COUNTRY LIBERALS
MEDIA RELEASE
BLOCKING THE TRANSPORT ARTERY
Ross Bohlin MLA
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The Planning Minister Gerry McCarthy must explain how Territory businesses will transport oversized machinery along the Stuart Highway through Yarrawonga with the construction of the cycle bridge as part of the Tiger Brennan Drive extension.

Member for Drysdale, Ross Bohlin, said he had spoken to a number of business operators concerned that the bridge effectively blocks easy access to the port or city for over-dimensional loads.

“The bridge is 6.5 metres above road level – a height that can be exceeded by large loads taken to and from the port and the industrial area,” Mr Bohlin said.

“A storage tank would need only be 5.5 metres and, factoring in the height of the truck tray, be too large to pass beneath the bridge.”

Mr Bohlin said business operators had made representations to the Henderson Government about the potential height issues but were given short shrift.

“The Stuart Highway is the artery to the Territory – and the Government’s just blocked it,” he said.

The alternative routes for over-dimensional transport are far from satisfactory:

• Government representatives have suggested to business operators who questioned the positioning of the cycle bridge that they use Brandt Road at the back of Robertson Barracks. That option would require the costly lifting or removal of powerlines – with over 12 sets of power poles and lines to negotiate.
• Wishart Road, Elrundie Avenue and out across the Elizabeth River Bridge onto Jenkins Road – except Jenkins Road isn’t sealed and therefore isn’t all-weather, let alone load limits on the bridge.
• Stuart Highway via Roystonea Avenue and Temple Terrace which would require the removal of traffic lights and trees.

“The Government must provide an alternative route for business – or indicate whether it’s prepared to pay for the more expensive reserve options outlined above,” Mr Bohlin said.

“It’s a planning oversight that shouldn’t have happened and is indicative of a Government that doesn’t tick all the boxes when it makes decisions.

“As well, it’s an additional cost that Territory business doesn’t need on top of the 25% power price hike and high rental and housing costs.

“It’s already extremely expensive to do business in the Northern Territory. Now Labor wants to make it more so by blocking the fundamental transport artery leading into the Port and East Arm.”

Further comment: Ross Bohlin 0413 339 417