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OUR REF. 69/78/6110

YOUR REF.

6th October, 1970

The Secretary,
Department of the Interior,
Moresby House,
London Circuit,
CANBERRA CITY
A.C.T. 2601

Dear Sir,

Shoal Bay Naval Reserve: Boundary

This is in response to your NT70/1264 of 24th September, with attached minute NT70/575 and plans, and a copy of Navy Office brief. A copy of the last named item was also dispatched to us from the Navy Office (Ref. 1409/201/6 AS (NS)) on 14th September.

Taking up the two main points of concern expressed in our letter of 2nd September - that is, the effect of the reserve and its buffer area in closing off the route of a second outlet from Darwin and its withdrawal of large areas suitable for residential development, we have developed a proposal to overcome these restrictions.

The attached diagram shows a route for a second road outlet capable of serving urban development in the freehold area, and leading to a possible future airport site, and the extent to which it penetrates the three mile radius radio-interference-free buffer zone required for Shoal Bay. From the plans available it would appear that a road built on the route shown could come to within 2.6 miles of the receiving station.

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TRANSPORTATION

PLANNING

CIVIL AND STRUCTURAL

OPERATIONS RESEARCH

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The Secretary, 2.
Department of the Interior

6/10/70

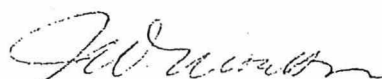
Also shown on the diagram are areas generally outside the three mile limit which could be developed for urban purposes, but which are presumably unavailable for up to twenty years if they are within the required buffer zone boundary as is suggested by the Department of the Interior's minute NT70/575 of 24th September, 1970.

Our proposal is that the detailed location for the boundary fence to Shoal Bay be chosen so as to permit the reservation and development of the second outlet as shown, plus a 300 feet wide strip for screening purposes.

If agreement in principle could be reached on a boundary arrangement along these lines it will be possible to test future plans for Darwin without introducing unfortunate restrictions to the growth framework.

Your advice as to the practicability of this proposal for detailed definition of the Shoal Bay boundary would be appreciated. We have made no reply as yet to the Navy Office letter.

Yours faithfully,



(I. W. Morison)
P.G. Pak-Poy & Associates
Consulting Engineers & Planners.

Enc.

