construction. There are no state, local or contributory non-Aboriginal heritage-listed places expected to be directly impacted by the project.

The committee examined written and oral evidence in relation to the Crafers park-and-ride project. Witnesses who appeared before the committee were Andrew Excell, Executive Director,

Transport Strategy and Planning, Department for Infrastructure and Transport; and Andrew Nicolson, Delivery Manager, Infrastructure Delivery, Department for Infrastructure and Transport. I thank the witnesses for their time. I would also like to take this opportunity to thank the member for Heysen, who provided a statement to the committee supporting the project in his electorate.

Based upon the evidence considered, and pursuant to section 12C of the Parliamentary Committees Act 1991, the Public Works Committee reports to parliament that it recommends the proposed public work.

Mr TEAGUE (Heysen) (11:41): I rise too. I appreciate the intro just at the conclusion of the member's remarks to commend the work. I am grateful that the committee has conducted its necessary review and that the project is underway. As I am heading back and forth daily past the site and using the existing facilities, I am reminded of the really multifaceted advantages that are going to flow from the expansion of park-and-ride facilities at Crafers.

I say I pass it daily—in order to do so these days, you have the pleasure of taking advantage of that section of the freeway between Crafers and Stirling that now has three lanes on both sides. We have really seen tremendous benefit that has flowed from a safety point of view of the addition of that third lane on both sides of the freeway. As the volume of traffic increases on the freeway, particularly commuter traffic, that already has been a tremendous improvement to road safety at that location, at that part of the freeway. It was a tremendous achievement of the Marshall Liberal government and something that is experienced daily.

Working hand in hand with that capacity and safety improvement has been calls that I was making from and including the first days of my candidature following my preselection as the would-be new member for Heysen, back as far as the middle part of 2017 and ahead of the 2018 election, calling for improvement and expansion to local park-and-rides, and Crafers chief among them. It is with considerable appreciation that I welcomed the announcement by the former Liberal government in February 2022 to commit funds to not only the expansion of that park-and-ride—the Crafers park-and-ride facilities—but also the addition of high-speed, high-performance dedicated buses to assist in the reduction of commuter cars on the freeway, and the improvement of access to the bus services that service those park-and-ride facilities.

There is more to be done. There is ready opportunity for considerable expansion and improvement at the Verdun interchange outside Hahndorf that will serve the neighbouring areas. I will be continuing to prosecute the argument for investment in that area, as the need for expansion of park-and-ride facilities all the way along the freeway corridor continues to be important.

Of course, when the announcement of the funding in February 2022 was made by the former government, the plan was to provide for 140 additional parking spaces. Every additional parking space is welcome. It is noted that the works that are now going to be completed by the government we are told are going to provide for 85 additional parking spaces. It is a matter of some interest, and the committee had the opportunity to have that information before it in terms of the reduction in the additional parking spaces that will flow from the current plan.

I mentioned the works to construct the third lane on the freeway on both sides between Crafers and Stirling. I have to say, if you are going to follow along transport and infrastructure works in progress it can sometimes be a situation where there is a whole lot of disruption and difficulty and a slow down and all that sort of thing while the construction is going on, and commuters and residents and everyone in the local area really had to work with those who were doing those works for the period of time. But it is a standout example of something that was achieved efficiently by diligent experts, and the end result, when it all happens, is such a tremendous improvement.

They were based on site on land that was convenient to the location of the works throughout the working process and on both sides. But, relevantly, they were occupying an area of land just above and adjacent to the freeway interchange at Crafers and more or less contiguous with the existing park-and-ride and near where the buses arrive, so much so that it was obvious to me, and I am sure, because the department people are ahead of the game—usually ahead of me already—it was possible to make submissions to say, 'Look, make sure you prove up the possibility of using this space subsequently for the much-needed expansion of the park-and-ride facilities.' I am very pleased that that is indeed the way that it has transpired.

Convenient as this expansion is to the location of the existing park-and-ride car spaces and where the buses stop, it is also convenient to the main street of Crafers itself and to the various businesses and, if you like, launch point possibilities for Crafers township so that, like park-and-ride facilities can when properly deployed through the Hills, it can serve through the week as a convenience for commuters so that we have fewer cars on the freeway.

On the weekend and out of hours, I am sure it will also serve as an enhancement to the possibilities to access, to park, to walk to Crafers main street to spend time in Crafers, and then to go from there. Of course, it is a short climb from there to Mount Lofty Summit and lots of surrounding possibilities to use Crafers as a starting point.

It will be welcomed in terms of its core function, it will be welcomed for its capacity to provide additional parking space for other purposes outside of those high-pressure commuting times, and it will be a benefit for Crafers township and for the surrounding areas. For all those reasons, I have been calling for it for years. I am glad that the Marshall Liberal government committed to it. I am glad those works are being continued. I will keep pressing for the securing of even more additional car spaces, hopefully to get us up to the 140 committed by the previous government. In the meantime, everyone is welcome, and I am sure we will all follow closely as the construction works continue. I commend the motion to the house.

Mr BROWN (Florey) (11:51): I would like to take this opportunity to, again, thank the member for Heysen for his positive advocacy for the government's project and also for providing his views to the house. I again commend this project.

Motion carried.

PUBLIC WORKS COMMITTEE: SEAVIEW DOWNS PRIMARY SCHOOL REDEVELOPMENT

Mr BROWN (Florey) (11:51): I move:

That the 52nd report of the committee, entitled Seaview Downs Primary School Redevelopment, be noted.

The Department for Education proposes to redevelop the Seaview Downs Primary School through the demolition of existing aged infrastructure and the construction of new flexible modern learning areas and new administration facilities. Seaview Downs Primary School is located within the southern metropolitan region of Adelaide on Ross Street, Seaview Downs, within the City of Marion.

Much of the existing school infrastructure is demountable accommodation containing asbestos. Therefore, this project proposes the redevelopment of essentially the entire school, except for the gymnasium, with the key drivers being to improve street presence and the school's connectivity to the community and provide new accommodation to support contemporary teaching and learning.

The project will construct education infrastructure and administration facilities which meet legislative compliance requirements and delivers the department's benchmark accommodation for students in a primary school. Upon completion, it will result in an increase of the total school enrolment capacity to 466 places, which will support the increase in enrolments projected for the school in the coming years.

The capital cost of the development is \$19 million, and it will be funded through the department's existing resources. Construction has commenced, with practical completion expected in August 2025. Construction of the new accommodation and the demolition of the aged buildings and connected site works, including the upper car park, plazas, landscaping and play areas, will be in a staged manner due to the requirement of the school to remain operational during the project works. The project will incorporate construction of a new building to include an administration area, new general learning areas, interdisciplinary learning areas, a library resource, a community hub, a wellbeing space and other amenities.

As well as providing access through to the existing gym, the concept design of the new building will create a contemporary education space through the formation of a series of interconnected zones, creating a 'schools within a school' atmosphere, with the junior and senior learning zones comprising an arrangement of classrooms along linear learning commons and quiet rooms.

The Seaview Downs Primary School overlooks the Seacliff and Kingston Park waterfronts and the exterior and interior design of the new facilities will reflect this unique environment by including a neutral colour palette inspired by the sea and nature through accents in finishes, joinery and furniture. The landscaping design will enable students to engage in nature play and hard play, as well as provide a strong visual connection to the school buildings.

The department confirms that the Disability Discrimination Act has been considered with regard to the new facilities to incorporate compliant paths and stairs to school terraces, and soft landscaping settings. With staff and students to remain on site during construction, risks will be mitigated through utilising a staged approach to meet the needs of the school without impeding the project, with staff and student access needs to the oval and existing gym maintained throughout the construction period.

The department states that three options were considered for the project, including option 1, a 'do nothing' approach; option 2, build a completely new school; and option 3, redevelop and construct new facilities on the existing Seaview Downs Primary School site. Redeveloping and constructing new facilities was determined as the best option, as there is a need to provide new facilities for staff and students, but the gymnasium did not need replacing. It was determined as the best solution as it provides for the construction of new infrastructure and the redevelopment of existing educational facilities that fall in line with the school's needs, representing contemporary requirements.

Sustainable development principles and environmental objectives were incorporated into the design and policies for this project. These principles are incorporated to reduce energy consumption and associated greenhouse gas emissions across the project's duration. All materials utilised will be durable, long-lasting, robust and high quality. The physical environmental initiatives will ensure that the redevelopment is climate responsive through the strategic positioning of spaces, the protection of outdoor transition spaces and the provision of adequate levels of shade through increasing tree canopy levels, as well as the incorporation of plants to benefit from microclimatic conditions.

Project management will follow best practice principles as advocated by the state government and construction industry authorities. Risk assessments have been undertaken and have determined that there is a medium range of risk relating to construction, design and project cost. To address these risks, the Department for Infrastructure and Transport is providing risk management services through project management, design, cost, procurement and construction.

The Department for Environment and Water has confirmed that there are no local heritage places or items on the site. After consultation with the Department of the Premier and Cabinet Aboriginal Affairs and Reconciliation unit, the department confirms that there are no native title implications over the site area either.

Extensive engagement and consultation has occurred with the school principal, the governing council, school staff and the education director, who all endorse this project. Consultation with the governing council and staff at each stage of the project has ensured that there has been direct representation on all stages of the project development.

The committee examined written and oral evidence in relation to the Seaview Downs Primary School redevelopment. Witnesses who appeared before the committee were Helen Doyle, Director, Capital Projects and Technical Services, Department for Education; John Harrison, Director, Building Projects, Department for Infrastructure and Transport; and Tony Materne, Partner, MPH Architects. I take this opportunity to thank the witnesses for their time.

Based upon the evidence considered, and pursuant to section 12C of the Parliamentary Committees Act 1991, the Public Works Committee reports to parliament that it recommends the proposed public works.

Motion carried.

**PUBLIC WORKS COMMITTEE: SOUTH AUSTRALIA POLICE BARRACKS RELOCATION
PROJECT—CITY STAGING**

Mr BROWN (Florey) (11:58): I move:

That the 53rd report of the committee, entitled South Australia Police Barracks Relocation Project—City Staging, be noted.

South Australia Police (SAPOL) proposes to construct a city-based staging point for the Mounted Operations Unit and Dog Operations Unit on vacant government-owned land on the corner of Wright Street and King William Street, Adelaide.

The Mounted Operations Unit and Dog Operations Unit are currently located at the Thebarton Police Barracks and will be transferred to a purpose-built location at Gepps Cross to facilitate the new Women's and Children's Hospital development. To ensure the units can continue to respond in a timely manner, a central city staging area is required. This initiative will support the SAPOL Our Strategy 2030 Safer Communities by ensuring prompt and effective service delivery, maintaining a visible police presence in the community, reassuring the public and ensuring resources are deployed to emergencies and events when required.

The Mounted Operations Unit consists of 36 staff members and 32 horses, 16 of which are required to be ready for immediate operational and public order deployment. The unit is a valuable asset used in SAPOL's operational response to protests, rallies and major events in the Adelaide CBD to move and control people and crowds. The unit's four main functions are:

- public order and crowd disorder;
- patrol operations;
- search and rescue; and
- ceremonial.

The Mounted Operations Unit has an integral role of policing the Hindley Street entertainment precinct, and horses are regularly ridden to patrol a number of CBD areas. I seek leave to continue my remarks.

Leave granted; debate adjourned.

Bills

AYERS HOUSE BILL

Second Reading

Adjourned debate on second reading.

(Continued from 8 February 2023.)

The Hon. D.G. PISONI (Unley) (12:01): Today I speak on this bill before the house as somebody who has had a strong interest in the National Trust and Ayers House, so much so that back in 1985, not long after starting my business, my business became a sponsor of Ayers House. Back then a \$1,000 contribution per year was required. That might not seem like a lot of money now, but it was so much money that participating in the \$1,000 program per year meant you got a visit from the President of the National Trust to thank you for your participation and to ensure that you understood your expectations and engage with the National Trust, which I was very happy to do.

Fast-forward a couple of years, in 1989 my wife and I had our marriage photographs taken at Ayers House—it was a rainy day. We posed for photographs on the beautiful cedar staircase. I remember there was one shot of us looking out the dining room window with the wedding car in the driveway and the rain on the window panes that reminded us of the fact that it was the coldest day of the year, back on 22 July 1989.

It is a building I always admire whenever I go down North Terrace. It is a beautiful building. It gives you some idea of how quickly the colony of South Australia established itself as a destination with a future, a destination to live, and a destination to move to for a better life. For about 100 years we were the third largest city in Australia. I am sure the member for Bragg would be happy to talk about the achievements in medicine by Dr Bragg. We know about South Australia's scientific connections with Antarctica.

The Museum, of course, was established very early; the library was established very early. Unfortunately, we have lost some of the architecture. The former Ansett hotel replaced the South Australian Hotel, and what a disaster it was to have lost that. Unfortunately, during that period of the sixties and seventies the heritage that we had in some of those beautiful buildings in South Australia simply was not of value.

Fortunately, the Moore's department store building in Victoria Square was preserved. I am old enough to have shopped there as a teenager; I think I was at the closing-down sale. I do remember buying a pair of green and a pair of brown budgie smugglers at the time that were on sale at the Moore's closing-down sale. I do not have them anymore. The building underwent terrific restoration and repurposing for it to become the Supreme Court building here in South Australia.

The National Trust is a very important institution. We know there is also a significant National Trust in the UK, and our National Trust is obviously modelled on that trust. The important thing for the National Trust to be successful, and for heritage itself to be preserved and appreciated, is to put a value on it.

We have seen how South Africa and other southern African states have worked out that one of the best ways of preserving their wildlife is to actually put a value on it, and so they are investing heavily in the tourism industry. The animals bring much more value to the economy as regular, sustainable tourist attractions, bringing foreign income in, rather than being one-visit game for illegal ivory sales or lion paw/tiger paw sales. I think tiger penises in one culture are of value.

Preserving the wildlife in South Africa and turning that into a sustainable tourism business has meant that they have been able to start replenishing the wildlife that has been diminished from hunting—both legal and illegal—over many, many centuries because we know that process started hundreds and hundreds of years ago.

The National Trust here in South Australia has a very prominent patron: Her Excellency, the Hon. Frances Adamson AC, the Governor of South Australia. In their spiel, if you like, the National Trust makes the claim that the lives of present and future South Australians will be enriched by the conservation and promotion of our natural and cultural heritage, which is completely true. It is a statement I agree with, and I think that so many people visit places like Europe because of its heritage, particularly those from the New World—Australia being part of it.

We simply find it extraordinary to visit buildings that are over a thousand years old, seeing the detail, the ornateness and the architectural brilliance of buildings that were built at a time when everything was done by hand; everything was manually done. There were no motors and engines and so forth to lift large pieces of stone that had been carved into columns, or cherubs or corbels, for example, that we see on some of the spectacular buildings, particularly on churches throughout Spain, Italy and other parts of Europe.

Here in South Australia, our built heritage started with the colonial settlement in 1836. Many of those buildings, of course, were temporary when they were built. Many of those disappeared but were replaced with some significant buildings, some of which we also lost. Every time I go past the Rundle Mall car park with the lantern, which almost exclusively has a number of lamps that do not work on it, I think, 'My goodness, how was that able to replace the magnificent building that was there at the time?' Fortunately, there is no doubt that these days we do in fact spend more time seeing how we can preserve history.

We have to ensure that we continue to move forward as a community. The National Trust's foreword states, 'The lives of present and future South Australians will be enriched by the conservation and promotion of our natural and cultural heritage.' We saw an example of that when the member for Black, the Leader of the Opposition, then the environment minister, intervened to save the Sands and McDougall frontage of the commonwealth building on King William Street. There was some debate at the time, and I think people were sceptical and thought that the frontage was not enough. I have to congratulate the developers, the owners of the building and David Speirs on getting that outcome.

I happen to know that the work in restoring the original Sands and McDougall frontage was all done here in south Australia. We have a company here in South Australia that supplies pressed

metal ceilings for heritage work right around Australia. Phil Coymans owns that business. When the original business was closing down, he had the foresight to buy it and expand it. He has those moulds, and his company is a real asset for South Australia.

We know that just because something is old it does not mean it does not need maintenance. It needs maintenance, and it needs repair. It is obviously preferable to use the original materials that are in the building, but often that is not the case, particularly with the pressed metal ceilings. They were made of tin, but these days they are made of aluminium, so they are rustproof and do not corrode like the original tin ceilings did.

It is particularly disastrous if you have a leak in your roof. Obviously, a leak is no good for a plaster ceiling, but it is also no good for a tin ceiling. The fact is these ceilings can be replaced with metal ceilings that are pressed with the same moulds that were used originally in those buildings. It really does give us an advantage in restoring our buildings.

I am very excited about the Freemasons building on North Terrace, retaining that spectacular entrance, making that building valuable and making it a publicly accessible building by being the entrance to the tallest building in Adelaide behind it. I think it is a really great use of a heritage building here in South Australia. We see this happen time and time again in the UK, the United States and other countries and cities that value their heritage. There is no doubt that that will be a very stunning building when it is finished.

I have to use this opportunity to congratulate the Adelaide Casino on the work that they have done with the Adelaide Railway Station and the entrance from Festival Plaza from the north and the removal of that awful overhead walkway to nowhere, which went up in the eighties when the Casino was first in that building.

Again, this is a building that was dilapidated and was not used that was given a purpose to be turned into a casino in the 1980s. We have seen it restored, repurposed and regularly maintained as a place to be. I remember as a kid I was taught that when the Adelaide Railway Station was built it was described as being one of the most modern and prestigious in the world, which is not a bad title to have for little ol' Adelaide. There were some pretty amazing railway stations of that age and slightly older around the world.

We have seen the repurposing of the Washington DC railway station, which was in a similar situation to the Adelaide Railway Station, where the upper parts of the building were not used. The public areas of the railway station in Washington DC were modernised—and I use that term loosely—in the 1960s and 1970s. In other words, all the heritage features were removed. But in the 1990s, and I think the early 2000s, it went through a revival when the building was restored and turned into a shopping complex, and all the traditional and original features were enhanced and restored. The work that was done there reminds me very much of how the Adelaide Railway Station feels now.

There is still room for improvement, I believe, at the Adelaide Railway Station, seeing more being done to increase the public usage of that building, perhaps even becoming a destination for people walking past or people coming to town, tourists, and perhaps some additional restaurants, some activity for people on the ground floor. For it to be somewhere to meet would be a great addition to Adelaide Railway Station.

The bill that we are debating today will create ongoing rights to protect and maintain Ayers House and the National Trust. The minister is the registered owner of Ayers House on the certificate of title. It gives the National Trust permanent care, control and management of Ayers House. It allows the National Trust to generate income to support its operations through leases, licences and other activities at Ayers House.

I think that it is important that we do view buildings of significance and heritage as opportunities to generate income because that puts value on them. Once they are valuable, there is a much bigger interest in their being successful and being preserved. A classic example of what happens when we do not see that is the old hardware building or butcher building—I cannot remember what it is—on the corner of Payneham Road and Magill Road and Fullarton Road, or Dequetteville Terrace, at Kent Town on the edge of St Peters. The landlord is obviously waiting for the building to fall down. We do not want to see that sort of situation happening.

The building on the corner of North Terrace and Dequetteville Terrace, the multistorey building, which was obviously an accommodation building at one stage—it looks like it still is now—does not look like a very desirable place to live. That would be a great project for organisations from the National Trust perhaps or the private sector to make that a valuable building. We saw a few lots down a number of homes that were dilapidated 20-odd years ago just a little further north of that particular building that were redone, repurposed and restored. The front gardens were turned into car parks, but the homes were restored. They are now being used as offices, and certainly from the kerb they appear to be very close to their original condition. Again, they have a value on them—someone saw an opportunity and turned that opportunity into a heritage project that meant that those buildings were able to command a rent to justify them staying there, to justify them being used and not being knocked down for something else.

It is important that we look at ways in which we can get value—commercial value—out of our heritage buildings so they remain accessible to the public. There are many ways in which that can be done, whether it be gathering places where events could be held or museums that might also have commercial activities—they might have rooms for hire, they might have kitchens for hire, they might even have a restaurant attached.

These are the sorts of things that you see right across Europe. In the United States, Philadelphia—the home of the American Constitution—is another place that very heavily celebrates its heritage. Just recently, in the last five years or so, they opened a constitutional museum to celebrate the role that city played in the establishment of the United States of America. It is happening in all countries that are equivalent to Australia in standards and in culture and quality of life, and it is important that we do it here in South Australia.

This bill gives the National Trust certainty over their tenure at Ayers House, and I certainly hope it gives the National Trust some new energy to take on other projects to help preserve our heritage here in South Australia.

The Hon. Z.L. BETTISON (Ramsay—Minister for Tourism, Minister for Multicultural Affairs) (12:21): I rise to support the Ayers House Bill 2023. The Malinauskas Labor government is delivering on its commitment to grant ongoing rights of Ayers House to the National Trust of South Australia. Furthermore, this bill will allow for Ayers House to become the permanent home of the National Trust and for the generation of revenue to support the National Trust's activities.

As the previous speaker said, the commitment of time and desire by the National Trust to maintain our heritage has been there for many decades. This bill supports their activities. Ultimately, it will solidify the important connection between South Australia's heritage and the broader community who enjoy it. The best way to protect our heritage is to embrace it and to make sure we are using it in activities for today. The National Trust has been instrumental in protecting and promoting heritage since 1955. This bill is particularly important given the National Trust's involvement in protecting and providing access to Ayers House since then.

As my parliamentary colleagues have shared, we need only turn to the 1970s, when then Premier Don Dunstan invited the National Trust to restore Ayers House and bring it to a standard to be shared with the wider community. It was because of those actions and that visionary thinking in the 1970s that leads us to today, where it remains a popular icon for weddings, private events, corporate functions and dining experiences. This is, of course, in addition to the education it has provided over the years to tourists, local history enthusiasts and South Australian schools. Obviously, it is on our beautiful boulevard of North Terrace, along with our Museum and our Art Gallery—and, of course, us as well here in Parliament House. It adds to the richness of this being our most important boulevard in Adelaide.

Most recently, Ayers House was announced as the host of the world's largest vending machine as part of the Adelaide Fringe Festival. I saw them setting it up the other day. Those attending the Fringe will now be able to enjoy live music, DJ programming and cutting-edge hospitality at this iconic North Terrace location.

I am not sure if this is the first time that Ayers House has been used by the Fringe, but one of the key things about our beautiful Adelaide Fringe, which has been operating for more than

60 years, is it utilises different locations around the city to engage people and move them around. What do these activities and services have in common? They are all accessible to the public.

We must not forget the attempt of those opposite to remove the National Trust from Ayers House and deny the community public access to it. For me, the way that we endeavour to enrich and continue to survive our heritage is to have access to it. How do you understand the significance of heritage if it is to be left alone and cannot be accessed by everyone? South Australians need to understand, need to embrace and need to value what it is that our heritage brings to us.

This bill will futureproof Ayers House from political point-scoring by preventing a future minister from evicting the National Trust from the property again. It will, among many things, maintain the minister as the registered owner of Ayers House; give the National Trust permanent care, control and management of Ayers House; allow the National Trust to generate income to support its operation through leases, licences and other activities within Ayers House; and ensure public access to Ayers House.

With my tourism hat on, of course, one of the things we hear about from people is the beauty of our city, not only the way it is laid out in a very futureproofing grid pattern but the beauty of our buildings and how you can embrace those and understand the history that we have. I think Ayers House, and its access now guaranteed to the public, adds a richness to that. Ayers House is, and always should be, a cornerstone for heritage and accessibility. The Ayers House Bill 2023 ensures just that, and I commend the bill to the house.

Mr WHETSTONE (Chaffey) (12:26): I, too, rise to make a contribution to the Ayers House Bill, and I think rightfully so, as it is a great piece of history in the heart of Adelaide. I think it is more than that. It is all about what we as a society have done to preserve our history and the way that the National Trust behaves, commercialising some of those assets so that we can keep them maintained up to visitors' expectations. I think it is critically important that that continues to happen.

I will touch on Ayers House shortly, but I do want to take the opportunity proudly to talk about some of the National Trust assets in the Riverland. My neighbour, Wilabalangaloo, has been a longstanding National Trust asset. I am its neighbour and it is a great part of the river environment, being on the banks of the river, but also has capacity in plant breeding and is home to many birds.

Being on the edge of the river, it has the Lyrup flood plain next door and a lot of the Riverland wetland expanse all the way around it, as well as the neighbouring towns of Lyrup and Berri. It gives an opportunity not only for visitation but for National Trust members to go along and have a picnic on the river's edge and take in what I would consider some of the natural beauty.

It has quite a unique land structure, a lot of very deep red sand composite soils. We have the Santos facility next door that continues to mine some of that sand and some of those unique clays and ancient soils for commercial use, but they are preserving some of that beautiful landscape which is right next door in Wilabalangaloo. As I have said, it is a great area for anyone who is up in the Riverland looking for a place to visit, to take your family to have that picnic.

I will touch on a couple of other assets that we have in the region. The Cobdogla Heritage and Steam Museum is another one of those National Trust assets. Sadly, it has had the gates locked. I would implore the minister to give some consideration to how we can open that asset and showcase a lot of the heritage and history that has now been locked away behind gates. That has happened because of a natural flood event that I guess destabilised some of the area within that museum.

The band of volunteers are passionate. It is home to the world-famous only working Humphrey pump and I think that cannot be overstated. I would hate to think that while I am still the local representative, the local state parliamentarian that we will not see that facility reopen. There must be ways that SA Water can pull out some gratitude from their hearts, with the minister, to give that facility another life. I really do genuinely mean that.

I have been working with those volunteers, with the minister's office and with SA Water to look at ways that we can preserve that. I think there are ways. There just needs to be more consideration rather than keeping the gate locked because of people absolving themselves from the

responsibility of maintenance. There is some level of care, obviously, with insurance and that cannot be overstated, but there is a huge amount of history that is now having an uncertain future.

People have looked at relocating a lot of the assets to other parts of the Riverland. The Riverland does have a very proud history when it comes to irrigation settlement. A lot of that infrastructure, a lot of that machinery was used once upon a time for developing the Riverland away from soldier settlement blocks, looking at the ways that we can pump water into the district.

That would probably lead me into another National Trust asset, which is Olivewood. Olivewood is in Renmark. It is still maintained and it still has a lot of natural beauty. The homestead originally was designed and built to house the Chaffey brothers, hence the electorate's name of Chaffey. The three brothers, Charles, George and William, are now quite famously recognised for establishing and engineering the largest irrigation settlement in the country. It is licence No. 1 for the Renmark Irrigation Trust, as it is now known today, and has a very proud history.

Obviously, being called Olivewood, that homestead was surrounded by an olive grove. They used to use some of the old ways of crushing and squeezing olives for its oil, but it also had other horticulture assets, including citrus. It has a beautiful entry lane and tall palms that grace the entrance into Renmark for visitors to go in and see. It has a number of displays.

What I have seen over recent times is the band of volunteers at Olivewood and I will pay tribute to Ann Ryan, who is the chairperson of the Renmark National Trust branch. She is a very strong and fierce advocate for the region's history, particularly through the National Trust assets that we have.

I must also mention that Olivewood recently hosted the Women of the River event and it was an absolutely outstanding success in recognising the great women who contributed to the region over a long period of time, whether it was through the formation of Renmark as an irrigation district, or whether it was enshrining a lot of the history within that town and the district. It is a district associated with a town, particularly with the formation of the Renmark Irrigation Trust, as it is now known. It is a far and wide expanse of infrastructure, a water delivery network that is a food bowl as part of the Riverland proper.

Renmark is an island. Many people ask the question, 'How can a town be an island?' but the entry points into Renmark are all accessed by bridges, whether it is Renmark Avenue via the Sturt Highway into Renmark, or the Paringa Causeway cutting through Paringa Paddocks. The Twentyfirst Street bridge down at the back of the famous Angove winery is, sadly, out of action at the moment, having been impacted by the most recent floods. We also have the Ral Ral Bridge, which is an access road out to Cooltong and also part of the road network onto Wentworth Road which was, once upon a time, a stock access route from New South Wales and Victoria into the Riverland and that part of South Australia.

I will touch on a couple of others. The DB Mack Reserve at Stockyard Plain, down on the west side of Waikerie, also has a lot of history. Nowadays it is more known for its salt interception scheme; in fact, it is a vital part of the salt interception scheme. That is where a lot of high salinity water from some of the interception wells is pumped and evaporated, keeping our flood plain network—as part of the salt interception scheme network—in a much healthier condition.

I must say that the salt interception schemes were put into place for very good reason, and that was to intercept highly saline water. But practices of irrigation and food production have changed, techniques have changed, and we are now seeing a lot of the salt interception schemes almost turned off. Whether we are talking about Murtho, Noora, Stockyard Plain, Bookpurnong, Woolpunda—the list goes on—they are networks that surround a lot of the National Trust and national heritage of the region.

While we are talking about the DB Mack Reserve, of course we cannot go past the Overland Corner Hotel. It has a rich and proud history. It is a National Trust gem. It was built in 1860 and was first set up as a post office. As an overland stock route, many people used to call in there because it became an admin and cultural centre, but with the emerging illegal sly grog trade the overland corner admin centre was very quickly realised to be a pub, and for very good reason—to regulate the illegal grog trade.

It is now an absolute picture. Brad and Nicole Flowers, the hoteliers there, are doing an outstanding job. It has become a destination not only in the Riverland but also for the passing trade, for people travelling from the eastern seaboard to the west, it is a go-to. It has great meals, great entertainment and great local beers and wines. For all the many people who are listening to this on a live stream, perhaps they might consider calling into the Overland Corner Hotel because it is a great place to visit. I owned a property just upstream from the Overland Corner Hotel. Once upon a time, I was a regular calling in there just to make sure that everything was in order and that gave me the opportunity to talk to locals and understand a little bit more about the history there.

My property was part of the stock route, part of the Indigenous making their way along the banks of the River Murray. They were looking for a place to cross the river and Overland Corner has been highly renowned for exactly that. It was an overland corner where people would cross the river at its most shallow and narrow part.

When I was developing a lot of that country for food production and irrigation, I very quickly realised that there are a lot of burial sites throughout those sandhills along there. Back in the day, it was a place of celebration; it was a place where people used to come together and celebrate. Being high sandhills, it was a lot warmer than a lot of the low-lying country. Perhaps some used to celebrate a little too often and they were buried in those sandhills because it is easy digging. I quickly learnt that rather than getting too involved, I fenced off all those sandhills and left them be.

As part of the National Trust, that area has a lot of history. Directly across the river is Banrock Station. Lock 3 is also part of the National Trust family there for people to visit and understand the history and what that region means. Heron Bend is another National Trust asset and it too has significant history. It gives people a travel map to call in and have a look.

They have already called into the Cobdogla Irrigation and Steam Museum, they go further down river to DB Mack Reserve, Heron Bend and the Overland Corner Hotel. The Overland Corner Reserve is another great asset. I will touch on one more: Wilabalangaloo, as I have already mentioned in the beginning of my contribution, is a National Trust asset that is looking for support. Whether it is Wilabalangaloo or whether it is any of the National Trust assets, it is about being a member.

Doing a little bit of research, I did learn about the National Trust and I would like to acknowledge the President of the National Trust, King Charles III. We wish him all the best with his health concern at the moment. He is going through a level of treatment for prostate cancer. I, too, have been in that place and so I wish him all the best.

We need to come back to Ayers House and understand that it got its name from Sir Henry Ayers, five times Premier of South Australia—a remarkable achievement. He was a wealthy industrialist and he occupied the residence on North Terrace from 1855 to 1897. It makes me wonder how long construction took not only of the homestead but the stables and the outhouses. Construction started in 1846. That was some nine years before Sir Henry Ayers occupied the home. It was not completed until 1876, so he was living there a long time before the homestead and its other dwellings were completed. So it is a very important part of the National Trust stable of history and its assets.

I will support the bill for very good reason. I have very fond memories of Ayers House as a younger fellow who would go there to eat. I soon quickly realised that was more to it than just the restaurant, there was more to it than the bar—there was a lot of history. I think everyone should do themselves a favour and learn about that piece of architecture and understand what that asset means to South Australians, particularly within the National Trust asset base. So it is a bill that I will support. It is a bill being carried ably by the member for Bragg on this side of the house and he has done an outstanding job in going through all the detail of this amendment bill, and I wish it a steady passage.

Mr PATTERSON (Morphett) (12:45): I would also like to take the opportunity to speak on the Ayers House Bill because, of course, Ayers House itself does form a very significant house on North Terrace. It is one of the last historic mansions left on that North Terrace boulevard, so it has a special place in the minds of those who care about heritage in the city. North Terrace, of course, is a boulevard where there are other cultural buildings as well. Yes, buildings themselves have heritage,

but it is what is in them as well. In other areas we have the Art Gallery and the Museum, so having these along the boulevard is very important to us in North Terrace and should be protected.

Ayers House is down near the Botanic Garden end of North Terrace and directly opposite is Lot Fourteen, which again is built on the former Royal Adelaide Hospital site but does have remaining there historic buildings as well. You have that juxtaposition between the old and the new; and we heard that the real significance of Ayers House comes from those who lived there. I have talked about the buildings themselves. While they are historic, certainly that is amplified around the people who lived there and the stories that have been told.

Sir Henry Ayers, as has been touched on by others, was Premier of South Australia on five occasions as well as being an industrialist. He was an important person in the history of government here in South Australia. We are now in a new phase of industry around high tech, around space, and Lot Fourteen sits opposite that. It is the home of the Australian Space Agency, which also sits in the historic McEwin Building. It is a good example of how these historic buildings can add to where new users want to go.

If you think of the Australian Space Agency, that is very high tech, helping our emerging space industry in South Australia. What helps when you are in that environment is appreciating the buildings that you are in. As a workspace—where the Space Agency is—it helps that it has that historic nature. Other buildings in Lot Fourteen include the Eleanor Harold Building and the Margaret Graham Building, so these buildings are very historic and are being repurposed and rebuilt inside. Inside, while it pays homage to the architecture of the time, it is fitted out in a very modern context. I think that works well as an example of heritage.

Ayers House is in need of a bit of an uplift. As the member for Bragg quite rightly pointed out, it is in need of a vision. It was a vision that the former Liberal government had, putting in \$6.6 million in the 2021-22 budget for just that purpose. That was basically to upgrade it, to help with removing asbestos and with disability access and an air conditioning upgrade. It was to fit it out so it has the beautiful architecture that we are all well aware of but also allowing it to be used properly.

As has been said, it seems like since this government has come in there has been no effort to continue with that vision and to make sure that money is spent to upgrade Ayers House to modern, contemporary modern settings so it can be enjoyed by all. The bill provides that the National Trust has care and control. It is important to point out, which the member for Bragg did quite well, that the Liberal Party had a vision for Ayers House and, more generally, had a vision for keeping the history here in South Australia.

My electorate is very fortunate to be at the front of the modern South Australian colony, being where the *Buffalo* and the other ships landed, and so there are quite a number of historic houses in and around the Glenelg area, which are very much appreciated by my local community. I will touch on a number of those as a way of recognising that historic houses are important and it is important that they are maintained.

Partridge House on Partridge Street in Glenelg South is a beautiful building. It has beautiful surrounds as well. The gardens are probably just as much a feature of Partridge House as the house itself. It has been more and more built out around Partridge House, and so Partridge House really provides a sanctuary. It is beautifully maintained. The building itself dates back to 1839. It is one of the earlier buildings in the area, and it is enjoyed by many now.

Holdfast Bay council—at the time the Glenelg council—helped to upgrade it a number of years ago. Mayor Smedley was the mayor at the time when that upgrade occurred. Now the council looks after it, and it is enjoyed by many. I have been able to hold quite a number of seniors' forums at Partridge House. In fact, I hold seniors' forums in various locations in the electorate on quite relevant topics for those who are interested. Without doubt, when I hold them at Partridge House, they are very well attended. In part, you would say they are coming to discuss the topic at hand, but you would think they certainly appreciate the settings of Partridge House as well. It has beautiful architecture inside with high ceilings, and it is very well maintained. As I said, the gardens are there as well. Quite often, you will see community markets there, where people get together. Of course, it is also used for weddings as well. Quite often, if you go past on a Saturday night, there will be a marquee set up and wedding celebrations.

Also, funerals are held there. Just recently I attended the funeral of former Mayor of Holdfast Bay Dr Ken Rollond. He was a much celebrated individual in the community, of course, being the Mayor, but also being the deliverer of so many babies in the area. He delivered so many babies out of the Glenelg Community Hospital which itself is also a historic building on Farrell Street.

The church service was at Our Lady of Victories in Glenelg—again, a beautiful historic building. Only a few weeks ago that church was under threat because there was a fire in the building next door. The initial reports came out before they could be verified and said there was a fire at Our Lady of Victories Church. Luckily for the church, the fire was not there but in the building next door. Luckily that fire was put out very quickly, so it did not spread, because the real threat of that fire was that it would have got rid of what is a historic church.

Getting back to the funeral of Dr Ken Rollond, which was held at that church, the celebratory wake afterwards for the family and all the guests was held at Partridge House. It was a fitting setting for remembering Dr Ken Rollond because he was very passionate about heritage and it was a good setting. Certainly Partridge House held a special place in his heart, as I would say it also does in people who live in and around Glenelg South.

I want to now talk about Cummins House in Novar Gardens, which is also a very significant heritage building, which also has ties back to the start of the South Australian economy. The owners of that house, when it was first built, were the Morphett family. The electorate of Morphett, which I am lucky enough to represent, is named after the patriarch of that family, Sir John Morphett.

Sir John Morphett built that house in Novar Gardens and originally it was a large estate, which took up a fair amount of what is now the Novar Gardens suburb. If you are familiar with the area, you have Anzac Highway and Morphett Road, and then you have the sporting complexes around that corner of PHOS Camden Football Club, PHOS Netball Club, and the Birkalla Soccer Club—originally that was on the estate. You have Immanuel College further down Morphett Road—again, that was part of the original estate.

Through there runs Sturt Creek, which now has been concreted in, but previously it was an open-cut creek. That ran all the way along to where Cummins House is, which is inland. So that gives you a bit of a perspective of how big that estate was.

Cummins House itself was built in 1842 and some of the materials in that house were brought over on the ships that first landed off of Holdfast Bay. Sir John Morphett was part of those ships; he was in the *Cygnets*, which came ahead of the *Buffalo* on its trips travelling up the South Australian coast, looking for water, principally to set up an established area where people could live. I seek leave to continue my remarks.

Leave granted; debate adjourned.

Sitting suspended from 12:59 to 14:00

Ministerial Statement

STATE PROSPERITY PROJECT

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:02): I seek leave to make a ministerial statement.

Leave granted.

The Hon. P.B. MALINAUSKAS: I can today inform the house about a project with the potential to transform the future of our state's economy—the Northern Water Project. If progressed, Northern Water would see construction of a 260-megalitre-per-day desalination plant on Eyre Peninsula and a 600-kilometre pipeline to transport desalinated water for industrial use in the Far North of our state. This project would unlock the full potential of our state's critical minerals, in particular copper. We have more copper than all the other states combined, and among the richest copper resource anywhere on earth.

Today we have released a comprehensive business case for Northern Water, with financial modelling undertaken by Deloitte. This business case has found that the project has the potential to generate more than \$5 billion in annual economic benefit to our state and more than 4,000 ongoing

jobs. It could lead to a tripling of copper production and an additional \$9 billion in royalties for our state by 2050.

The private sector can clearly see the potential of this transformative project. Today, the state government has signed a significant agreement with some of our nation's biggest companies. BHP, Fortescue Future Industries, Origin Energy and Amp Energy are among private sector companies who will contribute funding towards pre-final investment decision activities for the Northern Water project. This is a significant step forward.

Investigations in the lead-up to the final investment decision include a range of project planning, design and assessment activities to provide a comprehensive understanding of expected project impacts, opportunities, costs and benefits. Crucially, as we progress towards a final investment decision, the state government and BHP have also agreed that BHP would cover the state's costs to a maximum value of \$100 million if the company withdraws from Northern Water before FID or elects not to proceed with an economic offtake agreement.

Northern Water is just one part of what we are calling the State Prosperity Project. We will officially launch the State Prosperity Project at the major economic summit we are holding across three nights in the Upper Spencer Gulf, starting this Sunday. The State Prosperity Project is all about seizing a once in a generation opportunity for our state. The global energy transition towards decarbonisation is set to drive the world's economy for years to come. With our unique combination of plentiful solar and wind resources and valuable minerals such as copper and magnetite, we have what the world needs to decarbonise. Northern Water would provide a sustainable water source for industry.

The other key ingredient is hydrogen. The house is well aware that the state government is progressing with plans to build the world's largest hydrogen electrolyser and power plant in Whyalla. By harnessing our global leadership in renewable energy, we want to become a global leader in hydrogen, an energy source tailor-made for a decarbonising world. The mighty cities of Whyalla, Port Augusta and Port Pirie stand to be among the biggest beneficiaries of this economic transformation, a reindustrialisation of the Upper Spencer Gulf.

My government is determined to ensure we seize this opportunity, with the potential for thousands of jobs and billions of dollars of economic activity heralding a new area of prosperity for our state. I look forward to having more to say about the State Prosperity Project this weekend.

Members interjecting:

The SPEAKER: Order! The member for Florey is warned.

Parliamentary Procedure

PAPERS

The following paper was laid on the table:

By the Treasurer (Hon. S.C. Mullighan)—

Treasury and Finance, Department of—Review of Amendments to the Land Tax Act 1936—Final Report—December 2023

Parliament House Matters

SERVICE RECOGNITION

The SPEAKER (14:08): Before I call questions without notice, I acknowledge the presence in the chamber today of one of our Hansard reporters, Mrs Jann Fyfe. I wish to acknowledge her significant service to this parliament, as well as that of the Deputy Leader of Hansard, Mr John Clarke. In the production of the official records of this place, they have reached a number of significant milestones, including 50 years of service in the public sector, 47 of those in the reporting division. We are particularly grateful for their service. It is a specialised craft and we could not conduct our parliament without it.

*Question Time***AMBULANCE RAMPING**

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (14:08): My question is to the Premier. Does the Premier stand by his election commitment to fix the ramping crisis? With your leave, sir, and that of the house, I will explain.

Leave granted.

The Hon. D.J. SPEIRS: The ABC has reported that nearly 100 South Australian patients in need of emergency and urgent care have died while waiting for delayed ambulances to arrive since Labor took office with a promise to fix the ramping crisis.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:09): I thank the Leader of the Opposition for his question because it's an important subject. As the leader would know, as the rest of the house would know, the state government is investing a lot of resources and policy effort into addressing the stress and the strain that exists within our health system. That includes reducing transfer of care hours (TOC), otherwise known as ramping hours.

We are doing that through a range of investments, the most substantial of which that are coming online this year are the additional beds that are coming into the system. We have over 150 beds coming into the system online this year as a result of decisions that were made right back in the 2022 state budget, which the Treasurer handed down about eight weeks after forming government. It takes time to build hospital beds. We are very grateful—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —for the expeditious work being undertaken by a range of people to get those beds coming online this year. The particularly urgent nature of the ramping crisis is best reflected in ambulance response times to which the Leader of the Opposition refers. The Leader of the Opposition—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: I am seeking to answer the Leader of the Opposition's question. He asked about the report in the ABC regarding the ambulance response time delays—

The Hon. D.G. Pisoni: They also reported that someone died in an ambulance as well.

The SPEAKER: Order! The member for Unley is warned.

The Hon. P.B. MALINAUSKAS: —which the government is so committed to delivering. What I am keen to make sure the house is aware of in some detail is the funding and resources allocated to our Ambulance Service. Since coming to government—

The Hon. J.A.W. Gardner interjecting:

The SPEAKER: The member for Morialta is warned.

The Hon. P.B. MALINAUSKAS: —we have been able to substantially increase the investment in the Ambulance Service and I am very pleased that has delivered substantial results. What happened in the four years of the Marshall government was that for three of the four years the Ambulance Service was cut.

Members interjecting:

The SPEAKER: Order! Member for Schubert!

Members interjecting:

The SPEAKER: Order! Members to my left and right, the Premier will be heard.

Members interjecting:

The SPEAKER: The member for Morialta is on a final warning.

The Hon. P.B. MALINAUSKAS: They elevate their voice; they interject any time we start to get to a few basic facts that are not beyond dispute.

Members interjecting:

The SPEAKER: The member for Schubert and the member for Hartley will permit the Premier to answer.

The Hon. V.A. Tarzia: He said he would fix it, though.

The SPEAKER: The member for Hartley is warned.

The Hon. P.B. MALINAUSKAS: The former government, as reported by the Australian Productivity Commission—so not a state government authority—the federal government independently assessed this and they saw that the only place in the country to cut funding to the Ambulance Service—

Mrs Hurn: What did it show for response times?

The SPEAKER: The member for Schubert is warned.

The Hon. P.B. MALINAUSKAS: —for three out of four years was the former government. What happened to response times—

Mrs Hurn interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —as a consequence is that they went down from turning up 80 per cent of the time—

Members interjecting:

The SPEAKER: Order

The Hon. P.B. MALINAUSKAS: Ambulance response times on the back of those cuts went from 80 per cent on-time performance down to 36 per cent on-time performance.

The Hon. V.A. Tarzia interjecting:

The SPEAKER: The member for Hartley is warned.

The Hon. P.B. MALINAUSKAS: The member for Hartley interjects about previous governments—yes, that's right, the previous governments were investing in the Ambulance Service while you were cutting it.

Members interjecting:

The SPEAKER: Order! The member for Hartley is on a final warning.

The Hon. V.A. Tarzia: Who shut the Repat, sir?

The SPEAKER: Final warning, member for Hartley. The leader has the call.

AMBULANCE RESPONSE TIMES

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (14:13): My question is again to the Premier. How many, if any, full investigations have occurred since 2022 into deaths of South Australians waiting for an ambulance? With your leave, sir, and that of the house, I will explain.

Leave granted.

The Hon. D.J. SPEIRS: The ABC has reported that a patient triaged as priority 1 died in the Tea Tree Gully local government area in October 2022 while waiting 18 minutes for paramedics to arrive. Priority 1 emergency callouts are aimed to be reached within eight minutes.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:14): As I was just seeking to explain to the house before the constant interruptions, the Ambulance Service was cut and response times collapsed, and what we inherited as a government back in the beginning of 2022—

The Hon. V.A. Tarzia interjecting:

The SPEAKER: Order! Premier, please be seated. The member for Hartley will depart under 137A for the remainder of question time. He had more than sufficient warning. The Premier has the call.

The honourable member for Hartley having withdrawn from the chamber:

The Hon. P.B. MALINAUSKAS: At the beginning of 2022—and these are all publicly available facts—ambulance response times collapsed to 36 per cent on-time performance, coming down from 80 per cent.

Mrs Hurn interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: Since then, on the back of a dramatic investment including an extra 170 additional ambulance officers who are now on the books today, now working today, over and above attrition—

Mrs Hurn interjecting:

The SPEAKER: The member for Schubert is warned.

The Hon. P.B. MALINAUSKAS: —in comparison to the former government, ambulance response times have come back up from 36 per cent being on time, to now closer to 70 per cent being on time. So what we have seen, in a way that won't surprise anyone with a modicum of knowledge around how public policy works—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —is that when you cut the Ambulance Service—

Mr Patterson interjecting:

The SPEAKER: Order! The member for Morphett is warned.

The Hon. P.B. MALINAUSKAS: —they start to struggle to turn up on time. What we have done is invest in the Ambulance Service—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —and now they're rolling up on time.

Members interjecting:

The SPEAKER: Order! The member for Schubert is on a final warning.

The Hon. P.B. MALINAUSKAS: They are there for all to see, and so when the Leader of the Opposition asks, 'What's happening to the Ambulance Service?' we simply say, 'Look at the facts as they are presented.'

Members interjecting:

The SPEAKER: Order! The member for Morphett is warned.

The Hon. P.B. MALINAUSKAS: They cut the Ambulance Service. People died waiting for the ambo to roll up.

The SPEAKER: Premier, there is a point of order under 134 which I am bound to hear.

Mrs Hurn: Nearly 100 on your watch.

The SPEAKER: The member for Schubert is on a final warning. I will turn to the member for Morialta.

The Hon. J.A.W. GARDNER: Standing order 98: debate. The question was specifically: how many, if any, full investigations have occurred into the deaths of South Australians waiting for an ambulance since 2022? There was an explanation but the Premier is now definitely debating.

The SPEAKER: That may be, member for Morialta, but it is nearly impossible for me to hear what it is the Premier is saying, so I will listen carefully and your colleagues might otherwise observe the standing orders. The member for Morphet is now on two warnings and the member for Schubert is on a final warning.

The Hon. P.B. MALINAUSKAS: As I am very pleased to report to the house in terms of ambulance response times, which pertains to the Leader of the Opposition's question, in January 2024—so January just gone, the most recent stats available—71.5 per cent of all priority 1 cases were attended on time. This is in comparison to January 2022, and what was that number? It's 47.1 per cent. So we have gone from 47.1 two years ago to 71.5 today. On priority 2, which are still lights and siren emergencies, meaning it's a life-threatening emergency—for a priority 2, what is deemed to be on time is a 16-minute arrival time—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: In January 2022, two years ago, 36 per cent of ambos rolled up on time. What is it today? It's 65.1 per cent. So we have effectively—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —doubled the number of ambulances—

The Hon. D.G. Pisoni interjecting:

The SPEAKER: Member for Unley!

The Hon. P.B. MALINAUSKAS: —rolling up on time. Now, what I am happy to explain—

The SPEAKER: The member for Morialta on a point of order, which I am bound to hear under 134.

The Hon. J.A.W. GARDNER: Standing order 98: the substance of the question goes directly to the number of investigations into the up to 100 people who have passed away.

The SPEAKER: I will listen carefully. There is some merit in the matter that the member for Morialta raises with me. I bring the Premier to the question.

The Hon. P.B. MALINAUSKAS: As I was saying, there has been a dramatic turnaround in on-time performance, which in turn affects adverse incident data. We know that when it comes to deaths occurring for people waiting for an ambulance, there is no doubt that the consequence of cutting the Ambulance Service three out of four years has been very substantial. To those South Australians who were so desperately worried two years ago about the fact that they were calling 000 and the ambulance was persistently rolling up late—

Members interjecting:

The SPEAKER: Order, member for Adelaide! The member for Morialta under 134.

The Hon. J.A.W. GARDNER: Standing order 98: this is still political rhetoric and it is going nowhere near the question of how many investigations into the people—

Members interjecting:

The SPEAKER: Order! I have the point of order. I bring the Premier to the question. There are only seconds remaining.

The Hon. P.B. MALINAUSKAS: We know that the Ambulance Service was crying out for additional resources—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —and they've now got them and thankfully we see ambos turning up on time far more than what was otherwise the case.

Members interjecting:

The SPEAKER: The member for Adelaide is warned.

Parliamentary Procedure

VISITORS

The SPEAKER: Before I call the leader, I acknowledge the presence in the gallery today of members of the Country Press SA executive, guests of the leader. Welcome to parliament. It is terrific to have you with us. I also see that *The Courier* is represented today by the editor, Elisa Rose, guests of the Minister for Transport. There is a terrific article in *The Courier* on Hills rail services.

Question Time

AMBULANCE RESPONSE TIMES

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (14:20): My question is to the Premier. Can the Premier provide an update on the investigation into the death of Eddie? With your leave, sir, and that of the house, I will explain.

Leave granted.

The Hon. D.J. SPEIRS: On 27 December 2023, Eddie died after waiting 10 hours for an ambulance to arrive. Last month, the South Australian Ambulance Service commenced a review into Eddie's death.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:20): I thank the Leader of the Opposition for his question. I myself asked that question late last week of the health minister. I understand that the South Australian Ambulance Service is finalising that report and we should anticipate it being released at some point in the next two to three weeks. I understand it is still in train and SAAS is working expeditiously to complete it.

As the health minister has indicated on the record previously, it will be made public. I will qualify that. I am happy to double-check it, but I am pretty sure there has been a commitment to make that public and I am sure the Leader of the Opposition will keep us to account on that, as he well should.

The other thing the health minister has committed to is making sure that appropriate family members, who are the next of kin and the like, get access to the report in advance of it being made public. I have certainly communicated to the health minister that it is our expectation that that should be done in accordance with the family's wishes and we would expect that to occur in advance of it being released, following the conclusion of that report.

On that subject more broadly about ambulance response times and people waiting, I am pleased to inform the house that on the back of the dramatic improvement in ambulance response times I refer to some following detail. There has been a 48 per cent reduction in deaths involving delayed ambulances from 2022 to 2023.

The Hon. J.A.W. GARDNER: Point of order.

Members interjecting:

The SPEAKER: Order! There is a point of order from the member for Morialta, which I will hear under 134. The member for Florey is called to order.

The Hon. J.A.W. GARDNER: Standing order 98: this is neither answering this question nor the previous ones. It is political rhetoric again, pushing the government's point and not answering the question.

The SPEAKER: I have listened carefully to the commencement of the answer. I understand that the Leader of Government Business may wish to address me on the point of order.

The Hon. A. KOUTSANTONIS: The Premier is trying to make a pertinent point to the parliament that is directly relevant to the question asked and he is not being allowed by the opposition.

The SPEAKER: I listened carefully, anticipating that there may be a point of order raised by the member for Morialta. It seems to me in my judgement that the Premier has sought to answer the question early in his response and he is now seeking to provide some additional context.

The Hon. P.B. MALINAUSKAS: I seek to provide additional remarks in the context of Eddie's case, which has been widely reported not unreasonably as a case involving a delayed ambulance. Between 2022 and last year, so the most recent data, what we saw was a 48 per cent reduction in deaths involving delayed ambulances.

Last year, that is calendar year 2023, was the lowest number of total deaths for when people had an urgent ambulance callout in the past six years. While there are circumstances where people call 000 and the ambulance gets there and the patient is deceased on arrival, which, of course, happens for every ambulance service around the world, what we know is that last year was the lowest number of total deaths for when people had an urgent ambulance callout in the past six years.

So the point I seek to demonstrate is that, following the big investments and the massive increase in the number of ambos on the road, the number of adverse events, the number of late ambulances and therefore the number of deaths has actually dramatically reduced to the point that it is the best result we have seen in six years. Of course, we would like to see it continue to improve in that direction.

We would reasonably expect response times to continue to improve, because if they had an extra 170 ambos on the road now over and above attrition that number escalates to 350 across the next two years because there was always a program of investment going up. The health minister isn't here to correct me on the detail if I've got this wrong, but the other stations are due to come online. That will make a big difference to response times. We know they now extend to peri-urban areas and outer metropolitan areas. Crews are going in at Victor Harbor, Goolwa, Mount Barker, Strathalbyn, new stations at Norwood, Woodville and upgraded stations at Marion. They are all due to come online, and we expect them to make positive—

The Hon. J.A.W. GARDNER: Point of order, sir.

The SPEAKER: Premier, there is a point of order under 134, which I will hear from the member for Morialta.

The Hon. J.A.W. GARDNER: Standing order 98: the Premier has gone well beyond the scope of Eddie's investigation for the last couple of minutes. It's time to draw him to a close, please.

The SPEAKER: I make this observation, member for Morialta: standing order 98 does not require an answer to be relevant only to reply to the substance of the question, so I would be inquiring into whether the content that has been provided to the house is in substance related to the question. In ruling on questions of relevance, Speakers have distinguished between the relevance of the minister's answer and the substance of the question and the perceived adequacy of the response. As I understand it, your point of order is directed at the perceived adequacy. The Premier has the call.

The Hon. P.B. MALINAUSKAS: Those additional ambos, ambulances, stations and the like are coming online because we made a decision as a government to increase ambulance funding in our first year alone of the Ambulance Service by an extra \$109 million. For every person in the community who calls 000 in their time of need on behalf of a family member or for themselves, while that dollar figure sounds like a big number it actually is really important to try to get the service with

the resources it requires to be able to service a growing population and an ageing population, and the results speak for themselves in terms of ambulance response times.

Mr Patterson: But not ramping.

The SPEAKER: The member for Morphet is warned.

O'HANLON, MS C.

Mr TEAGUE (Heysen) (14:27): My question is to the Premier. Has the Premier spoken to former government staff member Cressida O'Hanlon regarding matters raised in the Legislative Council yesterday? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr TEAGUE: Yesterday, it was revealed that Ms O'Hanlon's spouse had sought access to government decision-makers to discuss financial gain for his business while she was employed on the staff of the Hon. Reggie Martin MLC. The opposition tabled an email in the Legislative Council from a James O'Hanlon, who is described as 'Director of Citadel', to cressida.ohanlon@gmail.com dated 7 February 2023, with the subject: talking points. Among other content under the heading 'Purpose', the email sets out the following: 'Seeking a meeting with the minister or Chief of Staff to discuss a proposal.'

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:28): I am sincerely grateful to the shadow attorney-general for deciding to ask this question because it speaks to a major revelation, an extraordinary revelation, that a husband would send a wife their email. The fact that Mr O'Hanlon decided to send his wife an email is hardly—

Members interjecting:

The Hon. P.B. MALINAUSKAS: I'm trying to—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: I have read the email. I have—

Members interjecting:

The SPEAKER: Order! The question has been asked and the Premier is seeking to answer.

The Hon. P.B. MALINAUSKAS: I have read the email, and I've got to say I have never been more underwhelmed by a revelation from this opposition than I was when I heard about an email from a small business owner—a husband to his wife, who also works in a small business—a gentleman who has served our country in the Australian Defence Force, who has subsequently set up a small business in our state—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —in the defence sector. That he emailed his wife I would have thought is utterly orthodox. The emails that—

Members interjecting:

The SPEAKER: Order! The member for Unley is warned.

The Hon. P.B. MALINAUSKAS: The email from Mr O'Hanlon's private email to Mrs O'Hanlon's private email address bore no relationship to anything within government. It was an email from one business owner to his wife, talking about an entirely legitimate exercise. So, yes, I read the email, and I encourage anybody else who has an interest in this matter to also read the email. I suspect they too will be readily underwhelmed as much as I have been by this particular revelation from the opposition.

Members interjecting:

The SPEAKER: Order!

HUNTER CLASS FRIGATE PROGRAM

The Hon. A. PICCOLO (Light) (14:30): My question is to the Premier. Can the Premier provide an update to the house on the Hunter class frigate program, and is he aware of any alternative views on this matter?

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:31): I thank the member for Light for his question. I know the member for Light, who represents obviously a northern suburbs seat as well as Gawler, has a number of constituents who work within this industry, and they, too, are workers who are relieved about having their economic future secured as a result of the announcements that have been made throughout the course of this week.

Another person who has a degree of familiarity with the industry wrote an opinion piece in *The Advertiser* today—Mr Christopher Pyne. I think he said it's a new gold rush. He went on to outline the good news for 1,400 South Australians employed by BAE. As we mentioned yesterday and I am happy to see a repetition of today, none other than Christopher Pyne himself has acknowledged the good news that was announced by the commonwealth, that enjoys the support of so many industry leaders throughout the state of South Australia but unfortunately is a source of criticism from those opposite.

What also struck us was a contribution from the Leader of the Opposition yesterday, pointing to the need to dramatically increase effort regarding the development of the skills and the workforce that is required for this surface shipbuilding program. The Leader of the Opposition, having started with fearmongering about the program going to Scotland, then moving on to saying the program was going to result in less jobs, was last night on TV saying, 'Hang on, we need to do more to train up the people who are going to get all these new jobs.' First it was going to Scotland, then it was less jobs, now there are too many jobs that we need to train everybody. I acknowledge the—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: I acknowledge the consistency of inconsistency on behalf of the Leader of the Opposition in respect of this subject, but he is right in regard to his remarks on ABC TV last night that the skills and training effort is important, which is why this government is making the big investments. What we are seeking to do is put new money into new methods of training young people. One of the things that it starts with, as the Minister for Education and Skills will attest to, is a dramatic revitalisation of TAFE, a TAFE that we believe should be publicly run.

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: The Minister for Education and Skills, over the course of the last two years, has been working very hard in conjunction with the TAFE board to see big investments—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: —into TAFE, while also negotiating with the commonwealth on big training and skills packages, over \$400 million of training and skills coming into the state as a result of those negotiations that have happened between the state and the federal government. Plus, the Deputy Premier has been central to negotiations with her federal counterpart in Minister Jason Clare regarding 1,200—over 1,000—additional university places at our universities, including at the new amalgamated university, and then of course there is the technical college program that we have referred to on many occasions in this place. The investment in skills and training is central if we are going to realise this opportunity, and the government is committed to it.

*Parliamentary Procedure***VISITORS**

The SPEAKER: Before I call the member for MacKillop, I acknowledge the presence in the chamber today of students from Harvest Christian College in Kadina. Welcome to the house. They are guests of the member for Narungga. It is terrific to have you with us.

*Question Time***CHILD CARE**

Mr McBRIDE (MacKillop) (14:35): My question is to the Minister for Education. Can the minister provide an update to the house on plans to build a childcare facility in my electorate of MacKillop? With your leave, Mr Speaker, and that of the house, I will explain.

Leave granted.

Mr McBRIDE: In May last year, the state government pledged \$3.5 million dollars for a childcare facility to be built in Kingston. This followed a \$1.8 million commitment from the federal government in the 2022 budget.

The Hon. B.I. BOYER (Wright—Minister for Education, Training and Skills) (14:36): I thank the member for MacKillop for this question and also take the opportunity to thank him for the very collaborative way that he has worked with me and the department on what is a very complicated issue. I am sure members of this place know that we have an issue right across Australia, particularly in many regional and remote areas and also some rural centres as well, with not having access to child care. Certainly, Kingston South East has been one of those areas for a very long time.

The community down there, ably supported by the member for MacKillop, decided that enough was enough, essentially. They were sick of hearing excuses that had been made by governments of all persuasions for decades around why we could not come together across all tiers of government, federal, state and local, to find some kind of solution. It would be remiss of me not to mention the subject matter of the last few questions in here, given the skills shortage that we face as a nation and what we need to do to make sure that we can activate the workforce we need for projects like AUKUS but also for things like three-year-old preschool.

Part of that is to make sure that we can provide childcare arrangements for all those people who either might want to re-enter the workforce or may not have as many hours of paid employment as they would like to have. More often than not, in regional parts of our state, in those childcare deserts, the reason they cannot do that is that they cannot find childcare solutions.

So we took it upon ourselves to work with the member for MacKillop and a couple of very impressive local community members down there. I should take the opportunity here to mention their names because really the member for MacKillop and I get to finish off their work. They are the ones who have stood up and said that they were not going to take no for an answer. They are Kirsty Starling, Fiona Rasheed and Nat Traeger, who will be known to many people in this place as well.

These are uncharted waters in some respects for state governments because child care has usually been the domain of the federal government. I think the opaque nature of the way that the early years work, where it depends on what state you are in, whether it is run by local council, whether there is state government involvement or whether there is federal government involvement, makes it very hard for communities to understand what is happening and what they need to do to solve issues like childcare deserts.

What we came to do in the case of Kingston South East was work with the council, work with the local community and also work with the federal government. Both sides of politics federally made a commitment around providing money for the physical infrastructure build, which of course is another challenge here—the cost of all those builds has gone up—to leverage that money, find a site and co-locate it with the school in Kingston so that there is first and foremost a physical location to house child care and then work with the Department for Education around what kind of model of care we could actually provide.

I can update the member for MacKillop and the house on where we are at in terms of making good on that commitment. Council have engaged an architect to complete the concept design. I am told that representatives from Kingston South East are visiting Adelaide in early April to tour some early-years services to make sure that they can contribute to those designs in a meaningful way, to make sure that what we build there is not just fit for purpose for the generations of young people who will use it but is also what the local community wants.

We will continue to support the Kingston community to get the service off the ground. This will very much be a model I think that will be looked at very closely by other parts of the state, and indeed nationally. I see the member for Flinders nodding his head, and he is certainly a member of parliament who represents an area that is suffering from those child care deserts, as are other members on that side of the chamber.

I understand that what we are doing here is new, novel, a bit expensive too, but I do hope we can replicate what we have achieved down at Kingston South-East in other parts of our state as well.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:40): My question is to the Premier. Has the Premier sought advice from Ms Cressida O'Hanlon as to any involvement which she currently has in Citadel, also known as Citadel Secure, and/or any such involvement on 7 February 2023? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr TEAGUE: On the website of the South Australian parliament, captured on 21 February 2024, an extract of the parliamentary career information section describes Ms Cressida O'Hanlon as an assistant in the office of the Hon. Reggie Martin MLC, effective from 18 October 2022.

The SPEAKER: Before I turn to the Premier, I observe that Speakers have long held that members, including ministers, are not responsible to the house for matters relating to political parties, and without more, nor would they be responsible for the activities of political candidates.

I observe that in September 2021 yourself, member for Heysen, in your then role as Speaker, rejected arguments that certain allegations relating to the administration of the office of the Hon. Corey Wingard, as he then was, were not public affairs. As well, Speaker Tarzia made a similar ruling concerning certain questions arising from the administration of members' travel entitlements.

Public interest is not the same, as the house well knows, as public affairs. However, there is no point of order before me. The Leader of Government Business on a point of order under 134?

Members interjecting:

The SPEAKER: Order! Member for Unley, you are warned. Standing order 134 requires me to turn immediately to the point of order, which I will do.

The Hon. A. KOUTSANTONIS: The Premier is not responsible for the question that has been asked by the member.

Members interjecting:

The SPEAKER: Order! Member for Unley, you will depart under 137A. Your colleague, the member for Heysen, is seeking to address the Chair under 134, and he will be heard. Member for Unley, for the remainder of question time.

The honourable member for Unley having withdrawn from the chamber:

Mr TEAGUE: On the point of order, sir, the question is asking simply of the Premier whether or not he has sought advice from an individual as to involvement in a company and, in my submission, Speaker, it is to be distinguished from matters relating only to that person's engagement and the nature of their duties.

Members interjecting:

The SPEAKER: Order! I certainly understand the submission is made. I have the submission. The difficulty, member for Heysen, is that the precedent is hard ground, and that precedent is set in part by you.

The Hon. A. KOUTSANTONIS: The Premier does not have responsibility to answer the question the way he has put it, sir.

The SPEAKER: The question is out of order. However, I will give the member for Heysen the opportunity to recast the question.

Mr TEAGUE: Well, I will move on. There is a number of questions.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:43): My question is to the Premier. Can the Premier advise the house about the business operations of Citadel Secure?

Members interjecting:

The SPEAKER: Order! The Leader of Government Business on a point of order.

The Hon. A. KOUTSANTONIS: Sir, the government is not responsible for this company.

The SPEAKER: As I understand the submission from the Leader of Government Business, this is a private company. Member for Heysen, do you wish to address me?

Mr TEAGUE: Well, precisely that.

The SPEAKER: I am not sure that that advances—

Members interjecting:

The SPEAKER: Order! As I have earlier observed, public affairs is not the same as public interest, and I am going to rule out the question, but I will give the member for Heysen a final opportunity in fairness.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:44): I will just put it this way to the Premier then, my question is to the Premier. Is the Premier aware of any media comments attributed to an anonymous Labor spokesperson relating to Citadel? With your leave, sir, and that of the house, I will explain.

The Hon. A. KOUTSANTONIS: Point of order.

Members interjecting:

The SPEAKER: Order! There is a point of order.

The Hon. A. KOUTSANTONIS: Asking us to respond to media reports and, of course, standing order 96: related to government business.

The Hon. J.A.W. GARDNER: Point of order.

Members interjecting:

The SPEAKER: Order! The member for Morialta will be heard on a point of order under 134.

The Hon. J.A.W. GARDNER: The question related to comments by what was purported to be a government spokesperson, presumably an employee responsible to the Premier.

Members interjecting:

The SPEAKER: Order!

The Hon. J.A.W. GARDNER: It is entirely within his responsibility to the house. Speaker Atkinson, Speaker Teague, Speaker Tarzia and, I am sure, yourself have all ruled questions in relation to the behaviour of government and ministerial staffers and media advisers in order.

Members interjecting:

The SPEAKER: Order! Member for Florey, you are warned and on a final warning. You will depart if there is an additional interjection from you. In fairness, I do not want to work an unfairness to the member for Heysen. He hasn't in fact finished his question, so I am going to give him that opportunity.

Mr TEAGUE: I have sought leave to explain.

Leave granted.

The SPEAKER: Member for Heysen, I will hear the question in its entirety.

Mr TEAGUE: In an *Advertiser* article published, as I understand it, on 22 February, a Labor spokesperson is quoted as having said:

Mr O'Hanlon's business does not engage in lobbying, nor is it required to be registered as a lobbyist.

How is the government in a position to speak for and on behalf of Citadel as to whether or not it engages in lobbying or any other activity?

The SPEAKER: I think, rather, that is the difficulty: the government can't, presumably, speak on behalf of Citadel.

Members interjecting:

The SPEAKER: Order! A minister may find it difficult to do that but, in addition, what has been advanced is that there is some statement by a Labor person, whoever that may be. It has not been suggested that that person is an employee of the state. I am having a good deal of difficulty with admitting this question. I see that the Leader of Government Business was seeking to address me. I will take that point of order and I will turn to the member for Morialta.

The Hon. A. KOUTSANTONIS: Point of order: standing order 96. This does not relate to government business.

The SPEAKER: Member for Morialta.

The Hon. J.A.W. GARDNER: The point of order is again related to 96. It is clear from the way the question was framed and that the statements have been reported that it is to be assumed that it is a media adviser from the government, somebody responsible to the Premier for their employment—and if it is not, then the usual course will be for the Premier, in his response, to say so.

Members interjecting:

The SPEAKER: Order! I am having a good deal of difficulty with this line of argument. I am not sure the opposition is advancing the case. I will turn to the Treasurer if he is seeking to address me on a point of order.

The Hon. S.C. MULLIGHAN: On a point of order, I am now concerned that this is straying into a matter of privilege. We have now had the Deputy Leader of the Opposition assert on two occasions—

Members interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: —that it is a government spokesperson. A matter of privilege: that it is a government spokesperson that issued a comment to the media, which was referred to by the member for Heysen. It is clear in the media article that it was a party spokesperson, and we have already had a ruling on party matters not being of relevance to question time. So I am concerned, Mr Speaker, that on two different occasions now, consecutively, we have had the Deputy Leader of the Opposition seek to mislead you in making a point of order.

The SPEAKER: I am going to dispose of the matter immediately. I am going to rule the question out of order. I am going to turn to the member for Torrens.

CHILD PROTECTION

Ms WORTLEY (Torrens) (14:47): My question is to the Minister for Child Protection. How is the government supporting families in contact with the child protection and family support system?

The Hon. K.A. HILDYARD (Reynell—Minister for Child Protection, Minister for Women and the Prevention of Domestic and Family Violence, Minister for Recreation, Sport and Racing) (14:47): I thank the member for her question and for her great interest in this really important area of government policy, which is fundamentally focused on improving the lives of children and their families.

I and our entire government are deeply committed to doing all we possibly can to help support families and to help ensure the safety and wellbeing of children and young people. Keeping children and young people connected, loved, nurtured and safe with their family and community gives them the best chance, the best foundation to thrive and to succeed.

Family group conferencing is one of the key supports that we are offering to families. Family group conferencing is a voluntary process led by families, for families. It provides an opportunity for extended family members to come together with structured support to make decisions in the best interests of their child or young person. A conference is arranged if a child or young person comes into contact with the child protection and family support system, if we assess that they may be at risk, and if their parents and broader family are willing to work with the department to address the issues identified through working together.

I am incredibly proud that our government has provided additional funding of \$13.4 million for this crucial work, with a particular focus on expanding family group conferences to a greater number of Aboriginal families. In 2023, we saw over 264 conferences held, which involved 482 children, almost twice the number held in 2022. This includes 134 family group conferences for Aboriginal families, involving 259 children, up 59 per cent on the previous year.

Of these conferences held in 2023, 90 per cent of families continued to care for their children safely following their conference. This means more families safely staying together with the supports they need to thrive. This is made possible because of our unprecedented investment in this initiative, and in the child protection and family support system overall, of \$372 million.

We know that Aboriginal children and young people are over-represented across the child protection and family support system. Family group conferences play a critical role in recognising the protective factors that connection to culture, family and community provides and give families the lead role in finding solutions to keep their children safe, loved and nurtured with kin. This model is culturally inclusive and has a strong focus on enabling Aboriginal family and broader community members to identify strategies that work for their kids.

Thank you so much to our partners in this area, Relationships Australia and Aboriginal Family Support Services. They both play a really important role in facilitating these conferences, working closely with and empowering participants to develop plans and supports and to strengthen family groups.

I am really proud of the positive impact family group conferences are having for families across the state, with families empowered to make decisions in the best interests of their children. The success rate over the past two years shows family group conferences are building momentum and providing a really important support for families to safely stay together as a result of our unprecedented investment.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:52): My question is to the Premier. Is the Premier aware of whether or not Citadel has ever received government funding? With your leave, sir, and that of the house, I will explain.

Members interjecting:

The SPEAKER: Order! I fear that we are going to traverse ground that has already been resolved. I will turn to the Leader of Government Business on a point of order and then, so as not to work an unfairness on the member for Heysen, I will come back to him.

The Hon. A. KOUTSANTONIS: I refer to standing order 96, questions concerning public business. This is not concerning public business.

Members interjecting:

The SPEAKER: Order! It may be—

Members interjecting:

The SPEAKER: Order! It may be that the member for Heysen is about to seek leave to provide some additional detail.

Members interjecting:

The SPEAKER: Order! We are going to hear the member for Heysen. We are going to hear his question in its entirety. Member for Heysen.

Mr TEAGUE: Thank you, Mr Speaker. I think I have sought leave to explain.

Leave granted.

Mr TEAGUE: Media reports attributed to an anonymous Labor spokesperson have said that the business had not received a cent from the state government.

The Hon. S.C. MULLIGHAN (Lee—Treasurer) (14:53): I must admit, I have not been made aware of any occasion when that company has received any government funding, whether it be in the last two years or whether it was in the preceding four years before those, but I am happy to take the question on notice to satisfy the inquiry.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:53): This might be supplementary. It is a question to the Premier. Can the Premier advise the house whether any minister or their staff have met with, or if any government funding has been provided to, any of the following firms: Novafast, Elexon Electronics, Astute, Cubic, DST Group, Indra, Resonate, the New Zealand Defence Force? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr TEAGUE: Those are entities that are described on the Citadel website as 'clients we have worked with'.

The SPEAKER: I think there is some difficulty here because the question was directed to a different minister, but, in any case, the same minister has risen. I am going to allow the Treasurer to answer.

The Hon. S.C. MULLIGHAN (Lee—Treasurer) (14:54): That is a broad omnibus question, but I am happy to take the question away and see what information I can provide. I am not sure what contractual or commercial relationships the South Australian government has with the New Zealand Defence Force, amongst others, but I am happy to investigate that particular assertion by the member for Heysen.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:54): Supplementary, if it's appropriate, to the Treasurer in that case: what reassurance has the Treasurer received that none of any such funding has been provided in turn to Citadel?

The SPEAKER: There is no point of order. The Treasurer has risen. I turn to the Treasurer.

The Hon. S.C. MULLIGHAN (Lee—Treasurer) (14:55): The question was asked less than 60 seconds ago and so an assurance or otherwise has not yet been provided.

The SPEAKER: Indeed. There are also difficulties with hypothetical questions.

WORLD EXPO 2025 OSAKA

The Hon. L.W.K. BIGNELL (Mawson) (14:55): My question is to the Minister for Trade and Investment. How will World Expo 2025 Osaka provide a platform for South Australia to showcase itself to the world?

The Hon. N.D. CHAMPION (Taylor—Minister for Trade and Investment, Minister for Housing and Urban Development, Minister for Planning) (14:55): I thank the member for Mawson for his question and his interest in this area. World Expo is the oldest and largest international event, held every five years since 1851, a global platform for achievement, innovation, collaboration and cooperation.

On 13 April 2025, World Expo will be in Osaka, Japan's second largest city and the third time in that city for World Expo, having previously been held in 1970 and 1990. I am pleased to announce that South Australia will have a permanent presence at World Expo 2025 Osaka as part of the Australian pavilion. Our place in the pavilion provides the state with an opportunity to showcase our produce, tourism, agricultural space, innovation, renewable energy, and, of course, our emerging hydrogen industry.

Of course, we are relying on Team Australia to host business delegations, generate new networks amongst governments, global business, investors and industry leaders. The theme of the Australian pavilion is Chasing the Sun, designed to showcase Australia's clean energy and low-emissions technologies while strengthening our position as a preferred partner on energy security, a platform that, as a global leader, South Australia is primed to benefit from.

The Australian pavilion will be among 150 other countries participating in World Expo 2025. It's expected to see 28 million visitors attend the Expo, running from 13 April 2025 to 25 October of that year. The World Expo is a unique opportunity to promote the best of our state and Australia to a global audience in one of Asia's most influential business hubs.

I would certainly like to thank the federal Minister for Trade and Tourism, Senator the Hon. Don Farrell, for his tireless efforts in ensuring that Australia really does seize this opportunity. I would also like to thank our trade commissioner, Ms Sally Townsend, our very hardworking trade commissioner in Japan and for South Korea as well, for her hard work. I am sure she will be able to use the opportunity of World Expo 2025 so that we get great benefit out of it.

The pavilion at the World Expo will recognise the state's contribution and participation to our very important and strategic relationship that Australia has with Japan and the importance of the deep and longstanding nature of that relationship. Japan was the first destination for the Premier's overseas mission in 2022 when we travelled, along with the Minister for Transport and I, to the 59th annual Japan Australia Business Co-operation Committee.

I also attended the hydrogen fuel cell expo in 2023 to continue to foster and develop that relationship with our eighth largest export market. Throughout these missions, it has been clear that there is a remarkable interest in our renewable energy capability and that there is a very real opportunity to grow our exports from our current levels of \$634 million last year, which currently consists of canola, tuna, protein and barley exports.

World Expo 2025 provides really the perfect opportunity to increase our exposure, to build on our already strong links that have been going on from governments, Labor and Liberal, over the last 20 years. We want to see, at this World Expo, South Australia collaborate with Japan on shared regional objectives, maximising the trade and investment opportunities, and making sure that this is a successful expo, not just for Australia but for our state as well.

CITADEL SECURE

Mr TEAGUE (Heysen) (14:59): My question is to the Premier. Can the Premier advise whether or not he, his staff or department officials have ever had meetings with or have been approached for meetings with Mr James O'Hanlon, anyone at Citadel Secure, or any businesses associated with Citadel Secure?

The Hon. S.C. MULLIGHAN (Lee—Treasurer) (15:00): I understand the line of—

Members interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: I understand the line of questioning from those opposite. We are in a by-election period. The Hon. Michelle Lensink used the cover of parliamentary privilege to level assertions—

Members interjecting:

The SPEAKER: Order! Treasurer, there is a—

Members interjecting:

The SPEAKER: Order! The member for Colton! The member for Frome! The member for Morialta under 134.

The Hon. J.A.W. GARDNER: Standing order 98. The question related to the Premier or staff or officers meeting with people involved in a firm that has been described in various places as a lobbying firm.

The SPEAKER: I don't know about that. There is reference, apparently, to debate in another place.

Members interjecting:

The SPEAKER: Order! I will listen carefully, in respect of the member for Morialta. Treasurer.

The Hon. S.C. MULLIGHAN: As I was saying—

Mr Cowdrey interjecting:

The SPEAKER: Member for Colton!

The Hon. S.C. MULLIGHAN: —and to refer to the media article that the Deputy Leader of the Opposition and the member for Heysen referred to before, that media article is titled 'Aspirant accused of ethics breach' by members of the opposition, including Michelle Lensink. But rather than accuse directly, it is instead to the husband—someone who has served in the Australian Defence Force on six different deployments, including Rwanda and Afghanistan. But that just shows—

Mr Cowdrey interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: —the depth of the gutter—

Mr Cowdrey interjecting:

The SPEAKER: The member for Colton is warned.

The Hon. S.C. MULLIGHAN: —that they are prepared to stoop into.

Mr Cowdrey interjecting:

The SPEAKER: The member for Colton is warned.

The Hon. S.C. MULLIGHAN: Let me make it abundantly clear—

Members interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: —if we want to have a full audit—

Mr Cowdrey interjecting:

The SPEAKER: Order! The member for Colton is on a final warning.

The Hon. S.C. MULLIGHAN: —of lobbying activities—

Mr Pederick interjecting:

The SPEAKER: Member for Hammond!

The Hon. S.C. MULLIGHAN: —attached to members of parliament—

Members interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: —all over, we are up for that challenge.

Members interjecting:

The SPEAKER: Order! Members to my left and right!

Mr Cowdrey interjecting:

The SPEAKER: Member for Colton, you will depart under 137A for persistent interjections. There are seven minutes of question time remaining. It is the final sitting day of the week. We will observe the standing orders.

The honourable member for Colton having withdrawn from the chamber:

The Hon. S.C. MULLIGHAN: As I was saying, I understand the line of questioning: by-election period, call into disrepute one of the candidates and use the family member to do so.

Members interjecting:

The SPEAKER: Order! Treasurer, there is—

Members interjecting:

The SPEAKER: Order! Standing order 134 requires me to hear the point of order immediately, which I will do.

The Hon. J.A.W. GARDNER: Standing order 98 goes to debate. The answer is not relevant to the question.

An honourable member interjecting:

The SPEAKER: Order! I will bring the Treasurer to the question.

The Hon. S.C. MULLIGHAN: I can't immediately answer on behalf of anyone in the public sector about their engagements with Mr O'Hanlon. But I can tell you I have met with him—

Members interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: —and I found him to be unimpeachable; a veteran of our defence forces who served and was deployed six times overseas, defending our nation's interests. I found him unimpeachable. That might be a bar too low for those opposite, too low for them, but I found him incredibly impressive—as I find anybody who dedicates their life to protecting our country. For those people opposite to get down that deep into a gutter is a disgrace.

Members interjecting:

The SPEAKER: Order!

The Hon. S.C. MULLIGHAN: But if that's the standard you want to set, challenge accepted.

Members interjecting:

The SPEAKER: Order!

Mr Whetstone interjecting:

The SPEAKER: Order! Member for Chaffey, your colleague, the member for Morialta, is seeking to address me under 134 and he will be heard.

The Hon. J.A.W. GARDNER: Sir, the Treasurer is in breach of standing order 98.

Members interjecting:

The SPEAKER: Order! That may be, but it may also be that he has concluded his answer. The member for Waite.

WORKPLACE CULTURAL DIVERSITY

Ms HUTCHESSON (Waite) (15:04): My question is to the Minister for Multicultural Affairs. How is the Malinauskas government promoting cultural diversity in South Australian workplaces?

The Hon. Z.L. BETTISON (Ramsay—Minister for Tourism, Minister for Multicultural Affairs) (15:04): I thank the member for Waite for the question and their ongoing interest in making South Australia more inclusive and a culturally aware place to live, work and thrive.

The Malinauskas Labor government is committed to strengthening our economy and society to utilise the broad skill set, talents and experiences of our multicultural communities. Our policies are for the future and they are already paying off. It was no mistake that South Australia's economy under the Malinauskas Labor government has been ranked number one in the nation for the first time ever.

Overseas born migrants have consistently made up approximately 25 per cent of our state's population, with South Australians coming from 200 different countries and speaking 180 languages. They bring with them an array of skills, experiences and talents.

Last year, the Premier and I tabled the South Australian Multicultural Charter. The charter has now been translated into more than 30 languages and contains six principles to promote a harmonious and inclusive community.

Organisations, no matter the size, are encouraged to adopt the charter's principles, but we know that leaders from various sectors must demonstrate how they are best practice. That is why it was an honour to recently launch our Ambassador Program pilot. The Ambassador Program was part of our election commitments in a very detailed policy, a multicultural policy, that we took to the South Australian people.

The Ambassador Program activates the charter and embeds its principles into the service delivery, workforce and practices of five well-respected organisations in South Australia. I am pleased to share with the chamber that a number of prominent organisations, including the Cancer Council South Australia, the City of West Torrens, the RAA group, Mitsubishi Motors South Australia and PKF Adelaide have embraced this pilot program.

It progresses the charter from a document to a way of doing business. All five organisations are undergoing their own journey, involving a self-assessment of their cultural inclusivity and competency, which was followed by our first activation session.

I would like to thank the City of West Torrens for hosting the first session, as well as the Multicultural Communities Council of SA for sharing Cultural Q, an intercultural training and development program. Our first activation session was a success and we are already working on the next. I look forward to working with these organisations to demonstrate how its principles can be adopted more broadly across South Australia.

Can I just say how pleased I was that these very diverse organisations were very keen to not just look at the diversity of their current workforce but to look towards the future. With one of the lowest unemployment rates we have seen in my lifetime, there is a global hunt for talent. Are we maximising those who are already here? How are we embracing them? How are we supporting them in their progression in the workplace?

We are going to continue to work side-by-side with organisations to support them to be more inclusive and culturally aware. We know the talents and experiences we have in South Australia, and that diversity of talent will only strengthen our economy in the future.

PUBLIC HOUSING, MOUNT GAMBIER

Mr BELL (Mount Gambier) (15:08): My question is to the Minister for Human Services. Can the Minister for Human Services please advise over the last two years how many empty public housing properties have been tenanted in the seat of Mount Gambier? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr BELL: In the 2022 state budget, funding was announced for a public housing maintenance blitz to upgrade empty public housing properties. Can the minister advise how many homes in Mount Gambier have benefited from this upgrade and are now tenanted?

The Hon. N.F. COOK (Hurtle Vale—Minister for Human Services) (15:09): Thank you to the member for Mount Gambier for the question and also for your commitment to the Mount Gambier community. I might take the opportunity as well to note that your former staff member, Kate—whom we miss—was an incredible advocate for the Mount Gambier area for improving housing, and also the circumstances of people who are homeless in the area. It is a reminder, I think, to everybody in this place how important your staff can be when you're not there, you're in parliament, particularly for regional members.

We only house people in one of two ways. We either fix up a home that is empty and allocate it to somebody after the repairs are undertaken or we build new homes so that people who need a roof over their head can get one. At the last election, we allocated \$177.5 million for public housing and boosted that to \$232.7 million in our first Mid-Year Budget Review. This is supporting the construction of an additional 564 homes now and major upgrades to the 350 vacant properties, which I think you're referring to, member.

When we say 'major upgrades', we're talking an average of around \$70,000 per home with every upgrade, including new bathrooms, new kitchens or both, and a range of other major works. The kind of homes being upgraded are those that would otherwise have been empty for months or years, and this is in no small part because of under-investment over many years and also cuts to the service over the past four years under the Liberal government.

If an agency has major financial constraints, homes that are expensive to repair will sit empty, get bulldozed or be sold. Our investment means that is not happening. We have stopped the sale of 580 homes additionally, and this will give us nearly 1,200 additional homes over the next few years.

Thanks to your advocacy, member for Mount Gambier, we knew that people in the South-East really needed additional housing, so we are really proud that our first public housing builds in our election commitment have been built, in partnership with local builder Empak, and our extra housing investment totals more than \$12 million in Mount Gambier.

That has included 10 homes worth \$4.6 million, and they are now complete and tenanted. I am sure you have visited some of them. Another four homes worth \$1.9 million are due to start construction next month, and we look forward to those being tenanted as soon as possible, with another eight homes going out to tender for about \$3.2 million any day now.

In 2022-23, 19 homes in Mount Gambier underwent major upgrades also, and that was worth \$1.27 million, and I understand they have already been tenanted. There are another 12 homes as part of that upgrade program in 2023-24, and I can advise also that nine of those are already completed and tenanted, and work is expected to be completed on another three in coming months. The average investment, as I said before, is \$70,000 per home.

As part of the election commitment, we are also doing additional maintenance on tenanted homes, and there is an aim for 90 homes in Mount Gambier to be completed by the end of this financial year. It is pleasing to note that over the last two years 233 allocations for homes have happened in Mount Gambier. So the team are doing really well down there, not just bringing homes back online but supporting people into homes. It's a terrific outcome.

*Grievance Debate***MALINAUSKAS LABOR GOVERNMENT**

Mr TEAGUE (Heysen) (15:13): Well, who would have thought after just two years the Malinauskas Labor government is running for cover, ducking for cover, in this very chamber? Just two years have passed and it is ducking for cover. It is a sign of the times. Not only has there been this catastrophic failure on ramping—just a catastrophic failure—two years, and the worst record we have ever seen on the primary single commitment of Malinauskas Labor.

Not only have they failed so catastrophically on that central election commitment, we see them now ducking for cover in this chamber on matters of public interest that are put to the Premier and senior ministers about matters of fact that have come before this parliament in recent days concerning what are legitimate probity questions to be put that are at the core of the business of this place. To see the conduct of the Premier in this place—ducking for cover, not answering questions—just shows that not only is he having to duck for cover out there on the streets of Dunstan but he is having to duck for cover right here in the House of Assembly as well.

Let's just look at the facts that we are faced with today. What has come to attention is a matter of significant public interest, a matter of probity—an email that has been written by a private company to an employee of a member of this place, who happens to be the spouse of the author, the director of the company. The email, I might say, was not written to the employee, Cressida O'Hanlon, in her capacity as an employee to her employer's email address but written to her private email address, and says in plain terms that this is a matter of talking points with a proposal to seek the opportunity to put a matter to a minister or a minister's Chief of Staff.

Rather than be up-front about it, the government has made a whole lot of noise, has raised points of order and has refused to answer matters of legitimate concern in this house. That stands in stark contrast to what we saw within hours of the matter coming to light yesterday: two key statements attributed to an anonymous Labor source. We have heard the government say, 'Labor source? That's not us. We're the government. That's a Labor source, so we know nothing about it.'

What did that Labor source say? What was that Labor source able to say without attribution at no notice? Two things. The first thing it was able to say was, 'This company, Citadel, is not engaged in lobbying activities.' It was a categorical statement of fact by the unnamed Labor source. In what circumstances is a Labor source in a position to speak on behalf of a private company? Who provides that authority? We are left to wonder. What is the circumstance in which the anonymous Labor source is able to speak for and on behalf of this private company? That is statement number one.

Statement number two is that the anonymous Labor source, within minutes and hours, is saying categorically that this company is not in receipt of a cent of government money. How do they know that? How are they possibly going to know that? The government does not know anything, but there is an anonymous Labor source, who seems to be quicker off the mark than the company itself, knowing that this is a company that does not conduct lobbying activities, it does not need to be registered and has not received any government money categorically. Then we see the Treasurer hop up in this place and say, 'Oh, well, I did actually have a meeting with the company.'

Among the tens of questions it begs are: who arranged the meeting? Who attended? How about notes? There is a specialty of the government. Are there any notes that might have been kept? Are you happy to share those? Presumably, the result of that meeting might have been that the Treasurer might have been in a position to know whether or not this company was in the business of lobbying and whether or not this company was receiving government money, let alone whether any of the clients of the company, multiple and various that seem to be familiar to government members, were in receipt of government money as well.

The result of the question time is that, rather than taking the opportunity to put clearly on the record what the government knows about this matter, the government has run and ducked for cover. It is an abomination, and more questions must be asked.

The SPEAKER: The member's time has expired.

Members interjecting:

The SPEAKER: Order! The minister is called to order.

LIFEBLOOD MODBURY

Ms SAVVAS (Newland) (15:18): I thought I would take today as an opportunity to talk about something really positive in my community. That is of course the work of some really wonderful volunteers and also staff at Lifeblood Modbury. I am sure I am not alone in this chamber when I say very proudly that I am a blood donor. I know I have a very proud blood donor sitting next to me here on the bench. Over the last year, I have had the really wonderful privilege of getting to know some of the Lifeblood Modbury staff, as I became a first-time blood donor last year in 2023.

I was first invited by Natalie to celebrate Lifeblood Modbury being the first donor centre in South Australia to open on Sundays, which commenced last year. We know, of course, that for a lot of people, particularly working people or people with young families, one of the barriers against volunteering is not having the ability to access opportunities to volunteer because of work, school and sporting commitments during the week.

So it was a really exciting milestone for Lifeblood at Modbury to open on Sundays so that working people and people with families would have greater opportunities to come in and give blood. I gave my first blood donation on that Sunday, and I am really excited now to know that that has been a real success for Lifeblood Modbury and, of course, for Lifeblood across the state, noting that there is another centre now open on Sundays as well.

Natalie is the Group Account Manager at Lifeblood, and she is an absolute powerhouse. She is a bundle of energy, and she has done an incredible job of recruiting new donors across Lifeblood sites. At the time Natalie first reached out to me, she gave me some really impressive stats from my community, the electorate of Newland. As at June last year, there were 840 Newland electors who were active blood donors, and the Modbury donor centre was placed second out of five sites in terms of donor centres in SA for donors per population.

Most impressively of all, and this was very much what I think encouraged and inspired me to become one of those donors in the electorate of Newland, is that our electorate saved over 8,000 lives in the 12 months prior to going in and becoming a blood donor myself. Not long after, our community again continued to impress, with the City of Tea Tree Gully coming first in the statewide local government blood drive, which featured not just councils but government departments from across the state.

I thought I would mention today the second time that I gave blood, which was a very exciting day. It was the plasma day at Modbury Lifeblood, and everybody was dressed in yellow. There were yellow decorations everywhere, yellow tutus, and it was all very exciting. On that day, I got to chat with two very special people. One was someone I knew already, Liv—Liv the first, as I have called her; I, of course, am Liv the second—and a new person I had not met before whose name was Kate.

Kate is an author, a podcast host and a mum. One of Kate's children is a beautiful little girl called Marleigh, and Marleigh has an autoimmune disease that means she will rely on blood donations for life. Kate is a huge advocate for blood donation and uses her podcast and her book to tell the story of those who have needed blood. She is not even from Adelaide: she had flown there specifically to talk to individuals about blood donation.

I met her when I was in the donation chair. There, she told me the story of her daughter and thanked me for donating that day, and I speak for so many others about the power of that story, literally sitting there hooked up onto the needles and hearing a story about how a little girl was saved by the power of blood donation. It felt incredibly special to be part of that journey and the journey, of course, of so many others.

I was also joined that day by Liv Trembath. Liv is a local and was doing something very similar, talking about her journey as a plasma recipient whilst donors sat in their chairs. Liv has a primary immune disease and relies on human donor plasma, and she has been a fierce advocate in and around our community for the work of Lifeblood and the recruitment of volunteer donors. Thanks to Liv's hard work, a few weeks ago we celebrated the Australian Red Cross Lifeblood Community Round at the Golden Grove Dodgers baseball club. This was a wonderful day, with players and

myself sporting some high, bright yellow socks in support of Liv's plasma journey and Natalie joining us as well, hosting a stall in the heat to recruit new donors and spread much-needed awareness.

Today, I want to thank a number of people: Baseball SA, Lifeblood Modbury, the Golden Grove Dodgers, Natalie Lane, Liv Trembath, Kate Fisher and, of course, both the donors and staff who make up Modbury Lifeblood. It is the most warm, inclusive environment, which has you signing up as a return donor before you have even given on a particular day, so a big shout-out to all of those at Modbury Lifeblood.

EYRE PENINSULA WATER SUPPLY

Mr TELFER (Flinders) (15:23): I want to speak today about one of the greatest challenges for my region of Eyre Peninsula, and that is water. I have been working closely with and congratulate my parliamentary colleague the shadow minister for water and regions, the Hon. Nicola Centofanti, who has moved that a select committee be established to inquire into the water supply needs of Eyre Peninsula, including a focus on the potential location of a desalination plant or plants. This committee would have reference to:

- (a) assessing the current and future water supply and distribution requirements of Eyre Peninsula, including for potential industrial growth needs;
- (b) evaluating the feasibility and impact of locating desalination plant/s on Eyre Peninsula, including the selection process for locating a desalination plant in Port Lincoln, with particular emphasis on community engagement and consultation processes with residents and key stakeholders;
- (c) examining the environmental, economic, cultural and social implications of desalination plant operations in the proposed locations;
- (d) exploring the decision-making responsibility for water supply and distribution on Eyre Peninsula, including community [and stakeholder] engagement...

It would also look into any other potential matters brought to its attention relevant to the water supply needs of Eyre Peninsula. I hope that this gets widespread support across the political spectrum because this subject is above party politics.

My community needs the best decisions made on their sustainable water supply, not just the cheapest or the most expedient option. At the moment, they are faced with a project advancing at Billy Lights Point, a location which has little to no community support. Assurances from the minister and SA Water about their confidence in such a location not negatively impacting the local marine environment and aquaculture have seemed hollow.

The very vocal concerns from the widespread community, industry, aquaculture, and now the Barnjarla Aboriginal Corporation, have all seemingly been ignored. Today's piece in *The Advertiser* and the statement that the Premier made today speaking about the Northern Water project, which was actually started under the previous Liberal government, highlights the economic need and opportunities, but it also reiterated to me that we need to have a big picture perspective on water supply on Eyre Peninsula.

The Northern Water supply project team have announced that Cape Hardy is their recommended location, which is much closer to Port Lincoln than previously, and only around 40 kilometres away from the main Eyre Peninsula water distribution line, and even closer to one of the sub-branches.

If we are serious about getting an appropriate long-term solution for Eyre Peninsula water, we need to look at all the different factors. This is why I am supportive of this committee. I hope it is supported across the spectrum of politics, moving swiftly to have a look at all aspects of EP water to help get the arrangements right to ensure the long-term sustainability of Eyre Peninsula.

Child care availability and accessibility in regional areas is a significant challenge for families, especially in my region of Eyre Peninsula. It is an important subject that I bring up regularly in this place and it also has a restrictive force on our regional growth and our economic opportunity. Regional Development Australia Eyre Peninsula late last year commissioned Community Early Learning Australia to develop the Eyre Peninsula early education and care report in partnership with participating member councils and the state government Office for the Early Years.

For background, child care for many years has been the subject of anecdotal comment regarding the lack of available places for long day care, occasional care and early childhood education. But at odds with this anecdotal information was the most recent Australian federal government grants program, the Community Child Care Fund. This fund was specifically established to increase childcare services in areas of the country where there was limited supply. However, Eyre Peninsula is not eligible to apply.

This is something I believe needs to change and something I know the RDA and the EP local government wants to change, and that is why they have worked together to coordinate a regional approach to both quantifying and aggregating the unmet demand for child care. This report has now been released and shows a clear need for an additional 598 places to be created across Eyre Peninsula with an investment of \$55 million needed for new and upgraded facilities.

While that is a significant amount—\$55 million—there is a potential return on investment of around \$44 million per annum in additional income through greater workforce participation with more than 1,000 parents able to rejoin the workforce in a region that is crying out for workers in existing and future opportunities.

So the need is there, the opportunity is there, we just need the motivation of both federal and state governments as well as involvement from the private sector to get the childcare outcomes that my region is desperately needing.

ELDER ELECTORATE

Ms CLANCY (Elder) (15:28): When I was campaigning and out doorknocking before the election, I was in one particular part of Mitchell Park where a number of people over and over again as I knocked on their doors raised the issue of a disconnection in the community. Hamilton Secondary College had put up fences around their oval and an unintended consequence of that was that it divided the suburb. It meant that people from one particular side of Mitchell Park were not able to access the Mitchell Park Train Station, or were not able to get to Mitchell Park Sports and Community Centre or Clovelly Park Primary School very easily. I finished that day's doorknocking and I remember immediately calling the now Minister for Education, but shadow at the time, and saying we need to do something.

I was able to get some funding committed and promised before the election and I just wanted to update the house, because I am sure everyone has been wondering. The walkway that connects the two parts of Mitchell Park has now been completed. I got to open that recently with a couple of locals, Helen and Lazarr. It was just lovely to spend the morning with a few people who were really excited, and to have people share with me that now they actually take the train or now they are able to go and meet up with a friend who is just on the other side of the oval whereas it was too difficult to get there previously. It is really heartening to know that something that seems pretty little, and is not too expensive, actually makes a really big difference to our community, so I am really happy.

Another commitment that we made, and I made alongside the member for Badcoe, was an upgrade to the Clarence Park train station. Some of that work began last year, but now we have actually completed the ramps that make the station a lot more accessible. We will soon be seeing pedestrian safety gates there, as well as a lot more beautification at the station, which will be great for the people in the northern end of my electorate.

One of the first commitments I made leading up to the election was a million-dollar upgrade of CC Hood reserve. This is a well-used and well-loved reserve in the community in Panorama. I am really glad to let everyone know that now we have a couple of soccer goals there that have been installed. There is a lot more to come, including a small-dog dog park, a playground, a mini pump track and basketball rings. There is a lot that is going to be happening in that area soon, and I know the community is really looking forward to it.

Westbourne Park Primary School now has some new toilets, thanks to funding from the state government that we announced before the election, and work has now begun on the new nature play area there as well. At a nearby school, Edwardstown Primary School, we have seen the demolition of one building to make room for the new classrooms that our government is delivering in that area.

There is a lot of great stuff happening in Elder. I am really excited that so many members of our community are getting to see this work being done by our state Labor government.

A couple of weeks ago I was in the member for Narungga's electorate. I drove up for the day and went to Wallaroo to thank Lifeline volunteers. As the Premier's Advocate for Suicide Prevention I got to head out there, along with a few of my colleagues: the member for Narungga, the member for Frome and the member for Stuart—is that right?

Mrs Hurn: Yes.

Ms CLANCY: Excellent, thank you. I got to catch up with them all. I did not get to catch up with the member for Flinders last weekend, unfortunately, like I did last year, although I look forward to heading back to that conference again soon on Eyre Peninsula.

It was a great event at Wallaroo, because there are a number of incredible volunteers who do so many different jobs at the Lifeline op shops. The funds that are raised in those op shops actually help to provide a number of services to those local areas. Even though somebody who heads out there and works on the cash register or packs the shelves might not see that endpoint and somebody getting the support they need, they really are part of something really special.

I am just so grateful that we have so many people in our communities who want to make a difference and want to support one another. We cannot operate as silos; we cannot just be worried about ourselves. As things get tougher and we see people struggling in our communities, it is ever more important that we are reaching out to one another and looking out for one another as well. So thank you, and here's to Elder!

RIDESHARE SERVICES

Mrs HURN (Schubert) (15:33): Last year I was in the main street of Tanunda, which is in the Barossa Valley in my electorate of Schubert. I noticed a couple of people with their phones out, looking slightly confused. As the local member of parliament, I approached them and asked them whether they needed directions. They said to me, 'No, we know exactly where we're going. The confusion is about why our Uber apps aren't working here in Tanunda.' It turns out they were tourists from New South Wales, and they were quite perplexed when I told them that it was actually illegal for rideshare companies like Uber to operate in such a premier wine region as the Barossa Valley, and that it was actually a state government regulation, if you like, that prohibited these rideshare companies from operating.

After having that conversation—and similar conversations, frankly, with so many locals and businesses—I launched a pretty simple survey and a petition, asking my community a question: would you like to see rideshare companies like Uber operating in the Barossa Valley?

Before launching the survey, I did reach out to the local taxi companies in the Barossa, and I have had some great conversations with the Barossa and Light taxi service about some of their concerns. I believe that, frankly, it is a testament to the services that taxis provide that, despite the introduction of rideshare, taxi companies do remain the mode of transport of choice for many people, especially people who need some additional assistance.

I also believe, and I made this point to the taxi companies, that they provide a great service, but in busy times during events and on weekends there is absolutely room for companies who are operating rideshare businesses to operate, and it is very clear from the local response that I have received that more transport options are supported. In fact, nearly 3,000 people responded to my survey, and I think the responses speak for themselves.

I am pleased to report to the house that of the nearly 3,000 people who responded to my survey 95.1 per cent gave rideshare companies like Uber in the Barossa a big tick. That means that 4.9 per cent of respondents said no. I really am not surprised at this response. I think it makes sense that in a wine region like the Barossa Valley, which is literally known for its wine-tasting and its bold Barossa Shiraz, we would allow this to occur. It is fantastic to allow people to not just get from A to B but enjoy all the businesses that we have on offer.

Apart from being surprised that Uber was not able to legally operate, people said that the introduction of rideshare would almost certainly reduce the risk of drink-driving, that it would provide

locals themselves with some employment opportunities, just to get that little bit more coin that they need during this cost-of-living crisis, and that it would also give many local families peace of mind that when their children are heading out, or when their young teenagers, or older teenagers, are heading on out the town, they have another reliable, safe way of being able to get home.

Importantly, it will bring the Barossa into line with its competitors that we see right across the nation. The survey highlighted that among the nearly 5 per cent opposed to rideshare there was concern about the potential impact that this would have on the local taxi industry. People in the Barossa care about their communities, they care about local businesses, but the reality is that rideshare services and taxis operate side by side around the world. I have no doubt that taxis and rideshare can very much coexist in harmony in a beautiful place like the Barossa Valley.

The arguments in favour of introducing rideshare services in the Barossa are strong. In December 2021, the former Liberal government expanded the boundary to allow for Uber in the Adelaide Hills and the Mount Barker council regions, and now is the time for them to be expanded yet again. Uber have also indicated that they too see opportunities in the Barossa. With the possibility of a Gather Round, I think now is the perfect time to give people that option.

The bottom line is if there is no demand for rideshare then there will not be a business, but right now there is no option for people to even test that market. A small matter of changing the regulations will allow for rideshare to be given an opportunity and it will allow locals to get from A to B, and it will be a big win for businesses as well.

ADELAIDE ELECTORATE

Ms HOOD (Adelaide) (15:38): Every late afternoon on a Friday, you will find me at the Adelaide Aquatic Centre with my two little ones, Audrey and Ned, for our weekly swimming lesson. As a former swimming instructor and lifeguard, I am very passionate about making sure that our kids learn to swim and are incredibly safe around the water, and I know that my little ones look forward to Fridays after school for their weekly swimming lesson. I want to give a shout-out to all the swimming instructors and lifeguards at the Adelaide Aquatic Centre.

We want a brand-new facility that is going to be able to teach our kids to swim for generations to come, and that is why we have committed to a brand-new Adelaide Aquatic Centre, which I am very excited to see get underway this year. But at the moment we do have an expression of interest process that is open to our swim school learn-to-swim families to make sure that they have an alternative location for their children's swimming lessons whilst we build a brand-new Adelaide Aquatic Centre.

That expression of interest process is open and what we are encouraging families to do is go online and fill out the expression of interest form. We are asking them to provide their alternative locations for their children's lessons. We offer a range of different locations. Provide us your preferred location and then we will go through a placement exercise and place you and your family at an alternative location.

We have set aside 3,000 learn-to-swim places, which will be unlocked for those Adelaide Aquatic Centre families. So there are the spaces there, we are just asking people and families to provide that alternative location. We will undertake that placement exercise in April. Families will be informed of the alternative location for their children's swimming lessons, and then we will undertake the transition to that new location in July. After that, we will be getting on with the job of building a brand-new Adelaide Aquatic Centre that is going to be an absolute game changer for that area of our community.

Importantly for families, if you have been enrolled at the Adelaide Aquatic Centre since November last year, then you will be entitled to a \$150 sports voucher per child, all ages, to ease the transition to an alternative facility while you have swimming lessons while we build the brand-new Aquatic Centre. As I was saying, it is going to be a game changer. We are actually going to have indoor and outdoor pools. It is 100 per cent powered by renewable energy. We have a dedicated learn-to-swim pool. We have a dedicated rehabilitation warm-up pool. It is improving accessibility and inclusion for people of all ages and all walks of life.

We are also returning 1,000 square metres of Parklands, which I call a big win-win. I really cannot wait to get on with the job of delivering a brand-new Adelaide Aquatic Centre and seeing that facility provide lots of fun and entertainment and, importantly, teaching people to swim for generations to come.

In regard to another couple of election commitments in my community, I am very excited to inform the house that next month we will start work on a brand-new roundabout for the Rosetta and Howard streets intersection in Collinswood. This is a notorious crash corner and we have never really been able to get our heads around why there are just so many accidents at this intersection or cars flying through and heading into Tom's fence, who lives on the corner. He has had to rebuild that fence too many times to count.

I committed to a new roundabout at that intersection to improve safety for Collinswood locals, and I am very excited to see that the City of Prospect has awarded the contract. The works will start next month and, once construction is complete, landscaping will occur. This will provide a much safer intersection for Collinswood residents and their families, and particularly young children who walk around the area.

Just down the road in D'Erlanger Avenue in Nailsworth we have the RL Pash Park. I also committed at the election to an upgrade of that park and I am partnering with the City of Prospect to deliver that upgrade. It is going to provide new exercise equipment, new playground equipment, nature play and, importantly, activities for older children. What I noticed from doorknocking around that local community is that there are a lot of kids who are starting to grow up and they are wanting activities for themselves.

The new park will include activities for older kids like a boulder for climbing and also a table tennis table. I am very excited to know that the contract for that has also been awarded by the City of Prospect. Works are expected to begin in April and, importantly, will be retaining the open grass space areas in that park as well, which is what we heard back from the community. So, these are three very exciting election commitments that I am delivering my community and I cannot wait to see them come to life.

Parliamentary Procedure

SITTINGS AND BUSINESS

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (15:43): I move:

That the house at its rising adjourn until Tuesday 5 March 2024 at 11am.

Motion carried.

Bills

AYERS HOUSE BILL

Second Reading

Adjourned debate on second reading (resumed on motion).

Mr PATTERSON (Morphett) (15:44): As you will remember, just before we had to rise for lunch I was talking about some of the really significant heritage properties in the electorate of Morphett. I touched on Partridge House and had just started on what is probably the most significant of them all, the historic Cummins House in Novar Gardens, built by Sir John Morphett and his family.

Sir John Morphett holds an important part in the history of the Parliament of South Australia. He was the first Speaker of the Legislative Council at the time, before responsible government was in place. He was instrumental in getting responsible government into South Australia, and when that did occur in 1857, he became the President of the Legislative Council. He was also very sport-minded, so he has a special place in my heart, being a sporting person as well. Being of the age in which horses were very important, he was instrumental in the horse racing industry here in South Australia. He was instrumental in setting up Morphettville Racecourse and the South Australian Jockey Club based there.

Sir John Morphett was also very interested in cricket. In fact, Cummins House is credited as being the first place in the colony of South Australia where a cricket game was played—more than likely quite close to the ovals where Immanuel College now sits and has good cricket grounds. So Cummins House is very important. While the Morphett family built it, over time they grew and moved away and so no longer own that property. The state government now owns that property, which is very significant. For a time, the West Torrens council was in charge of leasing it from the state government, so the council was in charge of its maintenance and the like.

Significant to keeping Cummins House open to the public is a fantastic voluntary organisation, The Cummins Society Incorporated. They help run guided tours through there, as well as Devonshire teas to raise money for continuing the upkeep of the house. Jan Ward is the president, and Jan and her fellow committee and volunteers do a terrific job in keeping that house open.

Back in 2019 at the end of the West Torrens council lease, they were not so keen to continue that lease as they were concerned about the costs of maintaining Cummins House. There was real concern from some at the time that this was going to initiate them walking away from it and not continuing on, and concern about what would happen. The Cummins Society was in no place to be able to take over the lease; they are a voluntary organisation that does good work, but it really is beyond their fundraising capabilities.

I worked successfully with our now leader, who was the Minister for Environment at the time, to ensure that the state government took over that lease and took over the responsibility for the maintenance of that property, to keep it running so that it was not instead sold off. That was a great result for The Cummins Society. Jan Ward wrote to me saying, 'Your valuable support has brought about this action and I cannot thank you enough.' They are a very appreciative society and I acknowledge the really great work that they do in opening up Cummins House for people to visit.

Another important historic house in Morphettville is Cobham Hall. That was built in the 1840s, so it is a very historic house. Back in 2018, there were real questions around what was going to happen. No-one was living in it; what had happened was that squatters had moved in there, so there were real issues and it was looking like it might be sold. People were concerned that, similar to a lot of other development that is happening in Morphettville, the actual property itself could be knocked over and replaced by a lot of high-density living.

Thankfully, that was not to happen and instead, a fantastic school, Dara School, was set up. That is a terrific school. It is the only reception to year 12 gifted education school not only in South Australia but in Australia. It has 88 students and a number of those students have come from interstate and the families have relocated to South Australia so that their children can go to this school.

Only recently, in 2022, Better Education did a ranking of primary schools in South Australia and found that Dara School was the top-ranked primary school in the state. They are doing really wonderful things, giving an invaluable service and education to gifted children. At the end of the school year I get to go along to help give out awards and some of the awards given to the students are beyond what you would normally assume for their year level. In fact, the way their education works is that rather than having stratas in just the year level they do it by ability. On some occasions you might have really quite young students doing very advanced mathematics of year 10, year 11 or year 12 standard. That is a really good use of a historic building.

Getting back to the bill, the Liberal Party is a real supporter of heritage, of protecting it and preserving it. As I said, we put \$6.6 million into the budget to allow for Ayers House to be upgraded. We urge those opposite to take that \$6.6 million and use it effectively so that Ayers House can thrive.

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (15:51): I am pleased to close the second reading debate on this bill. I thank everyone who has contributed. I gather there is widespread support for this legislation and I am pleased to hear that.

We have had quite a discursive second reading experience. It has actually been very pleasant to hear people talk so fondly about the heritage places in their electorates in particular. It

just demonstrates how important heritage is to everybody, particularly those of us who are representing the older areas. Of course, Port Adelaide is one of the founding areas for European settlement in South Australia.

There have been questions, and I will not seek to exhaustively answer all the matters raised but there are a couple of questions probably worth addressing now before we go into the committee stage. One question that has been posed to both sides of this parliament in government is about a vision for Ayers House, what we aspire to see in Ayers House, and one that I am very pleased is likely to come to fruition is having a single entity installed and securely part of the future of Ayers House, being the National Trust. That will evolve over time.

The second question I think particularly in the minds of those opposite and related to that first question is the question of the money that was allocated to Ayers House when they were in government. If I can leap to the end of the story, that money is secured, it is still attached to Ayers House in our budget and will be spent on Ayers House. I will go through in a little bit of detail some of the expenditure that has already occurred.

I point out that that money was not assigned by the previous government in order to deliver a vision of how Ayers House would be used. It was in part to deal with fabric concerns that we share, in part to deal with disability access, a challenge or an opportunity that we share as a priority also. Some of it was going to be applied to turning the upstairs rooms that are currently a museum into office rooms for the History Trust.

I yield to no-one in my admiration of the History Trust, but I am not sure that rooms that are publicly available at present to be looked at, or were, until the National Trust was removed, is quite the vision that most of us aspire to for Ayers House. I think there has been a very satisfactory arrangement now whereby there is accommodation for the History Trust, as is deserved and merited, and there is now going to be the secure home again for the National Trust.

The money that has been spent to date—and the vast majority of it has not; the vast majority is being held, and I will explain why there has been a delay shortly—has been used for various conservation works in the summer sitting room, repairing the ceiling. On the ground floor, the state dining room, the small dining room and the sitting room have had various elements improved and fixed, including timber dados for the dining room. Some cracks in the ceiling and the dado in the dining room have been fixed up as well. The hallway has been looked at.

In fact, interestingly, with the way the technology is applied to older things, the infrared reflection examination was able to determine the original colour scheme of the walls and now we have been able to paint it back to that original colour. Timber flooring has been treated as was necessary, and protected. Window treatments in the ballroom and in the state dining room have been looked after as well.

Upstairs: a supplementary handrail. For the upper landing of the main staircase—because the balustrade was too low for modern standards—there has been the removal of a 20th century wallpaper and compactus that was in the bedroom, and we were able to work on looking at what the original colour of the painting was. There have been some repairs done there. Outside, the fountain is in the process of being reactivated—that is still ongoing—and there is work on some deteriorated stone areas on the western verandah, they have been repointed; and some windows in the first-floor bedrooms have been repaired. So there has been the kind of work that I expect would have been done regardless of who was in government, but to reassure that that level of work has been able to be done.

The reason that there has been a delay in the larger works has been in part because the National Trust was removed—and we want to make sure that we are working with the National Trust on what that looks like, and the use of the building—and in part because when I became minister I was informed that we were heading towards the court with the tenant of the commercial side, the commercial tenant who was not impressed with the idea of having highly disruptive works taking place that would mean that there were weddings in particular displaced that had already been booked. So we need a run-up to be able to do works in a way that is scheduled and does not displace bookings that exist. That did cause a delay. It seemed to me that not only going to court with a commercial tenant was not a great thing, but displacing weddings was not great either. We needed

to slow things down and to make sure that we were able to do it in due course and with the appropriate timing.

With that, just to give some background that might give some comfort to the opposition and also perhaps head off some of the questions that might be asked in the committee stage, I commend this bill to the house. I think it is a great step forward for heritage and also for the National Trust in South Australia.

Bill read a second time.

Committee Stage

In committee.

Clause 1.

Mr BATTY: Thank you, minister, for closing the debate with some explanations on some of the questions that we had posed throughout the second reading debate. It is much appreciated. I might kick off by asking who the minister consulted with respect to the preparation of this bill?

The Hon. S.E. CLOSE: The consultation was with the National Trust.

Mr BATTY: Was there any consultation with the commercial operator currently at Ayers House and, if not, why not? In any event, if we are consulting only with the National Trust, is there a reason why it has taken nearly two years for this bill to come before the house?

The Hon. S.E. CLOSE: We did advise the commercial tenant, and we were able to reassure the commercial tenant that there would be no change to the commercial tenant's lease arrangements. In terms of timing, government takes time.

Mr BATTY: I appreciate that these things do take time. I am curious what has been happening at Ayers House in that time, the last couple of years. Has the building remained open to the public over the last couple of years? Has the museum been operating over the past couple of years? What has been the situation with the commercial tenant there? Has the restaurant continued to operate? I note some of the very early building works commenced, but not a lot, seemingly, so I guess we are just cautious that we have not had the building sitting there languishing for the past couple of years, which has been a concern raised.

The Hon. S.E. CLOSE: The commercial tenant has continued operating, so the restaurant, weddings and so on have continued unabated. The public museum was dependent rather on a lot of the goods that the National Trust had in there that they were required to remove by the previous government.

Clause passed.

Clause 2.

Mr BATTY: This is the commencement clause. When will the National Trust take control of the building?

The Hon. S.E. CLOSE: The intention is to commence the act reasonably quickly. We are keen to keep going, so that means that the National Trust is operating under the act and Ayers House is operating under the act. In terms of when the National Trust will move in, they are working through how quickly they are able to do that.

Mr BATTY: Prior to commencement, is it envisaged that any of the work that you foreshadowed just a moment ago will take place? Is that meant to happen before the act commences, or is the intention that we will hand it over to the National Trust, and then they are responsible for that work?

The Hon. S.E. CLOSE: The work that I just went through in the close of the second reading speech is the work that is completed already. The larger works that the money has been retained for will be done once the National Trust is acting under the act and has the rights that are given by the act. They will determine, with the government of course, the timing of when some of the larger works

will be appropriate, given commercial tenancy, given their own occupation of the building and, of course, the availability of people who can do the work.

Mr BATTY: My question is: is the National Trust effectively becoming the project manager for those works? The works were funded a few years ago. In the 2021-22 state budget, there was a \$6.6 million commitment to the restoration of Ayers House. I think that was the largest investment ever made in a heritage building. There were a number of things that I spoke about in my second reading contribution, what that was intended to do—removing asbestos; disability access, in particular, I am quite interested in as well. Has any of that work been done? How much of the \$6.6 million remains? Is the intention that, whatever that number is, it is going to be handed over in a pot, effectively, to the National Trust now for them to undertake these works or for them to spend as they wish?

The Hon. S.E. CLOSE: The answer to how much is left is \$5.2 million. I am rounding up slightly—I think it is \$5.188—but there is \$5.2 million left in the budget, so the lion's share of it is left. That is allocated for disability access almost entirely because that is how much it costs. A lot of the work has been done and is currently being done with the architects on the design of that alongside the National Trust, of course. A development application will be put in place in due course. So there will be a grant to the National Trust, but it will be within the terms of what is expected to be done, which is largely the disability access.

Clause passed.

Clause 3 passed.

Clause 4.

Mr BATTY: This is the objects clause. In particular, I want to have a look at clause 4(a), where the object is:

- (a) to enable and guarantee the ongoing use of Ayers House by the National Trust (including its use for commercial operations to generate revenue for the National Trust)...

What sort of commercial operations does the minister envisage that this might entail?

The Hon. S.E. CLOSE: In the immediate term, the transitional arrangements that are included in the bill define that, essentially, a similar kind of activity that is occurring now will continue, and there is an expectation that what is performed by the current tenant under the terms of that tenancy is likely to continue to be a substantial part of the way that Ayers House is operated. If part of the question comes from a concern that something quite different and perhaps not consistent with what one would expect to occur at Ayers House might be undertaken by the National Trust, there are provisions not only in this act through the objects but also in the National Trust act that define really the kind of activity that the National Trust undertakes.

Mr BATTY: Thank you, minister. I understand your answer to be that they can do what they are doing now, and that will not constitute a change in the use of that land. If they want to do anything else, then under separate legislation they will need to make an application to vary the use of their land.

One activity they were undertaking previously was a museum. Is there anything in this act stopping that museum turning into more of a commercial operation—for example, entrance fees, a retail space connected to it? Is there anything stopping a sort of a shop? Also, what about a restaurant, for example, that is already in there. Is there anything stopping another restaurant opening in there as well and the National Trust turning it into a full-scale operation as quite a commercial landlord with various operations on the site?

The Hon. S.E. CLOSE: The intention of the National Trust is to continue to have a museum experience. There would be nothing preventing a shop to be placed in there, a National Trust shop; in fact, it could be very appealing for people. It is certainly what happens in the United Kingdom with their equivalent.

There is no intention from the National Trust to engage in any commercial activity that will be in competition with the current tenant, and I think that would be quite counterproductive given that

they will in fact be the landholders for that commercial tenant. They are going to want them to succeed.

Mr BATTY: Has the minister received any advice about whether this legislation contravenes any principles of competitive neutrality?

The Hon. S.E. CLOSE: I am advised that it does not interfere with competitive neutrality, and that is largely on the basis that not much will change in terms of use of the building in that there continues to be a commercial tenant who continues to have rights. The National Trust, although not there now, was up until a couple of years ago in there operating, and it will return to that, so there is no reason to think that it would trigger a competitive neutrality concern.

Mr BATTY: Just on that point, minister—

The CHAIR: I will allow you a supplementary.

Mr BATTY: You are very kind, Chair, thank you. If, under the ordinary arrangements, the National Trust were to operate their own restaurant under a peppercorn lease and had a commercial lease next door to them operating their own restaurant, surely that would contravene principles of competitive neutrality. Is this scenario different in that we have an entity effectively being gifted a property to do what they want with it while competing with the private sector next door?

The Hon. S.E. CLOSE: The way I am being advised is that in a sense nothing changes because, as the custodians now, the government is there and could presumably decide to run a commercial business and undercut the commercial tenant. The thing is that we would not do that because we are currently the beneficiaries of the tenant being successful. Now the National Trust will be the beneficiaries of the tenant being successful, so what we would expect, in fact, is that this will create more opportunities for the tenant rather than fewer.

Clause passed.

Clause 5.

Mr BATTY: This is the clause that retains Ayers House being vested in the minister. Is this an ordinary arrangement where we have an asset that is vested in the minister's name but under the care and control of others? How many other pieces of legislation do similar?

The Hon. S.E. CLOSE: In a sense this is a unique piece of legislation—this idea of continuing to have this vested in the minister but with the care and control essentially being handed to the National Trust which is, of course, a statutory body in the sense that it has its own act guiding it, but in another sense it regularises or formalises what has been going on for 50 years with the National Trust being installed in Ayers House.

Mr BATTY: Is it the ordinary way that the National Trust holds any other property? Presumably over time there has been Crown property that has simply been transferred to the National Trust. How are their other assets held? I have Z Ward, for example, in my own electorate. What is the structure there for it, by way of example?

The Hon. S.E. CLOSE: Z Ward, as I am advised, went from private ownership and was given to the National Trust, so the National Trust are owners of Z Ward. This legislation is unique in the sense that it is not normally done in a piece of legislation that creates the rights for the National Trust, but in many other ways its effect is the same as the way in which we often dedicate Crown land.

You will be aware that usually that is to a council. It is dedicated to the care and control of Port Adelaide Enfield council and so they effectively become the managers of that piece of land while it is retained by the Crown, because it is the Crown in the name of the Minister for Environment and Water. So in that sense it is equivalent in effect; it is different in the way in which it is constructed.

Mr BATTY: Did you ever consider simply vesting Ayers House in the National Trust? Is there a particular reason why it is being done in this way, and do you think simply handing it over to the National Trust might have better met your election commitment? I suppose on this model, one reason you could do it this way is for a government to take it back again at a later date.

The Hon. S.E. CLOSE: To carry on in a sense from the last answer, the difference in the Crown land that is then dedicated to is that as minister I can change that. What happens with this is it becomes the property of the parliament. The reason that the National Trust and I discussed that and the reason that the election commitment was explicitly to have an act was that, because of having been turfed out and the feelings that the National Trust had about that experience, they felt that it would give them a sense of security if it was this parliament that would change any relationship they had to Ayers House, rather than remaining not exactly at the whim of a minister but the decision of a minister.

Clause passed.

Clause 6.

Mr BATTY: This is a clause vesting care, control and management in the National Trust. I guess I wanted to explore a little bit more your vision for what Ayers House will turn into following this legislation. You addressed it a little bit in your closing. I think you said it will evolve over time. What do you as the minister want to see Ayers House become?

The Hon. S.E. CLOSE: It is very clear that we need to continue to have public access to Ayers House. That is the baseline. This is not to become an entirely privatised entity and turn into offices or whatever. The positive idea of what Ayers House could be is something that I think we need to allow to evolve with the National Trust. In some senses, it is captured by the resource question, as most policy is. We can agree what would be lovely, but what can we afford? What makes sense financially, for the National Trust or for this government or for a federal government that might be interested in investing?

The idea of Ayers House being a pre-eminent display of that era for Adelaide and the idea that it has a connection to Lot Fourteen—as was drawn out in a few speeches and quite rightly so; Lot Fourteen is a glorious success along North Terrace and will continue to get stronger—I think is a very useful place to start. The question then becomes practicality and also the appetite of the public.

What is the public interested in seeing and who in the public are we wanting to appeal to? Is it about schoolchildren learning about the history? Is it about people who come from elsewhere learning about our history? Is it a place that is, although historical, more about the sense of occasion that you get in a place like Ayers House? I think those are legitimate questions to be asked. I am certainly not wanting to be on the parliamentary record defining that in a way that would limit those discussions.

Mr BATTY: You mentioned the public right of access. Other than that right of access, is there any obligation on Ayers House to do anything in particular with the property or not do anything in particular with the property? For example, if the National Trust decided they did not want to operate a museum there, is there anything you as minister could do? I guess in a worst case scenario is there anything stopping this bill passing and the National Trust simply becoming a commercial landlord at Ayers House?

The Hon. S.E. CLOSE: There is nothing explicit about a museum, but what a museum is, of course, is open to lots of debate in definition. What we have done is say that there must be ongoing right of public access, and we have also said that it is necessary to provide for the ongoing care and management of Ayers House.

There is, in addition, the requirement of the National Trust to operate under its act. It cannot go violently off course just in this one property, but it does give them the opportunity—and I think they are an organisation that have existed for a long time and have demonstrated their commitment to heritage and to public engagement for a very long period—to consider different ways in which that could be expressed.

Mr BATTY: One way I thought you might have been able to provide a little bit of direction is through clause 6(3)(b), which says that the minister may:

...by notice in the Gazette specify requirements applying to the National Trust's care, control and management of Ayers House.

There is this sort of curious part in there that says:

(b) may, with the agreement of the National Trust...specify requirements...

Doesn't requiring the agreement of the National Trust for you to give direction to the National Trust make that whole clause redundant?

The Hon. S.E. CLOSE: I think that is reflective of the nature of the relationship that most governments have had for a very long time with the National Trust and their concern that reinserting a right for a minister to effectively say, 'Well, actually, what we are going to do by *Gazette* is kick you out and put the History Trust in,' is something that they would not want to see.

We are talking about an organisation that exists under an act, so it is a substantial organisation and one that has contributed substantially to the way in which we have been able to preserve heritage and to celebrate heritage in South Australia. So making decisions in partnership is entirely appropriate.

Clause passed.

Clause 7.

Mr BATTY: This is the clause that shifts all of the liability for Ayers House to the National Trust. What is the annual upkeep of Ayers House, and is there going to be any ongoing funding provided to the National Trust to service that?

The Hon. S.E. CLOSE: I think if the member is concerned that the National Trust is being left with a liability that they will not be able to maintain, the beauty of the way that Ayers House operates with a commercial tenant is that there is more that goes in than is currently spent in most years, which enables them occasionally for a big piece of expenditure. So the National Trust will have the setup of having the kind of income that is required to really look after the place and to invest in it.

Mr BATTY: What about for capital works down the track? We have referred a lot in the course of this debate to a \$6.6 million investment. How is the National Trust ever going to be doing that in decades to come?

The Hon. S.E. CLOSE: That is the question that I alluded to in talking about the resourcing of a future vision. Obviously, because there is a net positive in what we are handing over, they will be able to accumulate income if they choose to, as governments do as well, but otherwise it will be a matter of working out what capital works they want to do and what the proposition is. Thanks to, although, ultimately, a failed decision by the previous government in the sense that it was not welcomed by the National Trust, the money that was allocated that was then able to be retained has given them a good start.

It has meant that we have been able to do those conservation works that were outstanding for some time, I imagine, and also do the disability access so that it gets them ahead nicely. Then, should there be other calls on government—and, as I say, my favourite money is Canberra money, so if there are any other governments that might want to contribute (the Adelaide City Council is very generous in the way it supports heritage also)—then they will go hunting for those kinds of sources.

Philanthropy is another source, and, particularly I think for heritage, a very fruitful source in Adelaide. So there will be multiple ways in which they will be able to do that. The success I imagine will be largely dependent on whether the vision that they come up with is a shared one, one that resonates with South Australians.

Mr BATTY: I assume there is nothing stopping the National Trust also applying for other grants that could be used at Ayers House. I think, in particular, there are a whole string of education programs that are running at Ayers House. Is that something you envisage National Trust doing into the future?

The Hon. S.E. CLOSE: Absolutely, and you are quite right to point out education can be a very useful source of support because it is an offering that is of great use to education. But, yes, there will be nothing stopping the National Trust being able to gain grants to be able to invest into Ayers House.

Clause passed.

Clause 8.

Mr BATTY: You just mentioned how generous Adelaide City Council are when it comes to heritage. Have they been consulted with respect to this clause, minister, that exempts Ayers House from paying council rates?

The Hon. S.E. CLOSE: The city council, or at least the Lord Mayor, is aware that this is part of the legislation and has no objections to that. She has recently canvassed a more general concern about exemptions, as local governments are absolutely entitled to raise in the public, but this is a completely legitimate purpose for creating an exemption and she recognises that.

Mr BATTY: What is the value of the lost rates to Adelaide City Council?

The Hon. S.E. CLOSE: It is \$35,000 a year.

Clause passed.

Clause 9 passed.

Schedule.

Mr BATTY: Going back to some of the building works that still need to be undertaken, does the National Trust have a time line for undertaking and completing those works? One barrier that you mentioned in closing the debate was working with the commercial operator and not interfering with weddings, which I think is a very worthy thing to do. I am, frankly, a little surprised that that has stopped anything happening for the last couple of years. There are going to be weddings for the next couple of years as well, presumably. What is the plan?

The Hon. S.E. CLOSE: The member is correct that people plan their weddings ahead, so I do not want to overpromise and underdeliver. There will be another period of time. The National Trust's view was that they wanted to have this legislation through before they enter into those negotiations. The tenant is now very aware that that is coming, and I am hopeful that they will be able to find a window that will work over a period of time. Leaving the weddings alone is important.

Mr BATTY: Indeed. The \$5.2 million that is left to conduct this work, will that be tied to the disability access, for example, or is it funds to use as the National Trust wishes?

The Hon. S.E. CLOSE: As I was indicating earlier, although it will go as a grant, it will be tied to—and we expect that probably all, if not nearly all, will be taken up by those works, so we will be defining very clearly what it is that that money is for so that we all get that outcome.

I think one thing that is important is the conservation works that have been done were really necessary. The place was looking a bit tired, as happens with heritage buildings, so being able to get those out of the way while it has been empty has been, I think, very useful. That defined piece of work for the access from the western side, and then also the lift, is going to be disruptive but it will be for a short period, and then it will be done and it will be over, whereas the other works were roaming all over the house.

So I think it is important that that has been done and that then the public experience, other than for those who particularly need that disability access, will be a good one. When we can get this disability access through, that will create the opportunity for other people to be able also to enjoy the place.

Mr BATTY: Finally, the schedule refers to assignments of leases and licences. Is that only the restaurant catering business?

The Hon. S.E. CLOSE: The intent of this clause is to say the two leases, so the one we have talked about a lot and also the one for the parking, although entered into with the government, will be treated by virtue of this clause as if the National Trust had entered into them so that they become wholly responsible for those leases.

Mr McBRIDE: I take your guidance here, Chair, but I assume when you are talking about questions now for schedule 1, that takes into account parts 1 and 2?

The CHAIR: You can ask about parts 1 or 2, correct.

Mr McBRIDE: It has been fascinating sitting back here and listening to this whole process. As the minister might know, and certainly from the briefing I had, I am very pleased and I know that the heritage trust, the National Trust, are also pleased with the developments and changes that have taken place with this legislation. One of the things I like to do is try to understand where we got to and why.

I know the minister is very diplomatic and very respectful, but it does not take away the frustrations I had as a Liberal member of a government that had intentions in this area that I still do not understand today, why and where to—when I looked at this legislation and the words 'transitional provisions', 'no change in use of land' and 'the resumption of use of Ayers House by the National Trust after the commencement of this act' and the intentions of the previous Liberal Marshall government in relation to where we have landed today.

Is the minister able to elaborate or explain what the intentions were of the previous government, where we are heading today, why the huge difference and perhaps maybe the joy and excitement that the National Trust might have as a result of this legislation and changes, because I would be most interested to know some sort of answer for the sufferance I had as a Liberal and the changes that were made by the previous Liberal government.

The Hon. S.E. CLOSE: Thank you for the question. Yes, the member is quite right to, not always, draw attention to my occasional excessive diplomacy in this role. The truth is that this act is only here because of a decision that was made by the previous minister. Everything was going along reasonably well. Of course, there were frustrations with the fabric of the building, as there are with most heritage buildings from time to time. There was ambition for a greater vision and concern about where support would come from for that vision.

I have seen various versions that the National Trust have produced about what they would like to do at Ayers House, so that was where their minds were at the time. They also had engaged in a number of discussions in public—

Members interjecting:

The Hon. S.E. CLOSE: I am being very diplomatic by looking at my colleagues and going, 'Could you please be quiet so I can hear myself think.'

The CHAIR: The member for Elizabeth and the other minister are not in their seats, so they should be really quiet.

The Hon. S.E. CLOSE: The National Trust, at the same time as being a very good caretaker of properties, have always been an advocacy body also for heritage and, in fact, were responsible really—and do not ask me, ask Don Dunstan—for the preservation of Ayers House by being very active about wanting to keep it within the public purview and also as a beautiful old building with enormous historical associations. So they have always had that advocacy role.

They were rather provoked under the last government by some decisions that were being made that they disagreed with. One was, of course, the knocking over of Shed 26 in Port Adelaide. The Port of Adelaide National Trust branch was very concerned about that; it was put onto the heritage register provisionally. There is that moment where you have some time for the minister to take it off, and the decision by the previous minister was to take it off, so it was knocked over. There was also the Waite Gatehouse, which was a huge heritage fight that took place over a long period of time under the last government with the proposition that it would be demolished to make way for roadworks.

The National Trust was very vocal about that and, in that case, very successful. It was able to create an argument that the Waite Gatehouse was worthy of being kept and, as I understand it, we are not that far away from its reconstruction. The settlement was in the end to pull it apart and then put it back together. I am mystified as to how that can be possible, and also the way that buildings can be moved, but I believe that it happens. I trust that it happens, I just do not understand how people can be so ingenious as to be able to deliver that. The success of the National Trust in

preserving the Waite Gatehouse has another chapter to come, which will be when it is recreated which, as I say, I understand is not too far away.

The National Trust I think was surprised but not surprised by the previous minister's decision to move the History Trust out of the Torrens Parade Ground, which was necessary—indeed, had to happen—but to then displace the National Trust and put it into Ayers House. The History Trust—as I say, I yield to no-one in my admiration for the History Trust—is a state agency; it is not able to go out and campaign to save the Waite Gatehouse, even if many people within it may well have wanted to, and I have no evidence but I can assume that being heritage people many of them in their hearts would have liked to.

But they are not able to advocate publicly, they are not able to go to shopping centres with petitions, as I saw the National Trust do. They are the state-owned entity as the History Trust, and they had quite a few staff who were going to need office accommodation. It was very clear that in the move, although they would certainly have ambitions to celebrate the history of Ayers House, and certainly would have wanted to have public access—I have no doubt that that would have been what the History Trust wanted to do—nonetheless, they do have people who require offices, and that was going to be their office.

As I say, the impression I had of the National Trust was that they were surprised by being kicked out after 50 years but not surprised given the deterioration of the relationship with the previous government over their advocacy on heritage matters. So they came to the public, to their membership, to their affiliated organisations and to politicians to ask us to stop this. I remember going to a very lively forum in Ayers House. Frank Pangallo was there, Peter Malinauskas was there, I was there in opposition times, and they begged us to restore them to Ayers House in the event that they were unsuccessful in changing the then government's mind.

Indeed, they were successful in persuading us to give them those commitments, but that was dependent on election. They were not successful in changing the previous minister's mind and, unfortunately, despite the proximity of the election, the last government did require them to pack everything up and move it out. That has caused an enormous delay in our being able to advance this because they have lost faith in the way that governments can be capricious and also they have physically got things all over the place, so it is quite a logistical challenge to get them back in—a challenge that we will succeed in, but nonetheless it would have been much easier to have left them there, allowed the election to happen and then made a decision on the basis of the will of the people.

So here we are. We have sought to reassure the National Trust, this fine organisation with a long and proud history, that they are entitled to feel that Ayers House is their home. They had felt that way before, but they had the rug pulled from under them. It is interesting, of course, having this question expressed in such a way by a member who had a very proud liberal tradition not only personally but in his family but has felt that these people are best served through being independent. Therefore, you start to hear some of the views that were probably expressed by more than the member in the previous government but were not listened to.

We all, as governments, make mistakes. We all make errors of judgement, but we tend to make fewer if we listen to our members on the ground, who have a sense of what is fair and what is right. I suspect that if the then minister had listened to some of the people in his party who might have counselled against that decision, we would not be in the place where we are.

Ultimately, we will be in a better place. We are in a better place because we have created an act that has given confidence to the National Trust. The money that was partially assigned in order to move the History Trust has been able to be retained. It will be spent on the right things, and we will be ultimately the better for it, but that was not the intention of the previous government. It is just as a result of an election that meant that we were able to come in and fix it up, and I thank the member for the question.

Mr McBRIDE: Without asking a question, may I thank the minister very much for that great explanation. I wish the government all the best with the negotiations over Ayers House.

Schedule passed.

Title passed.

Bill reported without amendment.

Third Reading

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (16:46): I move:

That this bill be now read a third time.

I thank everyone who has contributed. I would like to take this opportunity to thank the public servants who have been so diligent in working through this piece of legislation. As we have discussed, although in many ways it restores rather than creates anew, it is a new way of doing legislation to make an arrangement for the National Trust to be in Ayers House, and so I thank them for the work that they have done.

Bill read a third time and passed.

LOCAL NUISANCE AND LITTER CONTROL (MISCELLANEOUS) AMENDMENT BILL

Introduction and First Reading

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (16:48): Obtained leave and introduced a bill for an act to amend the Local Nuisance and Litter Control Act 2016, and to make related amendments to the Liquor Licensing Act 1997. Read a first time.

Second Reading

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (16:48): I move:

That this bill be now read a second time.

The Local Nuisance and Litter Control Act passed parliament in 2016 and commenced in full on 1 July 2017. The act modernised nuisance and litter laws in South Australia and removed confusion within the community about state and local government roles and responsibilities regarding local nuisance and littering issues. It determined that the local council is the principal authority for these matters.

Following a full year of operation, a review of the legislation commenced. On behalf of the South Australian government, the Environment Protection Authority identified opportunities to improve the legislation and to ensure the legislation allowed councils to deliver on its objectives. A discussion paper, completed in liaison with the Local Government Association, was released in July 2019 for a three-month consultation period. A total of 47 submissions were received.

Following the consideration of all submissions, a consultation report was published on the Environment Protection Authority website in February 2021 and included several recommendations to improve the legislation. Key recommendations included the need to:

- clearly delineate that the regulation of nuisance under the Liquor Licensing Act 1997 on licensed premises is limited to nuisances associated with the service of alcohol, including patron and entertainment noise, and that all other nuisances from these premises, such as noisy air conditioners, are regulated by the Local Nuisance and Litter Control Act;
- ensure that the act applies to the construction stage of developments approved under the Planning, Development and Infrastructure Act 2016;
- include light as an agent of local nuisance;
- add shopping trolleys to the definition of general litter and provide councils with further powers to reduce excessive trolley abandonment, whether through improvements to litter abatement notices or by other means; and

- clarify the application of the act to tenanted properties.

Between October 2022 and February 2023, a draft amendment bill and two sets of draft regulations that would implement the recommended reforms were released, with an explanatory report, for a four-month consultation. The consultation program was extensive and included a public meeting with previously engaged stakeholders directly invited to attend and a meeting with local government representatives hosted by the Local Government Association.

Consultation was advertised in *The Advertiser*, on the EPA website, on EPA social media and through coverage on talkback radio. There was also coverage in community newspapers. All parliamentarians were provided with consultation materials directly. Following the consultation program, a total of 38 submissions were received. Consideration of the submissions is now complete, and the responses to the submissions made during the consultation on the draft amendment bill and draft regulations have been compiled into a report that is listed on the EPA website. Only minor changes to the amendment bill resulted from the consultation process.

The Environment Protection Authority worked closely with the Local Government Association throughout the review to ensure the needs and views of councils were heard given their primary role in its administration. A Local Government Association working group was engaged throughout the process and reviewed the consultation report, including the recommendations, for minor changes to the bill prior to its being published. The CEO of the Local Government Association, Clinton Jury, publicly commended the engagement of the South Australian government with local government during the review of the legislation and the development of the proposed reforms.

The amendment bill includes reforms across numerous aspects of the act. These include:

- more efficient processes for the assessment and issuing of exemptions;
- increased expiation fees to improve deterrence;
- the inclusion of an offence to install an air conditioner or a light in a place where it causes local nuisance;
- the addition of a general duty for business owners to prevent or minimise litter resulting from their business, including stormwater management systems;
- improved cost recovery mechanisms for local government;
- improved delineation of responsibility between councils and the Liquor and Gambling Commissioner for the regulation of different types of nuisance occurring on premises licensed under the Liquor Licensing Act 1997; and
- provisions to improve the management and collection of abandoned shopping trolleys.

The inclusion of light as an agent of local nuisance and ensuring the application of the act to the construction stage of developments and to tenanted properties will be implemented by regulation.

The amendment bill will provide for the streamlining of the exemption application process under the act by building in greater flexibility, such as allowing councils to waive the need for an applicant to submit a site nuisance management plan, which is currently mandated where the nuisance is of a limited nature or unavoidable, allowing councils to determine an appropriate length of an exemption and allowing councils to extend an exemption without the need for a further application.

Differing expiation amounts for body corporates and individuals are proposed to achieve greater deterrence for businesses that may otherwise absorb expiation fees into the cost of doing business. This reform was proposed by the Small Business Commissioner.

The bill also includes the ability to register nuisance abatement notices to land so that issues with nuisance-causing equipment, such as air conditioners, are linked to a premises and can be managed regardless of change to the ownership of the premises. A new offence is proposed for the installation of an air conditioner or light source in a location where it causes local nuisance to ensure the installers give due consideration to siting of equipment. Often local nuisance associated with these devices is the result of poor location and there is a cost to the owner to relocate the equipment

that could be avoided if due consideration was given at the time of installation. Implementation of this reform will include communication with trade associations and it is expected that word of mouth will also help with educating installers.

The amendment bill introduces a general levy for businesses to prevent litter caused by or related to their business, including obligations upon relevant businesses to maintain existing stormwater management systems so that these systems remain functional. Currently the installation of stormwater management systems, such as gross pollutant traps and oil plate separators, is often a requirement of development approvals. However, there is no obligation upon businesses to maintain them. As a result, liquid pollutants and litter from these businesses often bypass these systems and pollute the environment a short time after the development is operational. Greater clarity will be provided for councils on the clean-up and disposal of illegally dumped items, providing the power for immediate clean-up where there is an environmental, health or physical hazard created.

Currently there is confusion among council staff as to the extent that councils are required to seek out the owner of items that have been clearly illegally dumped prior to the council disposing of the dumped items. The reforms will also clarify the relationship between the Unclaimed Goods Act 1987 and illegally dumped items collected by a council. This bill proposes a sensible approach to the disposal of dumped items.

Consequential amendments are also proposed to the Liquor Licensing Act 1997 to provide greater delineation between nuisance matters covered by each act, limiting the Liquor Licensing Act 1997 to noise from patrons and entertainment. This amendment has been sought by councils and the Liquor and Gaming Commissioner.

The dumping of shopping trolleys is a considerable issue for a number of councils and this amendment proposes a number of provisions intended to reduce the prevalence of abandoned shopping trolleys in our communities. The main concern for councils is that dumped shopping trolleys may block footpaths, create a traffic hazard, end up in waterways and have a negative effect on visual amenity. These reforms are the most substantive of those within the amendment bill and they will take some time in outlining the case for their inclusion.

In 2018, the City of Marion reported collecting more than 230 shopping trolleys around the Westfield Marion and Castle Plaza shopping centres over a four-day period. In Port Augusta, again in 2018, the local council in association with major retailers in the town employed divers to survey an accumulation of shopping trolleys that had been dumped at the town wharf over a number of years, making it unsafe for swimming in the area. More than 500 trolleys were discovered and later removed at a cost of \$15,000.

There is significant interest from councils in South Australia to improve the tools they have to reduce the dumping of shopping trolleys in their respective areas. The City of Marion developed a by-law on shopping trolleys that was disallowed shortly after it commenced in the Legislative Council on the recommendation of the Legislative Review Committee in February 2021. The key issue that the disallowance was based on was that the by-law allowed fines to be issued to a retailer when their trolley was dumped by someone else. Importantly, contributions to the debate indicated a general willingness to contribute to and support balanced solutions that might assist councils with addressing this problem in their communities.

The Malinauskas government has listened to the concerns of local government and considered the views of retailers and is proposing reforms that are balanced and do not penalise retailers for the actions of their customers. The reforms seek to establish a cooperative approach between local government and retailers to reduce the abandonment of shopping trolleys in communities and, where they are abandoned, hasten their return.

A number of councils held back from developing their own by-laws in the hope that the South Australian government and the parliament would deliver sensible reforms on this issue. It should be expected that if these reforms are not passed in some form that the individual councils will embark on disparate by-law making journeys, creating a patchwork of different requirements across the state, which would be a poor outcome. It is incumbent upon us to find a balanced solution for the community.

South Australia is not unique in experiencing issues with shopping trolley abandonment. All other states and territories across the nation experience this issue and must have laws in place to assist. In Victoria, Western Australia and Queensland, local laws similar to South Australian by-laws are used to regulate abandoned shopping trolleys. Local laws in these jurisdictions include:

- offences for a retailer to allow shopping trolleys outside of designated precincts unless they have a trolley containment system in place, such as coin lock or geofencing;
- powers to impound shopping trolleys and charge a fee to retailers for their release; and
- an offence for failing to recover an abandoned shopping trolley within 24 hours of being notified.

The Australian Capital Territory has a scheme in place to manage shopping trolleys dumped in the community. It should be noted, however, that the ACT government provides all local government services, so there are no councils in the ACT. In any other state or territory, the programs established to manage shopping trolleys in the ACT would be administered by local government. The ACT scheme includes:

- offences for the removal of trolleys from shopping centres;
- requirements for signage;
- requirements for the identification of shopping trolleys;
- requirements for retailers to keep shopping trolleys on their premises, with an exemption from this requirement where a trolley containment system is in place, such as a coin lock or geofencing; and
- impoundment of abandoned shopping trolleys, with a payment of fee for their release.

In New South Wales the Public Spaces (Unattended Property) Act 2021 contains an offence for the abandonment of shopping trolleys; allows councils to impound shopping trolleys found in public places, with a fee to be paid by retailers for their release; and councils may require shopping trolleys to be collected by retailers within a period of no less than 14 days, and failure to do so is an offence.

Local Government New South Wales estimates that prior to laws being introduced in late 2021, the collection of abandoned shopping trolleys was costing councils \$17 million per year. This cost was passed on to ratepayers via increased rates or reduced services in other areas. Whilst this number is likely to be considerably lower in South Australia, for some of the larger metropolitan councils there is considerable cost to these councils that is passed on to ratepayers in the same way.

The amendment bill that is before us provides consistent obligations regarding the identification and collection of shopping trolleys. It also aims to provide councils with sensible tools that can only be applied to retailers on a case-by-case basis where there is an issue, as opposed to a blanket requirement for all retailers. The provisions will enable councils to work with retailers in problematic areas to reduce the issue through improved management practices rather than provide a direct punitive approach whereby retailers are fined for the actions of their customers, which is the key reason for the disallowance of the City of Marion by-law by the Legislative Council.

The Environment Protection Authority engaged with major retailers during the consultation of the draft bill, including Foodland, Woolworths, Coles and the Australian Retailers Association. Only Coles provided a written submission, which indicates the proposed laws have likely found a reasonable middle ground for the regulation of the issue. I have also met with the organisation representing the small and independent retailers, which are, of course, of great significance in South Australia—and greater than in most states. We had a very productive discussion about the way in which this bill will address shopping trolleys. Following consultation with the Small Business Commissioner, a threshold of 20 shopping trolleys has been added to the bill. This will mean that councils will not be able to require the development of a management plan from smaller retailers.

The provision of shopping trolleys as a service is done so voluntarily by retailers in support of their business and customers, and there is rarely advice provided to customers regarding limits to removing trolleys from stores or the shopping precinct. Retailers generally do not prevent shopping

trolleys from leaving the premises, and the service is provided for the purpose of transporting purchased goods away from the retailer, so a comparison between trolley abandonment and theft is inaccurate. Some people probably do steal shopping trolleys and keep them, but the abandonment of a trolley is not the same. The provision of a shopping trolley service by retailers should be done in a way that minimises the potential for abandonment and, where the abandonment takes place, facilitates the prompt collection of trolleys to reduce the impacts of the service on neighbouring communities.

The majority of amendments proposed in the bill will provide clarity on the application of the act to shopping trolleys rather than create new powers. Specifically, whereas shopping trolleys fall within the current definition of general litter under the act, the bill will add shopping trolleys specifically under the definition to avoid doubt. Additionally, the litter abatement provisions of the legislation, which may already be applied to retailers regarding shopping trolley abandonment, include better guidance on how they can be applied to trolleys.

New provisions are proposed that require the identification of shopping trolleys and their timely collection once retailers are notified. Many retailers, including the major retailers, already meet the identification requirement with current branding of their trolleys. For those that do not, this can be achieved by updating the branding element in the handle of each shopping trolley. Alternatively, this obligation could be achieved by a simple weatherproof sticker on each trolley.

Contact details can be for the company rather than individual stores, which will further reduce costs. This is expected to be a minimal cost to business. Such cost would be recouped by the business if it resulted in one or more shopping trolleys not needing to be replaced due to loss. Trolleys, depending on their style, cost between \$200 and \$500 each, so there is a benefit to retailers, through reduced replacement costs, in reducing the incidence of abandonment.

The Local Nuisance and Litter Control Act is ultimately an act for local government. It is important that the South Australian government and the parliament listen to their views on the administration of state laws that they are responsible for and provide modern legislation that supports them to undertake their statutory functions in an efficient and effective manner and continue to provide valued services to their communities.

These reforms address the needs identified by the community and local government through a rigorous consultation process. I commend the bill to members and seek leave to have the explanation of clauses inserted in *Hansard* without my reading it.

Leave granted.

Explanation of Clauses

Part 1—Preliminary

1—Short title

2—Commencement

These clauses are formal.

Part 2—Amendment of *Local Nuisance and Litter Control Act 2016*

3—Amendment of section 3—Interpretation

This clause inserts definitions of *business premises*, *shopping centre* and *stormwater management system* into section 3 of the Act. In addition, a number of definitions are moved from section 22 to section 3 to make it clear that they apply for the purposes of the whole Act.

4—Amendment of section 5—Interaction with other Acts

Section 5 is amended by this clause to make it clear that the Act applies in relation to—

- the use of a vehicle for the purposes of, or in connection with, the conduct of a waste transport business (category A) and a waste transport business (category B) (subject to certain exceptions set out in the provision); and
- the use of a road or road related area by a vehicle for the purposes of, or in connection with, dredging or earthworks drainage, as authorised by an environmental authorisation under the *Environment Protection Act 1993*.

5—Amendment of section 18—Causing local nuisance

This clause substitutes new expiation fees for the offence of carrying on an activity that results in local nuisance. In addition, wherever a penalty provision refers to a 'natural person', the reference is changed to 'individual' for consistency with the *Legislation Interpretation Act 2021*.

6—Amendment of section 19—Exemptions from application of section 18

Section 19 authorises a council to declare that a person is exempt from the application of section 18 in respect of a specified activity. A person applying for a declaration is required to provide the council with a site nuisance management plan. Under the section as amended by this clause, a council will be able to waive this requirement if satisfied that the adverse effects from the specified activity on the amenity value of the area concerned are not reasonably able to be avoided and are of a limited nature.

If a site nuisance management plan is required, the section as amended will only require the council to be satisfied, before making a declaration, that the applicant's plan adequately sets out the measures that the person will take to prevent, minimise or address any anticipated adverse effects from the specified activity on the amenity value of the area concerned. This removes the requirement that the council be satisfied there are exceptional circumstances before making a declaration.

Further amendments made by this clause authorise a council to extend the period for which a declaration under the section operates.

7—Insertion of section 19A

This clause inserts a new section.

19A—Installation of designated device that results in local nuisance

Under proposed section 19A, it is an offence for a person to install an air conditioning unit or an external light, or to cause such a device to be installed, on premises in a fixed position where the operation of the device results in local nuisance.

8—Amendment of section 20—Person must cease local nuisance if asked

Under section 20 as amended by this clause, the expiation fee payable by a body corporate will be higher than the fee that applies to an individual. The section currently includes one fee that applies to both bodies corporate and individuals.

9—Insertion of section 21A

This clause inserts a new section.

21A—General duty to prevent or minimise litter—person carrying on business

Proposed section 21A requires a person who carries on a business to take all reasonable and practicable measures to prevent or minimise litter that is caused by, or related to, the carrying on of the business. Failure to comply with this duty is not an offence. However—

- compliance with the duty may be enforced by the issuing of a litter abatement notice; and
- failure to comply with the duty will be taken to be a contravention of the Act for the purposes of section 48 (Recovery of administrative and technical costs associated with contraventions).

10—Amendment of section 22—Disposing of litter

This clause substitutes new expiation fees in section 22. In addition, wherever a penalty provision refers to a 'natural person', the reference is changed to 'individual' for consistency with the *Legislation Interpretation Act 2021*. Definitions that have been moved to section 3 are deleted from section 22.

11—Insertion of section 22A

This clause inserts a new section.

22A—Recovery of costs of urgent clean up of litter from public place

Proposed section 22A provides that a council that takes urgent action to clean up litter from a public place in circumstances where the litter is a hazard and the identity of the person who disposed of the litter is unknown may, if the litterer is later identified, require the person to pay the reasonable costs and expenses incurred by the council.

12—Amendment of section 23—Bill posting

It is an offence under section 23 for a person to post a bill on property without the consent of the owner or occupier of the property. This clause inserts an expiation fee into section 23(2) and updates a reference to 'natural person' to 'individual' for consistency with the *Legislation Interpretation Act 2021*. In addition, a definition of *property* is

inserted to clarify that the term includes, in the case of a vehicle (other than a vessel), the land on which the vehicle is located.

13—Amendment of section 24—Litterer must remove litter if asked

This clause substitutes a new expiation fee so that a higher fee applies where the offence of failing to remove litter on request of an authorised officer is committed by a body corporate.

14—Insertion of sections 24A and 24B

This clause inserts two new sections.

24A—Identification of shopping trolleys

Proposed section 24A requires a person who provides shopping trolleys for the use of customers in the course of a business carried on by the person to ensure that the shopping trolleys are marked with, or have securely attached to them, the following information:

- the trading name of the business carried on by the person;
- a contact telephone number, email address or QR code that may be used for the reporting of trolleys left in a place outside the business premises of the business;
- any other information prescribed by regulation.

24B—Collection of shopping trolleys

Proposed section 24B applies to a person who provides shopping trolleys for the use of customers in the course of a business carried on by the person. If the person is notified by the Minister or a council, or they otherwise become aware, that a trolley they have provided is located at a place outside the business premises in circumstances where the trolley is, or may cause, a hazard, they are required to ensure that the trolley is immediately collected following that notification or after the person otherwise becoming aware. It is also an offence if the person is notified or otherwise becomes aware that a trolley they have provided has been left at a place outside their business premises (where there is no hazard) and it is not collected within 3 days of that notification or becoming aware of the location of the trolley.

15—Amendment of section 30—Nuisance and litter abatement notices

Section 30(2) sets out the requirements that may be imposed under a nuisance abatement notice or litter abatement notice. A litter abatement notice may impose a requirement that a person prepare a plan of action for the purposes of preventing the escape of litter or keeping a specified area around business premises free from litter. The section as amended by this clause will provide—

- that a specified area must not exceed 1 km in the case of shopping trolleys or 100 metres in the case of any other litter; and
- that a plan of action may require a person to address the management of shopping trolleys in relation to business premises.

Section 30 as amended will also specify matters that may be required to be included in a plan of action. For example, if a business provides more than 20 shopping trolleys at its business premises, there may be a requirement for the plan of action to include certain requirements in relation to management of the trolleys. These requirements are referred to as the *shopping trolley management requirements*.

16—Insertion of section 30A

This clause inserts a new section.

30A—Registration of nuisance abatement notice in relation to land

Proposed section 30A applies where a nuisance abatement notice has been issued in relation to an activity carried out on land or requiring a person to take action on or in relation to land. Under the proposed section, the authority that issued the notice may apply to the Registrar-General for registration of the notice in relation to the land. A notice registered under the section is binding on each owner and occupier from time to time of the land.

17—Amendment of section 31—Action on non-compliance with notice

Section 31 sets out action that can be taken if the requirements of a nuisance abatement notice or litter abatement notice are not complied with. The section as amended by this clause will provide that if litter or a substance, material or thing is removed from premises in taking action under this section, the Minister or the council may sell or dispose of it as the Minister or council thinks appropriate. The section as amended will also specify how proceeds of any sale of litter, a substance, material or a thing are to be applied.

18—Amendment of Schedule 1—Meaning of local nuisance (section 17)

This clause makes some adjustments to the interpretation provision of Schedule 1. These adjustments are consequential on the movement of some definitions to section 3 of the Act.

This clause also deletes clause 4(f), relating to the installation of fixed machines on domestic premises. This provision is no longer required in Schedule 1 because of the insertion of section 19A (see clause 7).

Part 3 of the Schedule is also amended by this clause so that noise or behaviour in respect of which a complaint may be lodged with the Liquor Licensing Commissioner under section 106 of the *Liquor Licensing Act 1997* will not constitute local nuisance for the purposes of section 17 of the *Local Nuisance and Litter Control Act 2016*.

Schedule 1—Related amendments

Part 1—Amendment of *Liquor Licensing Act 1997*

1—Amendment of section 106—Complaint about noise etc emanating from licensed premises

This clause amends section 106 of the *Liquor Licensing Act 1997* so that the section applies to noise or behaviour emanating from persons at licensed premises, or behaviour of persons making their way to or from licensed premises, but no longer applies to other activities on licensed premises that are not directly related to the licence. This is related to the amendment made to Part 3 of Schedule 1 of the *Local Nuisance and Litter Control Act 2016* by clause 18, the effect of which is that noise or behaviour in respect of which a complaint may be lodged with the Liquor Licensing Commissioner under section 106 of the *Liquor Licensing Act 1997* does not constitute local nuisance for the purposes of section 17 of the *Local Nuisance and Litter Control Act 2016*.

Debate adjourned on motion of Mr Batty.

SECOND-HAND VEHICLE DEALERS (MISCELLANEOUS) AMENDMENT BILL

Second Reading

Adjourned debate on second reading.

(Continued from 21 February 2024.)

The Hon. A. PICCOLO (Light) (17:06): When I last spoke, I talked about some of the changes and how even though they were suggested by the industry some of them were obviously quite beneficial for consumers as well. I think I had just got to the hire car history, the proposed sections 16 and 20.

At the moment, my understanding is that dealers and auctioneers will not be required to display the name and address of the person to whom a vehicle was previously leased as a taxi or hire car on the notice of sale of a vehicle under changes to sections 16 to 20 of the act. However, dealers and auctioneers will be required to provide these details on request from a prospective purchaser, and failure to provide the information will attract a maximum penalty of \$5,000.

In circumstances where the information is not reasonably available, Consumer and Business Services will not take enforcement action against a dealer or auctioneer, for example, where the vehicle has been purchased in another state where the requirement to disclose previous lessee details does not apply.

These amendments also seek to preserve the privacy of previous vehicle lessees, whilst also ensuring that consumers have access to information to support their purchasing decision. Again, on the one hand it removes red tape, but secondly it also enables a right to the consumer to access the information if they believe they need it.

Also under section 34(1), which I just touched upon previously, the penalty for tampering with details of the mileage covered by the vehicle will be increased from \$10,000 to \$150,000 for first and second offences and \$150,000 and/or imprisonment for two years for third and subsequent offences.

The tampering of a vehicle to alter the mileage it has undertaken is probably one of the more serious offences you can actually do in terms of withholding important information to a purchaser because, obviously, with the number of mileage comes issues around the safety of the vehicle, the servicing of the vehicle, and that sort of information is very important.

I think every consumer has a right to know what mileage that vehicle has covered. As I said, it causes significant harm to consumers and allows unsafe vehicles to circulate on our roads. These

amendments to section 34 of the act will see South Australia leading the nation with the toughest penalties in Australia for tampering with the vehicle in that way.

Section 7(1) deals with increased penalties for unlicensed dealing. For the first or second offences by natural persons, the penalty for unlicensed dealing will increase from \$100,000 to \$150,000. For third or subsequent offences, the penalty will increase from \$100,000 or 12 months' imprisonment or both, or \$250,000 or two years' imprisonment or both. The maximum penalty for body corporates will also increase from \$250,000 to \$500,000 under section 7 of the act. Increasing these penalties may deter more individuals from flouting the law and better protect the community and licensed dealers from this harmful activity.

There are often, in the papers and markets, etc., people who actually sell vehicles on a regular basis where they are not really necessarily private vehicles. I think unlicensed dealers provide consumers with less protection but it also actually does damage to those licensed dealers because it actually hurts the licensed industry. I think these penalties are appropriate. On the one hand, it protects the legitimate industry and weeds out the rogue elements on the other.

Under the new section 34A, for the provision of false and misleading statements about mileage readings, a new offence will be created for false and misleading statements about the accuracy of the readings on vehicles. A maximum penalty of \$30,000 or two years' imprisonment will apply to a person who knowingly makes a false or misleading statement about the accuracy of the vehicle's mileage reading to a purchaser or prospective purchaser.

At present, only dealers can be prosecuted for the false and misleading statements about mileage readings under relevant provisions of the Australian Consumer Law. The new offence in this proposed section 34A intends to deter private sellers from engaging in the same misconduct. I say misconduct because, again, that is an important part of decision-making for purchasers who actually want to buy a vehicle.

Section 34, which is a new provision, enables compensation for mileage tampering. Currently, victims of mileage tampering can only obtain compensation where a dealer has been convicted of a tampering offence. Where a private seller is convicted of the same offence, no compensation is available under the act. Under this amendment to section 34, courts will have the capacity to order compensation for a person who has purchased a vehicle with a tampered mileage reading from a private seller where the private seller has been convicted of a tampering offence.

Compensation will relate to any disadvantage suffered by the purchaser, including costs incurred or likely to be incurred to rectify the reading on the vehicle. I think this will also hopefully deter those people who are not licensed to sell vehicles and encourage them to actually conduct themselves in an appropriate manner.

To achieve all of this, the commissioner will be given additional powers. Under section 34B, the Commissioner for Consumer Affairs will receive new powers to direct a person to rectify a mileage reading or refrain from selling or disposing of a vehicle with an altered reading unless the commissioner has provided written approval or the vehicle's mileage has been rectified.

The new section 34B in the act will ensure that vehicles with an incorrect mileage reading are not allowed to continue circulating in the community and misleading potential purchasers and compounding the issues around safety as well in the longer term. There are some other things the commissioner has to do to rectify that, but he will have the power to take those matters further.

Under sections 3(2) and 23(7), dealing with electric and hybrid vehicles, the duty to repair vehicles will be expanded to cover the main propulsion battery for hybrid and electric vehicles within the statutory warranty period, recognising the growing popularity of these vehicles in South Australia and the need to have equivalent protections for those vehicle owners. The duty will apply to electric and hybrid vehicles purchased before or after the commencement of the amendment act, which I think is an important new provision as well.

Under schedule 3, clause 3(2), the purpose of the Second-hand Vehicles Compensation Fund will be expanded so that the fund can be used for education, research or reform programs that benefits dealers, auctioneers, salespersons or the general public. Under changes to schedule 3 of the act, any proposed expenditure on these programs will still require the approval of the minister. I

think this is a useful use of that money because I think the greater the education the better the understanding consumers have of their rights, and also the responsibility that people selling the vehicles have is important. If you can actually get people to do the right thing, you do not have to spend money on enforcement proceedings, etc.

There is some additional information required in the contracts of sale under section 17(1)(a). This amendment aims to reduce the red tape and provides greater flexibility to the dealers, whilst retaining important information for consumers about their rights and obligations under contracts of sale.

In the few seconds I have left, we are catching up with the new world. This section deals with fax communication. Section 18B of the act will be amended to remove the option of fax communication for purchasers providing written notice to a dealer of their intention to rescind a sale contract during the cooling-off period. Section 51 will be amended to remove the option of fax communication for service of documents. These amendments reflect changes to communication practices in the industry, including the increased use of email and the declining use of fax communication, which I am sure a lot of dealers probably do not use. With those comments, I support the bill.

Mr WHETSTONE (Chaffey) (17:16): I will make a small contribution to an area that I am quite familiar with. I declare that my former business interests did have car yard dealerships, repairs and sales. It gave me an insight into how some operators work and how others might differ.

Second-hand car yard dealers have for many decades had a bad rap. It is a little bit like the profession that we are in here: some of those bad ones make the good ones look bad. There is no difference when it comes to second-hand car dealerships. They do play a vital role in the automotive industry. They are there to provide a service for a consumer who wants to go out and purchase a vehicle for many different reasons, whether that is because of affordability, because that is the style of vehicle that you want or because it fits your pay grade.

Back in the early days, once I had moved on from undertaking a trade and working in the automotive industry, I was able to set up a small business where we built cars and boats and on the side we also did wholesale repairs for car dealerships and there were always a number of concerning asks when car yards came to the workshop looking for cars to be either repaired for condition of sale or those new owners had gone out and had a car inspection and then it was given a once-over and the car would have to come back in and have some of those repairs undertaken for the condition of the sale.

I am concerned that if there is any previous owner taken off the criteria with ownership, that does take away the ability for a potential owner of a vehicle to gain a better understanding of what the history is because the history can be chequered. To be fair, the majority of the industry is honest. I would say that in the very high 90 percentile we would see honest citizens. There are always those very few who do flout the laws, and I guess there is the gentleman's agreement about doing the right thing by a potential customer. Many of those customers are young, first-time car buyers, and sometimes they are vulnerable when they go in to purchase cars.

I know I have dwelled a little bit on the negative when it comes to someone going into a car yard to purchase, but I guess I wanted to highlight what I had seen over the course of my time, not only in a workshop that was primarily doing that type of work to create cashflow so that we could build a business and move on to greater heights, but once I had moved on from there into the city car yard we undertook a number of valet services: the showroom, the detailing, the mechanical repairs, modification to vehicles. There were many and varied services.

The sector was once upon a time always prone to deceit and misuse. A lot of that has been cleared up over recent years because we are moving into a new dynamic with motor vehicles. Nowadays, we see very few cars that have the bonnet lifted, you pull the distributor cap off, change a set of spark plugs and set the fuel levels in the carburettor. Nowadays, it is all fuel injected. They plug a computer into the engine and it will telltale. The majority of those computers will give a telltale, whether it has had underhanded operations on a vehicle. I must say that it is becoming much, much harder. In particular, it seems there has been a bit of a focus on odometers. Odometers nowadays

can have computers, as I understand it, plugged in and that computer overrides the visual aspect of an odometer on the dashboard.

What I have seen over a long period of time is that dealers very quickly develop a reputation. Whether it is a vehicle that is taken to the RAA for an inspection or it is taken to the department's inspection centre for a once-over or, if we have a disgruntled new owner of a vehicle, they will take it to a police station and get it defected. Usually, that defect might be one of the most simple defects that would warrant some repair work, but then once you go back to have that defect removed they will then go over that vehicle with a fine tooth comb and find many more issues, potentially, with a vehicle.

I will touch on my involvement with the second-hand vehicle industry or the car-yard industry, the majority in metropolitan Adelaide. Since living in the regions for the majority of my life, things are very different. In small communities word travels fast if there is a dealer looking for any form of extended life in a profession of selling second-hand motor vehicles, or even new motor vehicles to that extent, or demonstrators, or selling second-hand hire cars. I have seen a number of vehicles that have been hire cars, and you can normally always tell when a hire car comes in for either repairs or assessment because there are a number of telltale signs that straightaway stand out.

Over time, there have been descriptions for cars when they come into a workshop from a yard or from someone who is looking for it to be tizzied up for sale. They come in and ask for a 'haircut'. You do not go into an automotive workshop looking for a haircut, and usually it's, 'What number?' That would determine how much the speedometer is being adjusted.

You can go looking for the invisible oil. We know that many vehicles, particularly old Mustangs, always blow blue smoke, for different reasons. It was brought to my attention that we can go into spare parts sections, and we can buy synthetic oil that burns clear. If you have a worn engine and it has previously had an issue with blowing smoke or blowing blue smoke, which is code for burning oil, you put a different oil in there and it burns clear—no-one is the wiser.

An STP and banana treatment: that usually works out when we are looking to fix up a noisy diff.

The Hon. N.D. Champion: You are really going back in time now.

Mr WHETSTONE: Yes. I bring this to the chamber's attention, because who knows if it is not happening? Some of the more historical cars, some of those older cars, are starting to become quite valuable. Anything with a steel bumper bar in today's automotive circle of sales or repairs is usually worth a lot more than it was when it was brand new.

The oxyacetylene steering repair: we have heard about steering joints, suspension joints and all sorts of joints that wear. In a lot of instances, rather than repair them, some mechanical workshops might run a line of weld around that joint. It tightens it up. It tightens the play out of the joint, and so that is also something that I have witnessed. It is not something I have undertaken personally, but I have seen the end result.

An Ajax recon: in some of the older engines, either where the bores glaze or they are worn out, I have seen what happens when you tip Ajax down the carburettor. It deglazes the bore. It also makes a worn piston ring bed in, and it helps to stop the smoke blowing. Believe it or not, it is a true thing.

When we have to fix windowsills or we have to fix water leaks or we have to fix issues with incoming dirt and dust in some of those vehicles, there is nothing like a good tube of Silastic that would fix that up.

The other thing is, when people come in and ask for a 'trip to the Bar's', you would say, 'What is he going on about?' That is normally about fixing water leaks—a leaky water pump, a corroded manifold, that type of thing. It is amazing what Bar's Leak will do. Bar's Leak has been a renowned product for many decades in fixing that.

A hot dump: a hot dump is something that has been used by particular car yards when they are looking to lower a vehicle. It is called an oxyacetylene torch on a coil spring, and they drop the

vehicle down to whatever height is desired. That is what is called a hot dump. Normally, a set of mags and a hot dump and you have a car that is looking pretty good. It is what it is.

I really do think that a majority of those exercises are a sign of the past. If I am ever speaking to young ones and they are looking to buy a vehicle and ask, 'What are the signs that I should be looking for if I am looking for a car that has been looked after?', I would say those signs of age. Make sure it has a logbook. If it has not got a logbook, there is usually a reason for that. That means there is a non-compliant service history or it is a non-compliant speedometer.

If you see excessive wear on the gear knob or steering wheel, they usually indicate to you that the car has had a significant amount of use and wear. If it does not correlate with the speedometer or the condition of the car, you can normally be suspicious that things have been played with. Undercarriage damage is something that people should be aware of, whether it has been dented or damaged, whether it has run up over gutters or run into high bollards—that type of thing. That normally means that the car has had significant structural damage.

I bring that to the attention of some of the members here today just so we can understand that there are people out there who have underhanded ways of deceit, behaving dishonestly. Someone is the recipient of those actions. My very first car was an EH Holden. It was an S4. I was very proud of that. It was baby blue with a white roof. It was a Bathurst EH. It was a 179 h.p. with a high-compression head, dual carburettors—

The Hon. N.D. Champion: Worth a fortune.

Mr WHETSTONE: It is worth a fortune today, yes. It came out with a cast exhaust manifold, and it was almost like a set of headers. Back in that day, it was regarded as a great car, but it was never regarded as a collector's item as it would be today. I bought that car in good faith. I was told it had never been to the crash shop and all the rest of it. But by the time I had done an inspection, paid the money and all the rest of it, it had a lot of filler in the doors and all sorts of things—rust, if you like.

That was a very steep learning curve for me as a young fella. I got my licence on my 16th birthday, and I was out to rock the world in my brand new acquisition. Over time, I have been quite fortunate, as have a lot of people. Back in those days, whether you had a little Torana XU-1 or a Monaro with a small-block Chev in it, manual—

Mr Teague: LJ?

Mr WHETSTONE: I had an LC. Over time, through my times in workshops, I had a lot of imported cars. It gave me an understanding that not all is what it looks to be on the outside of a car. They can put a lot of polish and paint on a piece of junk and make it look good, but at the end of the day, you have got to be on your game. If you are not, if you have not sought advice, if you have not sought an inspection, I would urge any young person, any person who is in the market for a car, to do so. That is the first port of call.

This legislation is going to increase penalties for dealers without licences, interfering with cars illegally—deception, I call it. Customers go to a dealer for some level of reliability. They go there with a level of trust, and I think it is only fair that these second-hand dealers do exactly that. I am happy to keep going.

The ACTING SPEAKER (Mr Odenwalder): It seemed like you were about to seek leave, but you can keep going. You have four minutes left on the clock, member for Chaffey. I am easy either way. I do not make the rules here.

Mr WHETSTONE: I will keep going; that will streamline the process somewhat. The bill introduces new sections to prohibit false and misleading statements regarding odometers. I think it is very hard to justify someone tampering with an odometer. That is why I say that you have to read the car with your eyes. You have to look at telltale signs or giveaway signs that will tell you that the car has had excessive use or has a chequered history with maintenance. Making sure that a car has a logbook is probably the best form of security that you are getting what you are paying for.

The bill increases privacy for those selling vehicles to dealerships in regard to the display of the names and addresses of previous vehicle owners. I do not agree with that, but I guess for the

seamless passage of this amendment, it is something that I would have to run with. To not display the former owner usually gives a pretty good indication that it could have been a hire-car company, or it could have been someone in a faraway place or state. You would lose that understanding of where the car has been and what sort of a life it has had. You can normally tell by what the underbody looks like if it has been on excessively rough and dirt roads.

We need to understand that consumers need a greater level of comfort when they are out there looking to buy a car, particularly for our young ones. They need a car that is safe that potentially will be reliable and, for a car to be safe, it has to have some level of assurance that it has not been tampered with in some of those ways that I have explained in my contribution.

We must make sure that the responsibility on the dealership is front and centre. I think it is also up to the dealer to be forthcoming with answers to any questions asked of them about the history of the car; I think the dealer has a responsibility to do that. I have seen a lot of people lose all of their money on cars that are almost worthless that they have paid a lot of money for, and it really does break one's heart.

I know that the minister is here. He has quite an interest in historic muscle cars. They are a thing of the future. We here today all look at those cars and see what we used to drive as young ones, and it really does warm the cockles of my heart to think that we have politicians who are prepared to go out and buy cars of notoriety, cars with steel bumper bars, cars with V8s, manual gearboxes—

The Hon. N.D. Champion: You'll be chasing me in the Camaro.

Mr WHETSTONE: Yes, and there will be a Camaro sitting in my driveway sometime soon, I am hoping. I do support the amendment bill. I do hope that people treat buying a car with a great deal of professionalism so that they can get good value for money and make sure that they have a car that is safe and worthy to drive on our roads.

Debate adjourned on motion of Ms Hood.

**CRIMINAL LAW (HIGH RISK OFFENDERS) (ADDITIONAL HIGH RISK OFFENDERS)
AMENDMENT BILL**

Final Stages

The Legislative Council agreed to the bill without any amendment.

CONTROLLED SUBSTANCES (DESTRUCTION OF SEIZED PROPERTY) AMENDMENT BILL

Introduction and First Reading

Received from the Legislative Council and read a first time.

BOTANIC GARDENS AND STATE HERBARIUM (MISCELLANEOUS) AMENDMENT BILL

Final Stages

The Legislative Council agreed to the bill without any amendment.

At 17:38 the house adjourned until Tuesday 5 March 2024 at 11:00.