

DEPARTMENT OF LANDS, PLANNING AND ENVIRONMENT

NORTHERN TERRITORY PLANNING SCHEME  
**AUSTRALASIA RAILWAY**  
(NORTHERN TERRITORY CORRIDOR)  
**LAND USE OBJECTIVES**  
PURSUANT TO SECTION 8 OF THE *PLANNING ACT*

OCTOBER 1996

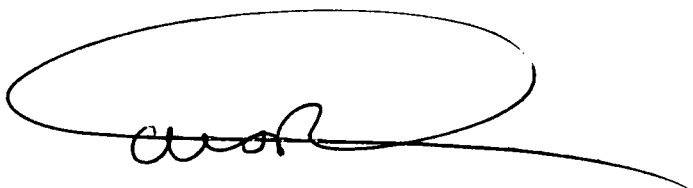
Q 3579

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NORTHERN TERRITORY PLANNING SCHEME

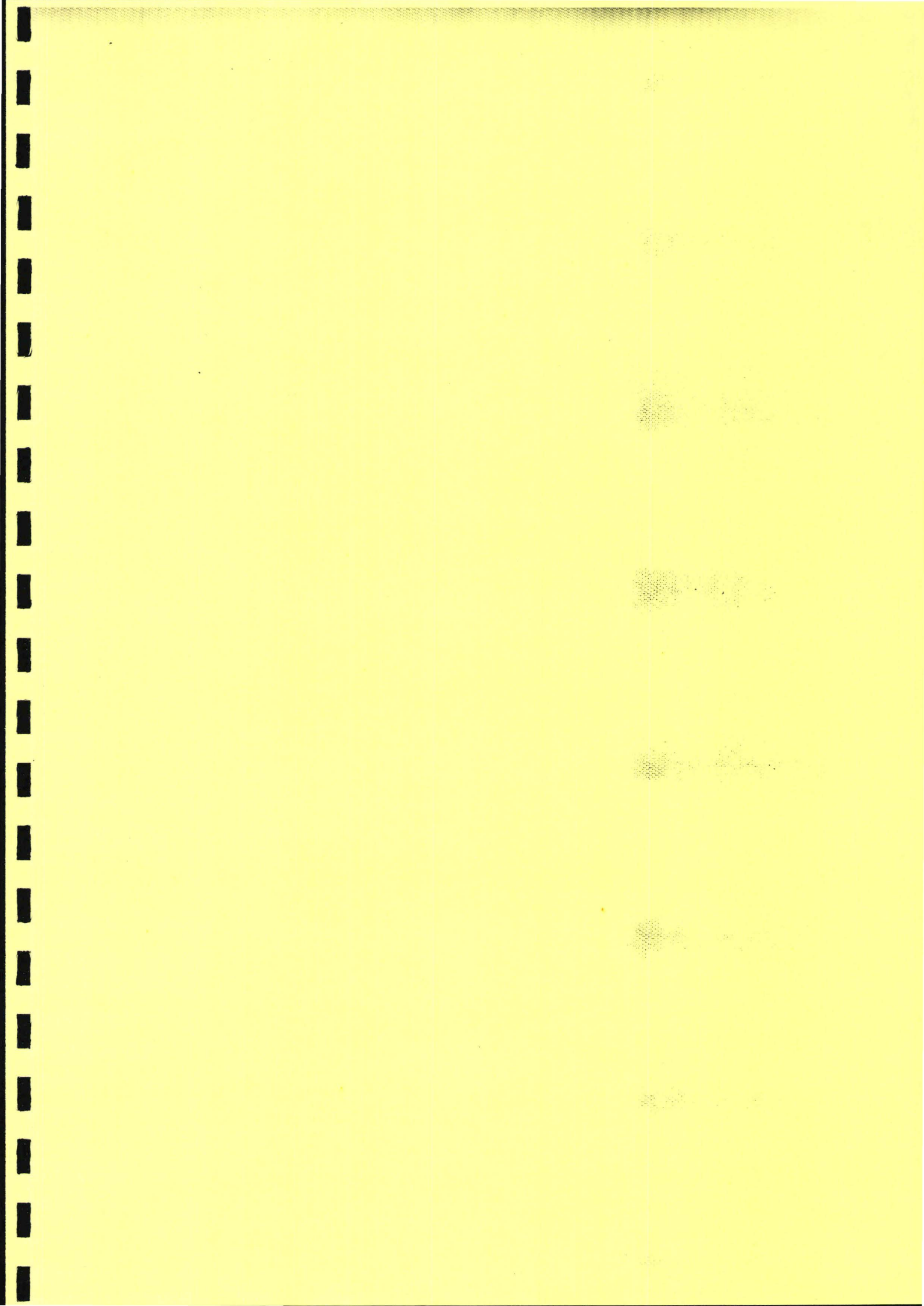
**AUSTRALASIA RAILWAY**  
(NORTHERN TERRITORY CORRIDOR)  
**LAND USE OBJECTIVES**

Pursuant to section 8(1) of the *Planning Act 1993*, I declare the *AustralAsia Railway (Northern Territory Corridor) Land Use Objectives* to be a land use objective of the Northern Territory.



**Mike Reed**  
Minister for Lands, Planning and Environment

10 October 1996





DEPARTMENT OF LANDS, PLANNING AND ENVIRONMENT

NORTHERN TERRITORY PLANNING SCHEME

# AUSTRALASIA RAILWAY (NORTHERN TERRITORY CORRIDOR) LAND USE OBJECTIVES

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## THE VISION

The Northern Territory Government is engaged in planning the Northern Territory corridor for the trans-continental AustralAsia Railway, creating the framework for developing the first railway crossing of the Australian continent from north to south.

The planned standard gauge railway is part of a broad Government transportation vision (separately summarised in a Department of Transport and Works publication *Transport Directions*) to serve the nation and the Territory into the new century.

The railway corridor subject to the proposed objectives of Government is illustrated as a blue line on the Northern Territory plan at *Map A*, with further details shown sequentially on *Map 1* to *Map 28*. The maps are provided to support the objectives but are not themselves part of the objectives as they will be subject to amendments during the further stages of the project.

The construction corridor illustrated is based on an area 400 metres wide (200 metres either side of the surveyed centreline) but variations occur where specific property, conservation and heritage issues demand them. The ultimate operational corridor, established by new property boundaries, will reduce this width in many places (eg. to 40 metres in some urban areas).

## INTENDED OUTCOMES

Land Use Objectives, declared under section 8 of the *Planning Act*, is the first formal step in a planning process to enable the Commonwealth, Territory and Local Governments, with local communities, to achieve a number of outcomes, including:

- . the further development of a vibrant capital city and regional centres which will enhance the quality of life for residents, workers and visitors;
- . an enhanced business and industrial environment in urban and rural localities, conducive to strong and sustained economic growth;
- . the further development of the existing regional inter-modal transportation hub focussed on Darwin;
- . enhanced opportunities and expanded options for military transport needs, pastoral, agricultural, mining and tourism developments;
- . enhanced opportunities and expanded options for international trade, especially between the Northern Territory and our nearest neighbours;
- . a coordinated and integrated approach to infrastructure planning for and development of different modes of transport, recognising conservation and heritage values in determining the social, environmental and economic setting; and
- . an efficient, appropriate and safe transport system, integrating water transport, air transport and the road network, providing ready access for public and private enterprises.

## **KEY OBJECTIVES**

### **Structure**

To locate, design, develop and operate a railway structure to maximise:

- . opportunities for development within the Territory;
- . the integration of inter-related transport modes;
- . the integration of the railway and other transport modes with existing and planned land use activities; and
- . the advantage of the Territory's unique geographic position nationally and internationally.

### **Environment and Conservation**

To locate, design, develop and operate the planned railway as a central element in an integrated transport system:

- . to maximise energy efficiency;
- . to minimise harmful gas emissions to the atmosphere;
- . to minimise the impact of transportation on the native fauna and flora; and
- . to expand options for travellers to enjoy the Territory's environment.

## LOCALITY OBJECTIVES

### Darwin

To locate, design, develop and operate the planned railway as a central element in an integrated transport system for the City of Darwin:

- . minimising any undesirable environmental or social impacts;
- . maximising opportunities for development of industries, particularly on the East Arm Peninsula;
- . maximising the integration of inter-related transport modes, especially:
  - sea transport at the new East Arm Port;
  - air transport at the Darwin International Airport; and
  - the existing and planned arterial road network
- . maximising integration with existing and planned land use activities as set out in the Darwin Planning Scheme, especially where opportunities exist for public transport improvements; and
- . maximising the advantage of Darwin's unique geographic position nationally and internationally as a transport hub.

### Palmerston

To locate, design, develop and operate the planned railway through the Municipality of Palmerston so as to:

- . minimise any undesirable environmental or social impacts on the adjacent development on the western side of the town;
- . avoid level crossings on the local road network;
- . maximise integration with the existing and planned arterial road network, especially the planned Weddell Arterial and Tiger Brennan Drive; and
- . maximise integration with existing and planned land use activities as set out in the Palmerston Planning Scheme, especially where opportunities exist for public transport improvements.

### **Litchfield**

To locate, design, develop and operate the planned railway through the Shire of Litchfield so as to:

- . minimise any undesirable environmental or social impacts, especially in the planned urban areas of the future town of Weddell;
- . avoid level crossings on the local road network;
- . maximise opportunities for development of industries, particularly on the Middle Arm Peninsula;
- . maximise the possibilities for future integration of inter-related transport modes, especially with:
  - sea transport at any future port developments in Middle Arm;
  - air transport at the alternative Blackmore River airport site; and
  - the existing and planned arterial road network; and
- . maximise integration with existing and planned land use activities as set out in the Litchfield Planning Scheme, especially where opportunities exist for public transport improvements (in particular Weddell).

### **Coomalie**

To locate, design, develop and operate the planned railway through the Coomalie Community Government Area so as to:

- . minimise any undesirable environmental or social impacts, especially in the areas adjacent to the town of Adelaide River;
- . avoid level crossings on the local road network;
- . maximise integration with the existing and planned arterial road network, especially the Stuart Highway; and
- . maximise integration with existing and planned land use activities as set out in the Coomalie Planning Scheme, especially where opportunities may exist for public transport improvements (eg. Adelaide River, Manton Dam).



### **Katherine**

To locate, design, develop and operate the planned railway through the Municipality of Katherine so as to:

- . minimise any undesirable environmental or social impacts, especially on the Katherine River;
- . avoid level crossings on the local road network;
- . maximise opportunities for development of industries, in particular:
  - transport industries and warehousing (south of the town);
  - mining developments in the surrounding region;
  - agricultural development on the Sturt Plateau; and
  - agricultural development in the Katherine-Daly Basin;
- . maximise the possibilities for future integration of inter-related transport modes, especially with the existing and planned arterial road network (in particular the Stuart and Victoria Highways; and
- . maximise integration with existing and planned land use activities as set out in the Katherine Planning Scheme.

### **Tennant Creek**

To locate, design, develop and operate the planned railway through the Municipality of Tennant Creek so as to:

- . minimise any undesirable environmental or social impacts, especially in the planned urban residential areas of the town;
- . avoid level crossings on the local road network;
- . maximise opportunities for development of industries, particularly mining and pastoral activities in the surrounding region;
- . maximise the possibilities for future integration the existing and planned arterial road network, especially the Stuart Highway; and
- . maximise integration with existing and planned land use activities as set out in the Tennant Creek Planning Scheme.

### **Alice Springs**

To locate, design, develop and operate the railway through the Municipality of Alice Springs so as to:

- . minimise any undesirable environmental or social impacts, especially in the town centre and planned urban areas of the town;
- . avoid level crossings on the local road network;
- . maximise opportunities for development of industries, particularly in the Blatherskite Valley and at Brewer, south of the town;
- . maximise the possibilities for future integration of inter-related transport modes, especially with:
  - air transport at the Alice Springs International Airport; and
  - the existing and planned arterial road network, particularly the Stuart Highway and Stott Terrace/Larapinta Drive; and
- . maximise integration with existing and planned land use activities as set out in the Alice Springs Planning Scheme.

Q3579