

SOUTH AUSTRALIA

PARLIAMENTARY DEBATES (HANSARD)

Fourth Session of the Thirty-Ninth Parliament (1970)

Parliament, which adjourned on December 4, 1969, was prorogued by proclamation dated February 5, 1970. By proclamation dated April 2, it was summoned to meet on Tuesday, April 28, and the Fourth Session began on that date.

LEGISLATIVE COUNCIL

Tuesday, April 28, 1970

The **PRESIDENT** (Hon. Sir Lyell McEwin) took the Chair at noon.

OPENING OF PARLIAMENT

The Clerk read the Proclamation by His Excellency the Governor (Sir James Harrison) summoning Parliament.

GOVERNOR'S SPEECH

His Excellency the Governor, having been announced by Black Rod, was received by the President at the bar of the Council Chamber and conducted by him to the Chair. The Speaker and members of the House of Assembly having entered the Chamber in obedience to his summons, His Excellency read his Opening Speech as follows:

Honourable members of the Legislative Council and members of the House of Assembly:

1. I have called you together for the consideration of urgent business of great significance to every South Australian.

2. Since you were last called together the State has suffered the sad loss of the late Hon. Sir Robert Dove Nicholls, whose death occurred

on January 18, 1970, and the late Mr. Colin Rosslyn Dunnage, who died on November 7, 1969. Sir Robert served with distinction as a member of the House of Assembly from 1915 to 1956 and as Speaker of that House from 1933 to 1956, a record term. Mr. Dunnage served as a member of the House of Assembly from 1941 to 1962 and as Deputy Speaker and Chairman of Committees from 1956 to 1962. In expressing appreciation of their services to this State I know you will join me in expressing our sympathy to the members of their families.

3. A Bill will be laid before you seeking approval and ratification by Parliament of an agreement made between the Prime Minister of Australia and the Premiers of New South Wales, Victoria and South Australia relating to:

- (a) the construction of a dam at Dartmouth in Victoria to conserve waters of the Mitta Mitta River in a 3,000,000 acre feet storage;
- (b) new arrangements for sharing the waters of the Murray River and its tributaries; and
- (c) a number of machinery and administrative changes designed to clarify the River Murray Waters Agreement, to

render it more workable and to permit a greater degree of direct participation and control by the four contracting Governments.

4. There will also be laid before you a Bill seeking approval and ratification by Parliament of an agreement between the Commonwealth and the States of New South Wales, Victoria and South Australia for provision of Commonwealth financial assistance to the States in respect of their shares of the cost of construction of the Dartmouth dam.

5. The agreements for which approval and ratification are sought in these Bills will be of tremendous advantage to this State. The water resources of South Australia are thereby greatly increased. This will allow us to plan with confidence future development both in the River areas and throughout the State in the knowledge that we have sufficient water available to support that development. The first agreement provides for an increase in allocation of water to South Australia from the Murray River system of approximately 250,000 acre feet—an amount more than the total available water resources of South Australia apart from the Murray River itself and the South-East. The effect of the second is that South Australia, New South Wales and Victoria pay from their own financial resources only one-eighth each of the cost of the Dartmouth dam, the rest of the money being contributed by the Commonwealth either outright or by way of loan on good terms to the States. If these agreements are not ratified there is no prospect of any increase in the entitlement of this State to water from the Murray River nor for the building of any additional storages. Indeed, it will not be possible to provide sufficient water even for our presently foreseeable needs. Restrictions will be inevitable.

6. The Budget of Revenue and Expenditure presented to you last September anticipated a deficit of the order of \$2,240,000 for the year 1969-70. This was apart from necessary additional expenditure which might arise from further wage and salary awards and apart from any increase in Commonwealth grants which might arise from increased levels of wages and salaries or otherwise. It would now seem likely that increases in Commonwealth general purposes and special grants will largely offset increased award expenditures.

7. The recent considerable industrial and commercial development within the State, the corresponding most welcome increased activity in the local economy, and an unexpectedly

favourable movement of grain by rail and through ports have combined to increase revenues beyond earlier expectations. Accordingly, with continued firm control of expenditure, there are now good prospects of a balanced Budget in 1969-70, with some possibility of a modest surplus which may partially offset earlier deficits accumulated during the three years to June, 1968. They stand at present at about \$7,500,000.

8. The Loan Budget presented in August last, contemplating works expenditures of \$101,716,000, seems now almost certain of achievement with probably some moderate increases in expenditure upon items of immediate importance, including school buildings.

Members of the House of Assembly:

9. Supplementary Estimates for additional expenditure from Consolidated Revenue Account of \$1,320,000 this financial year will be laid before you.

Honourable members of the Legislative Council and members of the House of Assembly:

10. A Supply Bill providing \$40,000,000 for the Public Service of the State during the early part of the next financial year will be laid before you.

11. The remainder of the Government's legislative programme for this year will be proceeded with at the usual time during the next session of Parliament.

12. I now declare this session open and trust that your deliberations on these matters so crucial to the future welfare of the State will be guided by Divine Providence.

The Governor retired from the Chamber and the Speaker and members of the House of Assembly withdrew.

The PRESIDENT again took the Chair and read prayers.

DEATH OF FORMER MEMBERS

The PRESIDENT: It is with profound regret that I draw the attention of honourable members to the recent death of the Hon. Sir Robert Dove Nicholls and Mr. Colin Rosslyn Dunnage, former members of the House of Assembly. Sir Robert's membership of about 41 years included nearly 23 years as Speaker of the House of Assembly. He represented the District of Stanley from 1915 to 1938 and Young from 1938 until his retirement in 1956. He was a member of the Railways Standing Committee from 1920 to 1927

and Chairman of Committees and Deputy Speaker from 1927 to 1930.

He was created a Knight Bachelor in 1941, and he represented this Parliament at the 1952 conference of the Commonwealth Parliamentary Association in Canada. He was a Vice-President of the South Australian Branch of the C.P.A. from 1933 to 1956 and became the first honorary life member of the branch in 1956. As one of his constituents during the whole of his career, I know the regard in which he was held throughout his Parliamentary service. Sir Robert's term of Speaker was outstanding both in length of office and in the high standard he maintained as Presiding Officer of the House of Assembly.

Mr. Colin Rosslyn Dunnage was a member of the House of Assembly for 21 years and Chairman of Committees and Deputy Speaker for six years. He served as a member of the Joint Committee on Subordinate Legislation for six years and of the Public Works Standing Committee for two years, and he was Chairman of the Industries Development Committee for seven years. He represented South Australia at the first Australian Area Conference of the C.P.A. in Hobart in 1951.

Mr. Dunnage was also Chairman of his Party for 18 years from 1944 to 1962. His record of service gives an indication of the high esteem in which he was held during his term in Parliament as member for the Unley District. I express the sympathy of the Council to the relatives of the deceased gentlemen and ask members to stand in silence as a mark of respect.

Honourable members stood in their places in silence.

[*Sitting suspended from 12.31 to 2.15 p.m.*]

QUESTIONS

MODBURY BANK

The Hon. A. J. SHARD: I ask leave to make an explanation prior to directing a question to the Chief Secretary.

Leave granted.

The Hon. A. J. SHARD: During my term as Chief Secretary, I had the privilege and honour of selecting a site for the Modbury Hospital which, in my humble opinion, was the most favourable position within the district for such a hospital. I was, therefore, rather perturbed to read an article about a building project in the *Advertiser* of last Thursday, headed "New Bank for Modbury". There is a diagram of the proposed new building. The article states:

The building to be erected for the Savings Bank of South Australia at one of the main entrances to the Modbury Hospital has been designed to harmonize with the major development of the hospital.

Can the Chief Secretary say whether that part of the article is correct: will the bank be built on the hospital site at one of the main entrances to the hospital and, if so, at which entrance will it be?

The Hon. R. C. DeGARIS: As the Leader would know, the building of Modbury Hospital is at present in the hands of the Minister of Works. I am unaware of any arrangement he has made in this regard. I will get a full report for the Leader.

YORKE PENINSULA WATER SUPPLY

The Hon. M. B. DAWKINS: I seek leave to make a short statement prior to asking a question of the Minister representing the Minister of Works.

Leave granted.

The Hon. M. B. DAWKINS: In the last summer serious water shortages developed on Yorke Peninsula. At the same time, the consumption in that area increased to record proportions. As a result of further investigations by the Engineering and Water Supply Department and some representations by the member for that district in another place and his colleagues in this place, a reply has been received from the Minister of Works indicating that certain improvements to the existing system will be made in the shape of large extra storage tanks and additional pumping facilities. As I remember, the Minister went on to say that further investigations would be made into the underground water supplies in the lower end of the peninsula. It is known that, while these supplies are limited, they may be of value in supplementing the reticulation system in the bottom end of the peninsula. The Minister has said that, with regard to the Carribee Basin in particular, further investigations will be made. Will the Chief Secretary inform this Council in due course when the investigations will be carried out?

The Hon. R. C. DeGARIS: I will refer the question to the Minister of Works and bring back a reply for the honourable member.

GAUGE STANDARDIZATION

The Hon. A. F. KNEEBONE: I ask leave to make a short statement prior to asking a question of the Minister of Roads and Transport.

Leave granted.

The Hon. A. F. KNEEBONE: The *News* of February 9 stated:

Adelaide 'not on line'.

Adelaide—communications-wise—"just isn't on the line, on any line!" says an Adelaide Chamber of Commerce member. This is the only Australian capital city ignored on the main transportation lanes and lines, he says in the chamber's latest commerce bulletin. He makes these points: The main Brisbane to Perth rail trunk route by-passes Adelaide. Overseas shipping lines pay us only cursory attention. International airlines don't bother at all. And national airlines provide insufficient services at peak periods to service the businessman.

Can any community, he asks, afford such obvious complacency as to permit this state of affairs to continue? "Now is the time to call halt to this creeping paralysis," he says.

I could not agree more with the opinion that the creeping paralysis should stop. On April 18, the Commonwealth Minister for Shipping and Transport (Mr. Sinclair) was reported in the press as having said in Adelaide that a decision on the standard gauge link between Adelaide and Port Pirie could be made within a month. He also said that the economic needs had been taken care of, but he did not know about the social needs. On April 21, the Minister of Roads and Transport was reported in the press as having said that the recommendations of the engineering and management consultants on the most efficient and economic method of connecting Adelaide by standard gauge railway to the interstate standard gauge at Port Pirie was being studied by the South Australian Railways Commissioner. The Minister of Roads and Transport said that he expected a report from the Commissioner during last week. Does the fact that no announcement has yet been made, and the Commonwealth Minister's reference to economic needs being cared for but not the social needs being cared for, mean that South Australia will again miss out on what it is entitled to, that is, an integrated connecting service?

The Hon. C. M. HILL: The short answer is "No". The South Australian Railways Commissioner made a study and submitted his report in accordance with the timing to which the honourable member has referred. At present, the State Government has the whole matter under close consideration. It may have been that we would have had a decision by now, but the Commonwealth Minister for Shipping and Transport is abroad for a short time in connection with, I understand, the launching of a ship. It is my hope that the

Government will be able to make an announcement regarding this matter in the near future.

The Hon. A. F. KNEEBONE: When I asked my question referring to the integrated services we had been seeking for the Peterborough Division and the line running into Wallaroo, the Minister said his short answer was "No", indicating that we would get them and that I was to await a reply from him. Does that mean that we will get these integrated services?

The Hon. C. M. HILL: I did not understand that the honourable member's question involved integrated services. The whole question of the system proposed to be installed is one the details of which I cannot give at present because they have not yet been agreed on. However, I assure the honourable member that for two years the Government has been fighting tooth and nail to join Wallaroo with the standard gauge system, and it intends to carry on its fight.

BOLIVAR EFFLUENT

The Hon. L. R. HART: I ask leave to make a short statement prior to asking a question of the Chief Secretary, representing the Minister of Agriculture.

Leave granted.

The Hon. L. R. HART: On November 25, 1969, in reply to a question the Minister of Agriculture said that the Premier had undertaken to co-ordinate all the information becoming available on the use of Bolivar effluent. Is the Chief Secretary able to make a statement on this question, and if he is not, can he say when it is expected that a statement will be available?

The Hon. R. C. DeGARIS: True, the Premier undertook to co-ordinate all the work in connection with the use of Bolivar effluent in the area north of Adelaide, and much work has been done in this matter. The work of the Public Health Department has been completed and is now in the Premier's hands. I will speak to the Premier about this matter and bring down a full report for the honourable member.

MINISTERS' REPLIES

The Hon. S. C. BEVAN: As the present Ministers apparently will not be in office after this week, I ask you, Mr. President, who will be responsible for bringing down replies to honourable members' questions?

HOSPITAL FINANCE

The Hon. R. A. GEDDES: Last March the Town Clerk of Marion wrote to many members of Parliament and councils saying that his council—

is of the opinion that hospitalization is a social service to which local government should not be compelled to contribute directly, as it is required so to do at the moment.

Since receiving this letter many council representatives have told me and other honourable members that they agree with these views. Will the Chief Secretary comment on the practicability of the suggestion I have referred to, namely, that the Government should take over the financing of all hospitals?

The Hon. R. C. DeGARIS: This question could be answered at length. South Australia's system of financing health and hospital services is unique in Australia. It has provided in South Australia possibly the best health and hospital services of any State. It must be borne in mind that South Australia is a very large State, of nearly 400,000 square miles, with more than 1,000,000 people. Other States and other parts of the world, where hospitals are completely financed by the Government, find that their policy leads to centralized health and hospital services. Throughout South Australia there is a full range of subsidized hospitals that provide a high standard of service to the community.

In addition, as a result of South Australia's policy, we can attract medical practitioners to country areas, whereas other States experience much difficulty in doing this, because medical practitioners require a satisfactory work area. I think South Australia's system was originally designed many years ago and that Sir John Bice virtually began the system whereby councils are involved in financing this State's hospital services. Since coming to office this Government has reduced councils' contributions to hospital services from a maximum of 6 per cent to a maximum of 3 per cent of their rate revenue. Arguments have been advanced along the lines of the letter referred to by the honourable member; it has been argued that, as much revenue from lotteries and other sources is being paid into the Hospitals Fund, the burden on councils should be reduced. Whilst the burden on councils has been reduced, the Government's contribution has continued to increase.

The Government's policy is to reduce, if possible, the present burden on councils in connection with hospital maintenance in South Australia. Nevertheless, the complete cessa-

tion of councils' involvement in our hospital system would result in a deterioration in health and hospital services in South Australia. In other words, to provide a first-class health and hospital service, it is necessary that councils should be involved in the provision of this service. Further, the hospital treatment of indigent and pensioner patients is completely provided by the Government in the major hospitals in the metropolitan area, whereas in country areas it is necessary for ratepayers to be involved in this system. Therefore I believe it is fair that all ratepayers throughout the State should be on one level, as far as the percentage of rate revenue is concerned, in contributing to hospital services. I would rue the day when local government was not involved in the health and hospital services of this State.

GOVERNMENT OFFICES

The Hon. F. J. POTTER: I ask leave to make a short statement prior to asking a question of the Chief Secretary.

Leave granted.

The Hon. F. J. POTTER: On a few occasions I have to visit the stamp duties section of the State Taxation Department, which is located in the Education Building in Flinders Street, Adelaide. Inevitably I find this a most frustrating experience because it seems to me that the accommodation provided for the public in this department must be amongst the worst in the State Government services. I visited the stamp duties section recently and counted about 25 people jammed into a small area not larger than about 12ft. by 6ft. all trying to receive attention at the counter. I believe the department must collect as much revenue as any other State Government department, and I think the time has come when it should be provided with better accommodation. I also think that with the provision of better accommodation another counter assessor could be provided on the staff. Is the Chief Secretary aware of the inadequacies existing in this department, and is he prepared to have investigations made to see whether it is possible to obtain better accommodation for the public?

The PRESIDENT: I point out to members of this Council that the question asked by the honourable member involves an expression of opinion. This should be avoided in asking questions. The Hon. the Chief Secretary.

The Hon. R. C. DeGARIS: The Government is aware of the difficulty that exists.

I am not completely *au fait* with the situation as regards any change, but I will take the matter up with the Premier and ascertain the Government's plans in this connection.

RAILWAY CROSSINGS

The Hon. A. M. WHYTE: I ask leave to make a statement before directing a question to the Minister of Roads and Transport.

Leave granted.

The Hon. A. M. WHYTE: Over the last two or three years several requests have been made (and I have made similar requests in this Council to the Minister concerned) to investigate the necessity for erecting steel impenetrable barricades at railway crossings. Can the Minister say why it is considered necessary for the South Australian Railways to maintain that type of barricade at level crossings?

The Hon. C. M. HILL: The question raised by the honourable member goes back beyond the time when he first began asking questions of a similar nature in this Chamber. It goes back to a day in 1966, after a tragic and fatal accident at a railway crossing near Middleton.

The Hon. H. K. Kemp: It goes back long before that.

The Hon. C. M. HILL: I agree it may go back before that, but it was at that time the matter became the subject of considerable public discussion. At that time, I believe under the instructions of the then Minister, the Railways Commissioner carried out some experimentation whereby at some level crossings wing fences, guard rails, and other installations at level crossings were erected in timber. Those fittings were installed on the basis of an experiment to determine whether less damage would be done at level crossings in the event of accidents.

Following the recent tragic accident at Wasleys, that same point was raised in the press. Whether the railings played any serious part in the damage that occurred through that accident I do not know, because the official inquiry has not been completed or at least the Government does not yet have the report of that accident. However, I assure the honourable member that the matter is one that I am treating as being a particularly serious one.

Immediately the accident occurred at Wasleys, and some publicity was given to this aspect through the press, I asked the Railways Commissioner to give me a further report on this whole question. When the report of the Commissioner of Police is received

and studied, if it is the opinion of the Commissioner as disclosed in his report that these railings have played a very serious part in the accident, further action will be taken. It simply means that my inquiries into this whole question have not yet been completed. The matter of the installation of fittings made of either timber or light material is not a closed question: it is still under review.

SALISBURY JUNCTION

The Hon. M. B. DAWKINS: I seek leave to make a short statement prior to asking a question of the Minister of Roads and Transport.

Leave granted.

The Hon. M. B. DAWKINS: My question relates to the intersection, as it used to be, of Main Road No. 410 and the Salisbury to Waterloo Corner Road. Of course, honourable members are well aware that I and other members have asked questions on this matter during the last three or four years. Last year, the Minister was able to tell me that as far as he was aware at that stage the matter had been resolved between the Highways Department and the Salisbury City Council and that the intersection was to be reconstructed in a satisfactory manner, after having been converted into a T-junction for some time since the regrettable fatalities in that area.

My latest information is that the Salisbury council and the Highways Department have not been able to resolve their differences, and I was told only this morning by a senior official of the council that no final agreement had been reached. Can the Minister use his good offices to see that agreement is reached so that the crossing can be reconstructed in a proper manner and so that it can revert to an intersection rather than a T-junction?

The Hon. C. M. HILL: I shall find out the exact up-to-date position from the department and bring back a reply for the honourable member.

PORT WAKEFIELD CROSSING

The Hon. L. R. HART: I seek leave to make a short statement prior to asking a question of the Minister of Roads and Transport.

Leave granted.

The Hon. L. R. HART: All honourable members who travel along the Port Wakefield Road are pleased with the progress that has been made in the reconstruction of this road between Dublin and Port Wakefield. However, it has been a bone of contention for some time

that warning lights have not been installed at the Port Wakefield crossing. Can the Minister say whether it is possible that in the reconstruction of this road the proposal to by-pass Port Wakefield will be carried through to this point so that it will be possible to install warning lights at this crossing? The reason for not installing them in the past was that the present crossing was too close to the railway station. However, if the by-pass of Port Wakefield is carried through, the crossing will then be a greater distance from the railway station, and the possibility of installing warning devices would not be hampered by the fact that the crossing was too close to the station. Can the Minister tell the Council whether this will be the situation; if not, will he obtain a report for honourable members on this matter?

The Hon. C. M. HILL: I shall obtain a report as requested by the honourable member, because changes in planning occur from time to time. I can tell the honourable member my most recent recollection of this question. When I discussed the matter with members of the District Council of Port Wakefield, they did not favour a by-pass road in the usual sense of the term. A by-pass road is one which completely skirts development in a town and along which ribbon development is prohibited.

I believe the general view held in the town is that the present road is a sufficient by-pass for the town and that, by leaving the road where it is, a considerable amount of business is brought to the town by those who stop at the service stations there and at other business premises along that road. If the present road stays there, I think the question will be not so much one of light signals being installed at the railway crossing but of whether the "stop" sign will remain or go.

I endeavoured to obtain local opinion on this question, and rather to my surprise I think that most of the local people at present favour the "stop" sign being left where it is because it causes traffic to stop and reduces the speed of traffic through that portion of the town. So again it comes back to the point that some business people whose interests are in that area do benefit. I have noticed, and no doubt the honourable member has, that the new road being constructed northwards is now approaching the outskirts of the town. As the exact alignment of the road at the point in question may have been changed, I will bring back the report that the honourable member seeks.

NURSING STAFF

The Hon. A. J. SHARD: I seek leave to make a short statement prior to asking a question of the Chief Secretary.

Leave granted.

The Hon. A. J. SHARD: During the last few months we have both heard and read much discussion concerning the nursing profession in this State. I do not wish to enter into that discussion now, but according to a press report it is alleged that Matron Kennedy of the Royal Adelaide Hospital said there were 100 beds empty at the hospital because of the shortage of nursing and other staff. Can the Chief Secretary say whether the Matron's statement is correct or whether—as I think—the number of empty beds is greater than 100? Can he tell me the correct position?

The Hon. R. C. DeGARIS: There are beds at the hospital at present that have not been opened, and I point out that this has been recognized as being the position for some time. There is right throughout Australia and right throughout the world a shortage of trained nursing staff, and I believe that the position in South Australia is nowhere near as critical as it is in other parts of Australia and in other parts of the world. I point out that the same situation exists in many other professions, because at the present time in Australia we are desperately short of technical and professional staffs. As a matter of comparison, I refer to the present situation in the Mines Department with the lack of skilled geologists, and right through all fields this is a problem.

When the rebuilding took place at the Royal Adelaide Hospital the administrators in the Hospitals Department expected that there would be some delay in opening all beds at the hospital for occupation. There are at the present time, I believe, about 100 beds that are unoccupied or unopened at the Royal Adelaide Hospital, but it is the Government's intention to close the Magill wards completely and centralize all the nursing services in the Royal Adelaide Hospital. This is in the throes of being undertaken at present.

So most of the beds now unoccupied in the Royal Adelaide Hospital will be taken up by the movement from the Magill wards to the Royal Adelaide Hospital. The present plan is to convert the Magill wards into a training school for the enrolled nurses. I have made announcements in the press on this matter. I do not propose to go over the total changes that have been announced, but it was perfectly obvious to me when taking

office as Minister of Health in South Australia that there was an existing problem that had to be tackled. After discussions with the Director-General of Medical Services, a new appointment was made to the Hospitals Department of Nursing Adviser to the Director-General (Mrs. Routledge), and a working party was set up to examine and recommend to the Minister means of overcoming these nursing shortages, not only recent but as far back as five or six years ago. I believe that the announcements made will in the long run overcome the problem of staff shortages and increase the number of enrolled nurses in our hospitals system; and, as our new hospitals, such as Flinders and Modbury, come to fruition, we shall be able to staff them satisfactorily.

The Hon. A. J. SHARD: I think I knew the bulk of the information the Chief Secretary has given me and I think that you, Mr. President, were aware of it, too, but was my figure that Matron Kennedy gave of 100 correct? I have been reliably informed that there are six wards not opened in the north wing of the Royal Adelaide Hospital, involving 192 beds. Is that true or is it not?

The Hon. R. C. DeGARIS: At present, I believe there are six wards in the hospital not being used. However, as I pointed out, the movement of the Magill wards into the Royal Adelaide Hospital will absorb most of these beds.

HILLS SUBDIVISIONS

The Hon. C. D. ROWE: I direct my question to the Minister of Local Government. I understand that a proclamation has been made under, I think, the Town Planning Act providing that in the catchment area of the Adelaide Hills no subdivision shall be allowed under an area of 20 acres. I wrote to the Minister of Works for a detailed explanation of the reason for the proclamation. Has the Minister any further information?

The Hon. C. M. HILL: I am sorry the honourable member has not had a reply to the correspondence. I shall chase up that matter of the letter he says he has written but, in general terms, the Government, much as it dislikes controls, has found it necessary to exercise some control in this area of town planning because it accepts the responsibility for the fact that the water supply for metropolitan Adelaide and its 800,000-odd people must now and at all times remain unpolluted. The Engineering and Water Supply Department provided expert reports indicating that

the danger of contamination and pollution of all metropolitan water supplies was very real and that the time had come when some control of subdivision and resubdivision in the catchment area of the Adelaide Hills just had to be exercised.

No proclamation has been made in the sense to which the honourable member has referred. Under section 49 of the Planning and Development Act of 1966-67, the Director or a council may refuse approval of a plan of subdivision or of resubdivision, subject to certain conditions. Two of those conditions deal with the general subject of sewerage and of land unsuitable for subdivision in the view of the Director and Engineer-in-Chief. Accordingly, the plans now that are lodged with the Director of Planning for subdivision in the catchment area of the hills are, in the normal course of procedure, sent to the Engineering and Water Supply Department.

The Government has approved that department's not approving plans in certain circumstances. The Government has authorized the Engineering and Water Supply Department to maintain its objection to subdivision or resubdivision of land in areas of less than 20 acres over all the metropolitan watershed now in use or proposed for water supply catchment, provided no objection is made:

- (i) to the creation of one new allotment of not less than one acre from any existing property with a title to 20 or more, which title existed at April 1, 1970;
- (ii) to the creation of new allotments of not less than one acre in area provided that each new allotment contains a dwellinghouse constructed or under construction prior to April 1, 1970;
- (iii) to the creation of new residential allotments in the metropolitan watersheds and within existing township boundaries, which boundaries shall be defined as early as possible by the Director and Engineer-in-Chief in consultation with the Director of Planning, State Planning Office.

CAVAN CROSSING

The Hon. A. J. SHARD: I direct a question to the Minister of Roads and Transport and, with the permission of the Council, make a brief statement.

Leave granted.

The Hon. A. J. SHARD: Last year concern was expressed for the population north of Adelaide using the Port Wakefield Road, and some decision was asked for about a crossing known as the Cavan Arms crossing. I have had occasion to use that road frequently,

particularly on a Sunday, which is not a busy day of the week, and I noted the amount of traffic using that crossing. The congestion there could cause some trouble in the future. I want to find out what stage the improvement of that crossing has reached. I understand there was some question of an underpass or an overpass. Can the Minister tell me what stage the planning has reached?

The Hon. C. M. HILL: For some years, plans were in train for an overpass at the crossing to carry the main north-south traffic along that arterial road. In the M.A.T.S. plan, however, a freeway was proposed to come south from the Port Wakefield Road, leaving the Port Wakefield Road at the intersection with Martin's Road, which is one street north of the intersection with the Salisbury Highway, a fairly well-known intersection.

The freeway was to travel westward and then sweep southward and ultimately pass through the old Islington sewage farm and travel further south through Devon Park. The first stage of it was to go as far as Torrens Road, fairly close to the Ovingham crossing. That portion of the freeway is planned to be one of the first freeways built, mainly because there is not a great deal more land to be acquired. Of course, land from the Islington sewage farm is readily available.

That alignment would mean that the crossing at Cavan would not be used by traffic to anywhere near the present extent it is used. That has caused a deferment in immediate plans to alleviate the serious congestion, which I appreciate the honourable member finds, at Cavan. Rather than proceed further there with the expenditure of considerable money, it is the department's intention to try to hold the present position at the Cavan crossing and to expedite planning for the freeway that will come from Port Wakefield Road. When that is completed, the present situation at the railway crossing will be eased.

PUBLIC WORKS COMMITTEE REPORTS

The PRESIDENT laid on the table the following reports by the Parliamentary Standing Committee on Public Works, together with minutes of evidence:

Bordertown Primary School,
Campbelltown Technical High School
Additional Wing,

Ceduna Police Station, Courthouse and Government Offices,
Croydon Park Technical College (School of Graphic Arts and School of Hair-dressing),
Glenelg Sewage Treatment and Disposal Works Extensions,
Mount Barker High School Additions,
O'Halloran Hill Technical College,
Port Pirie Sewerage System,
Roseworthy Agricultural College (New Buildings, Alterations and Additions),
Salisbury Primary School,
Sewerage System for Blackwood, Belair, Glenalta, Sun Valley, Monalta, and parts of Hawthorndene (Stage I),
Strathalbyn to Victor Harbor-Milang Railway (interim report).

SESSIONAL COMMITTEES

Sessional Committees were appointed as follows:

Standing Orders: The President, the Hons. R. C. DeGaris, F. J. Potter, Sir Arthur Rymill, and A. J. Shard.

Library: The President, the Hons. D. H. L. Banfield, M. B. Dawkins, and H. K. Kemp.

Printing: The Hons. S. C. Bevan, R. A. Geddes, L. R. Hart, A. F. Kneebone, and V. G. Springett.

The House of Assembly notified its appointment of Sessional Committees.

ADDRESS IN REPLY

The PRESIDENT having laid on the table a copy of the Governor's Speech, the Hon. R. C. DeGARIS (Chief Secretary) moved:

That a committee consisting of the Hons. S. C. Bevan, M. B. Dawkins, R. C. DeGaris, C. M. Hill, and A. J. Shard be appointed to prepare a draft Address in Reply to the Speech delivered this day by His Excellency the Governor and to report on the next day of sitting.

Motion carried.

CONSTITUTION ACT AMENDMENT ACT

The PRESIDENT: I draw the attention of honourable members to a proclamation in the *Government Gazette* dated March 12, 1970, signifying Her Majesty's assent to the Constitution Act Amendment Act, 1969.

ADJOURNMENT

At 3.11 p.m. the Council adjourned until Wednesday, April 29, at 2.15 p.m.