

CONFIDENTIAL

CABINET DECISION

NO. 1796

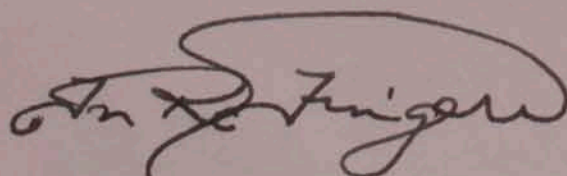
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Submission No.: 1518

Title: DARWIN ALTERNATIVE TRANSPORT CORRIDOR

Cabinet approved in principle and subject to a further report to Cabinet after preliminary negotiations :-

- a) the proposed Darwin alternative transport corridor as outlined in Plan "A" attached to the Submission;
- b) the commencement of necessary negotiations with appropriate bodies to effect transfer of existing transport lands to the Northern Territory in exchange for the proposed corridor at appropriate terms;
- c) the Department of Lands to examine and advise on lands occupied by Defence and other occupiers which will be necessary to be acquired and transferred;
- d) the survey of proposed land for the corridor; and
- e) that where appropriate, full Commonwealth contribution of the total cost be negotiated.



(M.R. FINGER),  
Secretary to Cabinet.

9 July, 1981.

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CABINET DECISION

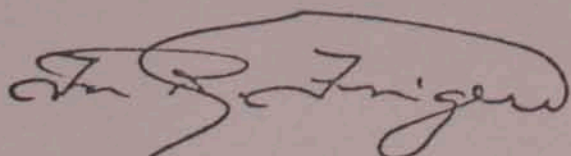
NO. 1789

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Submission No.: 1518

Title: DARWIN ALTERNATIVE RAILWAY CORRIDOR.

Cabinet deferred further consideration.



(M.F. FINGER),  
Secretary to Cabinet.

2 July, 1981.

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FOR CABINET

SUBMISSION No: ..... 1518 .....

Title:	DARWIN ALTERNATIVE RAILWAY CORRIDOR
Minister	Hon R M Steele, Acting Minister for Transport and Works
Purpose:	<p>(a) To seek Cabinet endorsement for the proposed Darwin alternative railway corridor between Darwin Port and Palmerston</p> <p>(b) To seek Cabinet approval to negotiate with Australian National for the transfer of existing railway lands in Darwin to the NT in return for the proposed corridor and on suitable terms.</p>
Relation to existing policy:	Consistent with Government policy to effect transfer of existing railway lands in Darwin to the Northern Territory Government
Timing/ legislative priority:	Cabinet approval as soon as possible. No immediate legislative action is envisaged.
Announcement of decision, tabling, etc:	Announcement following in-principle agreement with Australian National is recommended.
Acting required before announcement:	In-principle agreement with Australian National to surrender existing lands for alternative corridor; prior notification to affected landowners.
Staffing implications, numbers and costs, etc:	Nil
Total cost:	<p>(i) One freehold block; approx \$550,000;</p> <p>(ii) Incidental costs associated with ground survey and public display;</p> <p>(iii) Some compensation costs are possible after negotiations with Australian National.</p>



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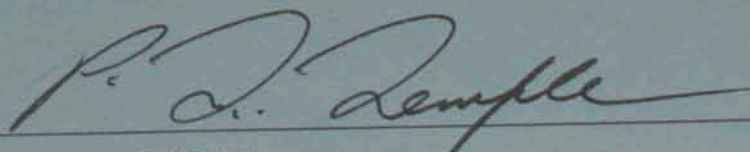
Department/Authority ..... DEPARTMENT OF THE TREASURY .....

COMMENT ON CABINET SUBMISSION No.

TITLE: ..... DARWIN ALTERNATIVE RAILWAY CORRIDOR .....

COMMENTS:

The private land concerned should be purchased by A.N.R.  
not the Northern Territory Government.



SIGNED:

P.F. TEMPLE

DESIGNATION:

Deputy Under Treasurer

DATE:

29/6/81

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Department/Authority LAW.....

**COMMENT ON CABINET SUBMISSION No.**

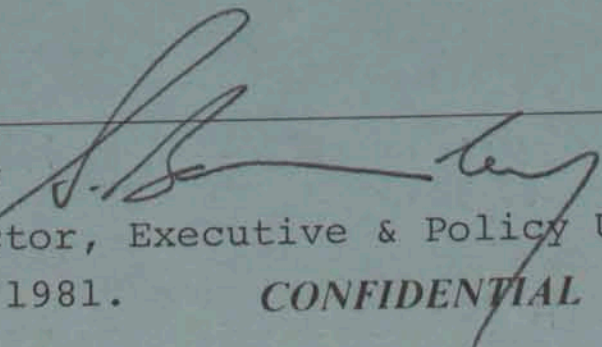
**TITLE:** DARWIN ALTERNATIVE RAILWAY CORRIDOR.....

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**COMMENTS:**

There appear to be no legal or constitutional barriers to the proposal.

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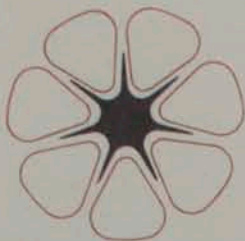
SIGNED: S.R. Bailey 

DESIGNATION: Director, Executive & Policy Unit for Solicitor-General.

DATE: 22 June, 1981.

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NORTHERN TERRITORY OF AUSTRALIA  
**DEPARTMENT OF LANDS**

P.O. BOX 1680  
DARWIN, N.T. 5794

Telephone: 89 6491

Reference: CM:ETB

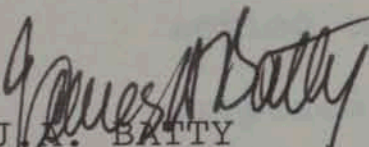
Secretary,  
Department of Transport & Works,  
P.O. Box 2520,  
DARWIN. N.T. 5794

ATTN: MR. W. FOO

CABINET SUBMISSION: DARWIN ALTERNATIVE RAILWAY CORRIDOR

This Department supports the Submission "Darwin Alternative Railway Corridor" which is for presentation to Cabinet on 2 July 1980.

The acquisitions needed are not correctly stated. Portion 1142, Hundred of Bagot has now been acquired (\$500,000). Lot 4646 Town of Darwin is on next year's acquisition list (\$1,100,000) to purchase from the Commonwealth Government, and a small piece of Lot 4242 Town of Darwin must also be acquired (not yet valued). Further, some Defence land at the back of Winnellie will be needed and it is not known whether a charge will be made by the Commonwealth for this land.

  
J. A. BATTY  
Deputy Secretary  
Planning & Development

25 JUN 1981



THE ISSUES

1. To seek Cabinet endorsement of the proposed alternative railway corridor in Darwin, running from Darwin Port along the Frances Bay/Stuart Park foreshore area, through the industrial areas of Winnellie, Coonawarra and Berrimah to the existing railway line near Palmerston. (See Plan 'A')
  
2. To seek Cabinet approval to negotiate with Australian National for in-principle agreement to the corridor and for the effective transfer to the Northern Territory Government of existing railway land lying between Darwin Port and Palmerston which will not be required by Australian National.
  
3. To seek Cabinet approval to undertake the necessary action to survey, reserve and/or transfer land in the proposed corridor to Australian National for railway development.

BACKGROUND

4. It has previously been agreed in-principle with Australian National that
  - (a) existing railway land east of Berrimah would be managed by the Northern Territory as agent for Australian National in an effort to keep railway land tidy. The Department of Lands was appointed managing agents in November, 1980. .../2



BACKGROUND (Cont'd)

4. (b) Australian National would surrender the existing right-of-way east of Berrimah to the Northern Territory if an acceptable alternative corridor was identified.
  
5. A pre-feasibility investigation identified a potential alternative corridor between Darwin Port and Palmerston, with options in some areas. The Department of Transport and Works and the Department of Lands jointly engaged Australian National as its consultant to establish the engineering feasibility of the corridor options and to provide order of cost figures for its development. These costs were to be compared with costs for a similar standard gauge railway development in the existing right-of-way to Darwin Port.
  
6. The main conclusions of the Consultant's Report are:
  - (a) Retention of the existing corridor cannot be recommended on rail operational or urban planning grounds, because
    - . it does not adequately serve existing or future industrial areas of Darwin,
    - . it conflicts with road traffic on Stuart Highway near the airport entrance, Salonika Crossing and Daly Street, and

.../3



BACKGROUND (Cont'd)

- 6 (a) . existing land for a marshalling yard at McMillans - Stuart Highway junction is totally inadequate for long distance rail operations.
- (b) An alternative corridor is feasible between Palmerston and Darwin Port. Between Palmerston and Berrimah, the third option investigated is recommended because its east-west alignment is consistent with the railway route, land-use compatibility, operational convenience and environmental considerations.
- (c) Substantial earthworks are necessary on the proposed route, particularly in the hilly area behind Coonawarra and Winnellie and in the swamp areas near Frances Bay. Concurrent earthworks for rail and the Frances Bay Arterial road will result in substantial economies.
- (d) The total estimated cost of 20 kilometers of track and marshalling yard is \$21.2 million. The track will cost about \$7 million.
7. Land affected by the proposed route is mostly Crown land. There is a need to acquire one freehold lot and the Department of Lands is taking the necessary steps to have this done.

.../4



BACKGROUND (Cont'd)

8. Comparative cost estimates for a railway and marshalling yards in the existing alignment were not developed because of
- . the intangible nature of costs and benefits associated with urban planning, road traffic and rail operations,
  - . dissimilar nature of the marshalling yards,
  - . over time, the proposed corridor is becoming integrated with the Alice Springs - Darwin railway.

CONSIDERATION OF THE ISSUES

9. Cabinet endorsement of the proposed corridor would be in line with the consultant's findings and compatible with plans for the Alice Springs/Darwin line and development of Darwin Port.
10. Cabinet approval to negotiate with Australian National for in-principle agreement to the corridor and the transfer of existing railway land to the Northern Territory would be in line with existing policy.
11. It is also consistent with present policy to approve necessary action to survey, reserve and/or transfer land in the proposed corridor to Australian National.

.../5



CONSIDERATION OF THE ISSUES (Cont'd)

12. Initial investigations indicate no great difficulties in obtaining agreement to excising the necessary land for railway development. In a number of areas, a common transport corridor for railway, electricity and the Frances Bay Arterial road is planned thus saving on land requirements.
13. Much of the land in question is Crown and Defence land. Only Portion 1142 belonging to the Reborse family is private freehold, and negotiation for the acquisition of this is currently in progress. An order of cost of \$0.5 million is envisaged. (Portions 1204 and 1045 behind Kormilda College will be needed by the Frances Bay Arterial road and acquisition of affected areas appears appropriate.)
14. It is envisaged that the Department of Lands will handle land acquisition, transfer, reservation and survey matters.

OPTIONS

15. There are two practical options open to Cabinet -
- (a) endorse the proposed corridor and approve action necessary to develop the proposal,
  - (b) with-hold endorsement of the corridor and approval to proceed.

.../6



OPTIONS (Cont'd)

16. Option (a) is recommended as it
- . is in line with stated policy
  - . will facilitate the optimum development of Darwin Port in conjunction with the Alice Springs/Darwin rail link.

PUBLIC IMPACT

17. In general, public reaction should be in favour of the corridor development. The Pistol and Gun Clubs will be affected, however they are scheduled to be relocated whether the proposal proceeds or not. There are no known Aboriginal sites of significance in the corridor.
18. The consultant's preliminary overview envisaged no environmental problems. However, a study to compare the environmental impact of the existing and proposed alignments is being undertaken. It is expected this will allay any concern by Stuart Park and Coonawarra residents.
19. The alternative corridor should be displayed for public information after reaching agreement with Australian National, and the environmental study is complete.

.../7



FINANCIAL CONSIDERATIONS

20. (a) Estimated \$550,000 to acquire one freehold block.  
(b) Incidental costs for ground survey and public display.  
(c) Some compensation payments possible after negotiations with Australian National.

COMMONWEALTH AND LOCAL GOVERNMENT RELATIONS

21. Should substantial costs be incurred in transferring land to Australian National, this should be raised with the Australian Government in the funding context for the Alice Springs/Darwin rail link.

CO-ORDINATION

22. This Submission was distributed to the Departments of Lands, Law, Treasury and the Co-Ordinator General, for comment.

RECOMMENDATIONS

23. It is recommended that Cabinet approves:
- (a) the proposed Darwin alternative railway corridor as outlined in Plan 'A';
- (b) commencement of negotiations with Australian National to effect transfer of existing railway lands to the Northern Territory in exchange for the proposed corridor and at appropriate terms;

... /8

RECOMMENDATIONS (Cont'd)

23. (c) the Department of Lands negotiate with Defence and other occupiers for acquisition and transfer of affected lands;
- (d) that on receipt of in-principle agreement with Australian National and completion of environmental impact assessment a display for public information be prepared,
- (e) the survey and reservation of proposed land for Australian National;
- (f) that where appropriate, full Commonwealth contribution of total cost, vis-a-vis the Alice Springs - Darwin railway be negotiated.

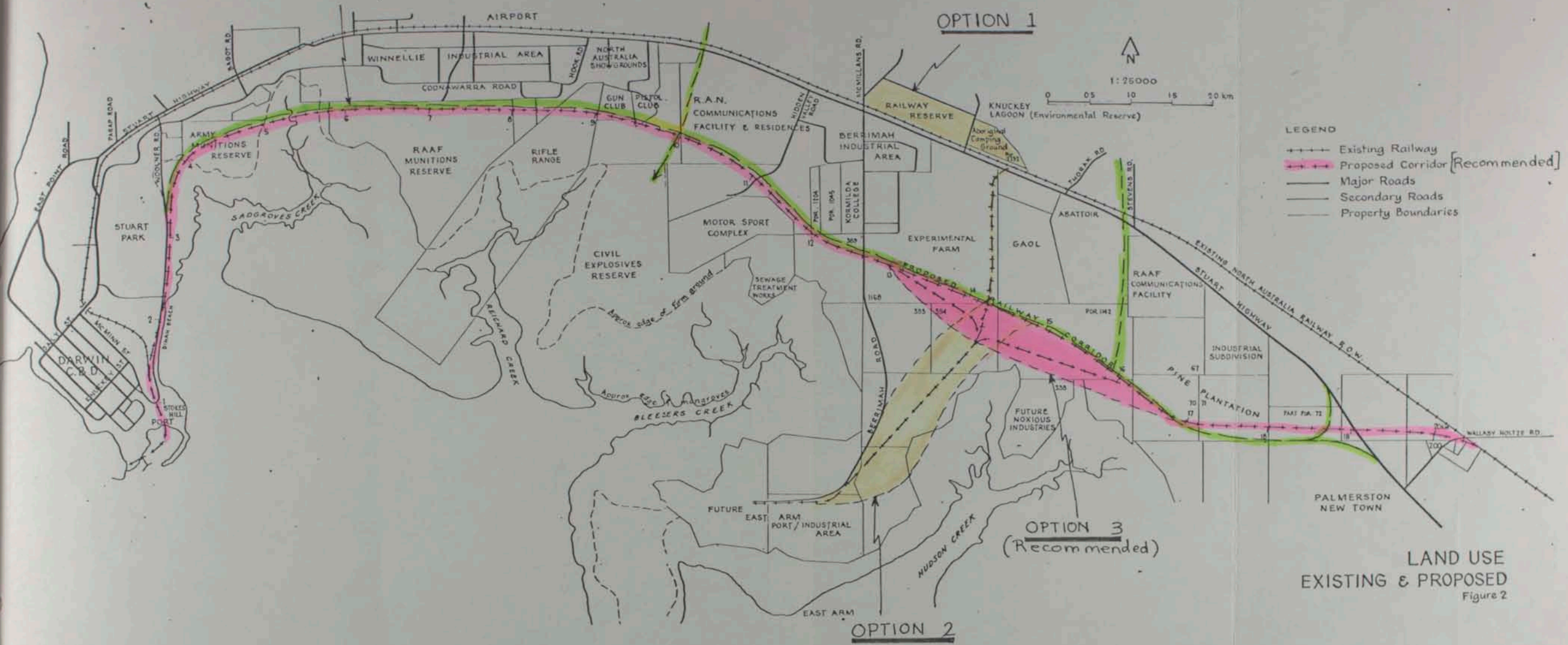
Date:

*Nick Dondas*  
*Nick Dondas*  
NICK DONDAS

15/6/81.



PROPOSED  
FRANCES BAY  
ARTERIAL ROAD



- LEGEND
- Existing Railway
  - Proposed Corridor [Recommended]
  - Major Roads
  - - - Secondary Roads
  - Property Boundaries

LAND USE  
EXISTING & PROPOSED  
Figure 2

PLAN A - DARWIN ALTERNATIVE RAILWAY CORRIDOR