

WHAT DOES WALKER'S PLAN FOR OPENING THE LAUDERDALE CANAL MEAN FOR THE COMMUNITY?

This information is from *Save Ralphs Bay Inc.* the community action group formed after the 500 plus strong public meeting voted, with only three dissenting votes, to fight to protect Ralphs Bay

What is Walker Corporation promising?

- To connect its 800 home, 200 berth marina development to a re-opened the Lauderdale canal to provide easy access for yachts to Dunalley and the East Coast
- To include ferry services to and from destinations on the East Coast and Port Arthur
- The construction of an underground tunnel or a bridge to ensure pedestrian and vehicle traffic flow will not be affected.
- The information to date makes no mention of any commitment to the costs associated with improving the road from Lauderdale to Howrah.

How could this change our lives?

- Will we be able to walk around the canal?
- Will the new canal be so deep and swift flowing at high tide that it is a drowning hazard for children?
- How much of the public land either side of the canal will be lost, either to a widened canal or to commercial development?
- Will our beach be divided so we are no longer able to walk or jog along the beach?
- How will people launch their small fishing boats?
- Will there be a noise problem from water craft using the canal at all hours?
- Will the noise of the dredging be continual, every night or every day?

What engineering or mechanical problems may arise?

- How deep will the canal have to be and how will it be lined? Will it be a concrete or rock lined ditch? How wide will it have to be? Will it be a drowning hazard for our kids?
- Will there be concrete or rock sea walls extending out into Frederick Henry Bay to protect the access to the canal? How long will they be?
- How will we know the true effects of such major structural engineering work in a sensitive marine environment before it's too late to reverse them?

- Where will the Walker Corporation be if things go wrong?
- What effect will sea walls have on the action of the waves, especially at high tide or during storms like the ones that led to the canal's closure early last century, even before it opened to sea traffic? Will these groins direct the waves along our dunes and greatly worsen the erosion problems?
- How often will dredging be required to keep the canal open?

A traffic nightmare for ten years at least?

Where would any tunnel have to start and finish?

- How would pedestrian safety be assured, especially for school children going to school?
- What provision will be made for us to access the local shops if the tunnel takes up virtually all the road from the school to past the old tip site?
- What sort of delays to traffic would result if the option of a swing bridge like the one at Dunalley is adopted rather than a tunnel?
- If Walker says it won't pay for road upgrades due to increased traffic, who will?

The Environment?

- The heavy metal pollution of clean Frederick Henry Bay putting at risk our health and well being?
- The destruction of our beach due to erosion and sand drift?
- The increased introduction of marine pests from the marina and boat traffic?
- The loss of aquaculture industries due to pollution?
- Household and garden chemical runoff into waters around the canal houses?