

GRA

Greyhound Racing Authority



2008 -31

1 February 2008

49-Sch4 - Signature
Mr. Mike Kelly
Executive Director
Office of Racing Regulation
GPO Box 15187
CITY EAST QLD 4002

1/2/08

Dear Sir

I am enclosing for your information a report and supporting documentation prepared by consultants engaged by the Greyhound Racing Authority into the proposed relocation of the Gold Coast racing facilities at Parklands to make way for the new Gold Coast University Hospital.

The report sets out the costs associated with construction of a facility on a State Government owned site at Logan. The Authority is hopeful that a suitable lease or other tenure can be negotiated with the government so that the development can proceed. We are currently in the process of seeking an evaluation of the property to assist with negotiations in the possibility of obtaining freehold title over the property. We have in principle approval from the Logan City Council for the racing facility to be constructed, and there does not appear to be any zoning or other impediments that could stop the development.

Present indications are that racing at the Parklands facility will cease by November 2008 and the Authority will need to relocate race meetings from that venue to our two other TAB racing venues to meet our contractual obligations. We are therefore keen for approval to be granted for the development of the Logan facility as a matter of some urgency, as delays have the capacity to severely disrupt racing in South East Queensland.

Myself, or Darren Beavis, General Manager of the Authority and consultants that we have engaged will be available to discuss any issues of this report with you.

Yours sincerely,

49-Sch4 - Signature

Phil Bennett
Chair

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Greyhound Racing Authority

REPLACEMENT PARKLANDS GREYHOUND
RACING FACILITY AT LOGAN

MASTERPLAN AND COSTINGS REPORT

▪ January 2008

RTI DL RELEASE - NPSR



Greyhound Racing Authority

REPLACEMENT PARKLANDS GREYHOUND RACING FACILITY
AT LOGAN

MASTERPLAN AND COSTINGS REPORT

■ January 2008

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1. Executive Summary

This Masterplan and Costings Report describes the proposed replacement Parklands Greyhound Racing Facility at 146 Compton Road, Slacks Creek in Logan City. It is proposed by the GRA that Logan will replace the existing Parklands facility which is needed by Queensland Health for the proposed Gold Coast University Hospital.

A masterplan for the site has been prepared for this report. It shows that a replacement Parklands facility can comfortably be located on the 10.2ha site. The main grandstand building will look south over the tracks and be accessed from Compton Road pending Main Roads approval. An additional access from Cronulla Court is available for trainers and operations personnel.

The main grandstand building will be a contemporary designed lightweight steel framed structure with glazing on the track facade and overhanging roof. Inside there will be state-of-the-art facilities consistent with present day standards for outdoor sporting recreation facilities. The floor areas of the main grandstand building (3646m²) are similar to the equivalent areas at the Parklands facility (3441m²).

The engineering concepts for the new facility have been further developed for the masterplan so that preliminary costings can be prepared.

The Estimated Construction Cost of the replacement Parklands facility is \$28.8m of which \$16.6m relates to the buildings alone. After allowing for a 20% contingency (\$5.8m), Infrastructure Charges (\$2m), Council fees and approvals (\$0.2m) and Professional fees (\$3.5m) the Estimated Development Cost for the replacement facility rises to approximately \$40m. GST is additional to all amounts quoted.

The estimated cost of the facilities shown on the masterplan which are additional to the Parklands facilities is approximately \$2.6m. These additional facilities include GRA office, second track as per Albion Park (inside main track), Greyhound Adoption Program Unit and the 'slipping' track.

A development timeframe of no less than two years is envisaged provided timely approvals consistent with code assessable development is achieved. This timeframe assumes that an early works package for the reinstatement of the clay lining to the underlying landfill and site earthworks can commence by August 2008.



2. Introduction

2.1 Background

This Masterplan and Costings Report for the replacement Parklands Greyhound Racing Facility at Logan has been prepared for the Greyhound Racing Authority (GRA) following advice from the State Government (Health Department) that the site of the Parklands greyhound racing facility at Southport is needed for the new Gold Coast University Hospital.

GRA had previously commissioned SKM to conduct a Suitability Study of the Logan site at 146 Compton Road, Slacks Creek. A copy of the study, completed in September 2007, is included in **Appendix A**. The study identified that there were no 'show stoppers' to the development of the site as envisaged, however the presence of the underlying landfill introduces new statutory and design requirements in terms of managing the environmental, structural and civil ramifications for the project.

2.2 Report Content

This Masterplan and Costings Report recommends a preferred masterplan for the site to accommodate the relocated Parklands greyhound racing facility. The masterplan shows that a smaller track (similar in size to Albion Park) can comfortably fit inside the Parklands track. There is also space on the site for a straight 'slipping' training track on the southern side and this is shown as an addition to Parklands facilities on the masterplan. The masterplan also shows a new GRA office which is also an addition to the Parklands facilities.

The main grandstand building facilities are very similar in size to the aggregated greyhound racing facilities at Parklands.

Preliminary costings for the facilities shown on the masterplan have been prepared for budget planning purposes. The costs for those items which are additional to the Parklands facilities have been identified separately.

2.3 Purpose and Limitations of Report

This report has been prepared for the GRA to assist with initial assessments/evaluations of a replacement Parklands facility at the new Logan site. The report will be used to present a case to the State Government to obtain in principle agreement to the proposal prior to more detailed evaluations being undertaken consistent with submitting development applications to Logan City Council.



3. Architecture

3.1 General

The Masterplan for the site is included in **Appendix B**.

The main access to the facility is from Compton Road which enters into an arrival plaza area. The plaza will function as an arrival zone for vehicular drop-off and pick up as well as a gathering space for small functions or exhibitions.

The main car park is located to the west of the site, utilising shading from existing trees. Access to the dog trailer parking is provided via a separate entrance from Cronulla Court. A service road links the two areas and allows for service deliveries plus overflow parking adjacent to the trailer parking.

The main grandstand building will be a contemporary designed lightweight steel framed structure with glazing on the track façade. An over-hanging roof above the grandstand seating and outdoor dining area provides welcome shading. The building will include feature architectural elements including signage, all clearly visible from Compton Road. The floor areas of the main grandstand building (3646m²) are similar to the equivalent areas at the Parklands facility (3441m²) as shown in **Table 1** overleaf.

Lifts and an escalator access the upper level where all function rooms, viewing areas and restaurants are designed with split levels to maximise the views.

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■ Table 1 Replacement of Parklands Greyhound Racing Facility at Logan
 Comparison of Parklands and Proposed Logan Floor Areas

Floor Area	PARKLANDS		LOGAN	
	FI Area (m ²)		FI Area (m ²)	
Level 1				
Entry Court	120		80	
Betting Concourse	645		723	
Kennels	483		435	
Kitchen & Bars	261		191	
Back of House - Toilets, Storage, Plant	176		213	
Circulation	137		148	
Plant [Parklands]	130	<i>Estimate</i>	<i>Incl above</i>	
Level 1 - Sub-Total	1,952		1,790	
		# Seats		# Seats
Greyhound Seating [including Circulation]	395	380	554	456
Levels 2				
Restaurant [@ Lv 1 in Parklands]	255		263	
Kitchen & Bars	<i>Incl above</i>		139	
Betting Auditorium, Lobby	<i>Incl above</i>		143	
Function Room [@ Lv 1 in Parklands]	450		359	
Administration [@ Basement Lv in Parklands]	400	+/-	300	
Back of House - Toilets, Storage, Plant	<i>n/a</i>		174	
Circulation	<i>n/a</i>		95	
Oversight Room [@ Level 3]	84		63	
Level 2 - Sub-Total	1,189		1,556	
Ancillary Buildings				
Maintenance Shed	300	<i>Estimate</i>	300	
Overall Total	3,441		3,646	
Additional Facilities				
Greyhound Adoption Program [GAP]	<i>n/a</i>		45	
Greyhound Racing Authority Building	<i>n/a</i>		315	
Trialling Block - Kennel Club	<i>n/a</i>		180	
Additional Facilities - Sub Total	<i>n/a</i>		540	

The interior of the grandstand building will comprise an open plan betting concourse with the added feature of viewing the dogs weigh-in through a large glass window panel. State of the art



electronics, satellite television and broadcasting facilities will provide all racing enthusiasts with up to the minute live local and overseas racing /results.

Separate buildings will house a GRA office and Greyhound Adoption Programme unit, maintenance shed and a dog trialling block. These are additional to the Parklands facility and total 540m² in area as shown in **Table 1**.

There is also an opportunity to provide a related future expansion (eg. veterinarian) or unrelated development in the south-west corner of the site, but this will require rezoning of that area and relevant Government approvals.

3.2 Building Related Carbon Offset and Trading Opportunities

Up until Australia ratified the Kyoto protocol earlier this year there were only five mechanisms (described below) whereby global warming related emissions could be offset or reduced for a building project.

- 1) Implementation of energy efficiency measures to reduce the carbon footprint.
- 2) Utilisation of solar heating or photovoltaic renewable energy devices which have "RECs" (renewable energy certificates) allocated on the basis of their ability to displace conventional fossil fuel energy.
- 3) The purchase of carbon offsets where may have been obtained from various regulated or non-regulated schemes (typically forestry related).
- 4) Participation with the voluntary carbon trading market via "voluntary emissions reductions" mechanism.
- 5) Participation with the voluntary NGAC (New South Wales Greenhouse Gas Abatement Certificate) programme, albeit, this would only be possible if the building was located in NSW.

However, a sixth mechanism is now available, namely the Kyoto protocol. There are two trading methodologies that are related to building emissions reductions projects (out of over 80 developed so far). One of these relates to efficiency projects where the aggregated saving is less than 15GWh pa, which would be the case for this Greyhound Racing facility project; and the other is a demand side management mechanism which applies to numerous sites, probably not relevant to this project.



4. Engineering

This section of the report describes the engineering works required at the Logan site when developed in accordance with the masterplan.

4.1 Earthworks

The site suitability report dated September 2007 identified that the existing clay capping on the landfill site was deficient and required reinstatement to a depth of 0.5m. Imported fill material will then be placed above the clay capping layer so as to form the bulk earthworks levels consistent with the features (track, waterbodies etc) shown on the masterplan. It is proposed that all new services for the new facility will be installed totally within the fill layer above the clay capping so as not to penetrate the underlying landfill. This results in the finished surface levels being between 1.5-3.0m above the existing surface level.

The placement of fill across the site will result in some settlement of the underlying landfill and this has been allowed for in the costings. The extent of the settlement will be determined based on trial embankment monitoring.

4.2 Stormwater Management

Stormwater management basins are proposed in the infield of the greyhound tracks. Please note that the extent of the basins shown on the masterplan is indicative only. The actual size of the basins will be determined at the time of detailed design of the facilities. The area of the basins will be limited by the availability of stormwater inflows. Where possible stormwater will be directed into these basins for storage, treatment and potential re-use including track watering. Further evaluations are required to determine if the site can achieve a water balance.

Culvert crossings will be required beneath the tracks to allow conveyance of water to and from the basins.

Aeration devices such as fountains are proposed within the basins to assist in water quality treatment.

The existing open unlined channel conveying external stormwater flows along the southern and eastern boundaries is showing signs of scouring and deterioration. It is proposed that this channel be piped which is likely to be a Council requirement for development.



4.3 Roadworks

The masterplan shows the main entry to the facility from Compton Road as a 'left in-left out'. Compton Road is a declared Main Road at this location however no discussions have as yet taken place with DMR as to their acceptance or otherwise of this concept.

It is fortunate that the site has an alternate access/egress location at Cronulla Court which would be suitable for use by greyhound owners/trainers and other associated personnel. It also provides a second egress point in the event of an emergency at the main entry.

Patrons entering the facility by car will enter off Compton Road and will proceed through the main plaza/roundabout to the carpark on the western side of the site. Existing vegetation will be mostly maintained in this area. Allowance has been made for covered carparking for approximately 12 bays for staff and visitors to the GRA office adjacent to the carpark.

4.4 Site Servicing

4.4.1 Water Supply

There are existing reticulation watermains along both sides of Cronulla Court to the boundary of the site to service the adjacent industrial area. Council records also show a watermain at the corner of Compton and Kingston Road on the frontage of the site.

It is proposed that connections be made to both Cronulla Court and at Compton/Kingston Roads to create a looped main through the site for potable and fire-fighting purposes.

4.4.2 Sewerage

There is an existing gravity sewer main located within the site along the northern boundary. This sewer discharges from the site through the Council easement close to the northeast corner of the site. It is likely that this sewer has capacity to service the proposed greyhound racing facility, however, further investigations will be required.

4.4.3 Electrical Reticulation and Communications

The site is generally well serviced by electrical reticulation and communications infrastructure in the perimeter external roads and no supply difficulties are envisaged.

4.4.4 Gas

Based on investigations undertaken to date there are no gas mains in the vicinity of the site.



4.5 Greyhound Racing Tracks

As mentioned earlier in this report the masterplan shows two tracks to be co-located within the proposed greyhound facility. The 450m Albion Park track can be located inside the 610m Parklands track.

In addition to the two greyhound tracks a 200m long straight 'slipping' track has been located on the southern side of the site.

Where possible, existing suitable equipment (eg. starting boxes), will be re-used from Parklands and Albion Park.

The surface of the tracks will consist of approximately 0.2m depth of sandy loam material consistent with greyhound racing requirements. Stormwater drainage will be provided between the tracks by a perimeter swale drain and drainage inlets. This will treat and convey stormwater runoff into the basins inside the tracks.

4.6 Building Structural Foundations

The following section provides a general description of the expected structural foundation treatment for the buildings.

4.6.1 Grandstand

It is not considered practical to build the grandstand on ground due to the risk of settlement of the underlying landfill and consequent damage to the building. It is therefore proposed that the building (including the ground floor slab) will be fully suspended on piles.

The height between the existing surface level and the underside of the ground slab (approximately 2.5m) will remain as a void. This approach is used so that:

- piling rigs can work from the natural surface which reduces the length of drilling and may make it easier to deal with possible obstructions in the landfill (obstructions may be able to be excavated)
- saves on fill
- provides a sub-floor space which can be part of the gas collection / ventilation system (also allows services to be accessible and may be able to find other uses for the space created)

A perimeter wall will need to be provided around the edge of the building to retain the external filling. Bridging slabs will be required at entrances to span between the ground (which may settle) and the building.

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4.6.2 Office

A similar approach as above is likely to be required for the GRA office building.

4.6.3 Maintenance Shed and Greyhound Trialling Block

As the maintenance shed is unlikely to be particularly movement sensitive, and will not generate high loads on the ground, it is possible that a high level footing system may be acceptable.

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5. Preliminary Cost Estimate

5.1 Estimate of Development Costs

Table 2 below shows a summary of estimated development costs for the replacement Parklands facility only. The detailed cost estimate breakdown is shown in **Appendices C to F**.

■ **Table 2 Estimated Costs for Replacement Parklands Facility**

Item	Estimated Cost (\$)
Preliminaries	176,000
Earthworks	3,440,000
Stormwater Drainage	1,105,000
Sewerage Reticulation	110,000
Water Supply	223,000
Roadworks and Paved Areas	1,255,000
Electrical and Communications	4,785,000
Track Works (excluding lighting and comms)	666,000
Landscaping	500,000
Buildings	16,549,000
SUBTOTAL	\$28,809,000
Contingency (20%)	5,762,000
Infrastructure Charges	2,000,000
Approvals / Council Fees	200,000
Professional Fees	3,543,000
ESTIMATED DEVELOPMENT COST FOR REPLACEMENT PARKLANDS FACILITY	\$40,314,000 plus GST

Notes:

1. This estimate to be read in conjunction with this overall report.
2. This preliminary estimate is for budgetary and planning purposes only and for the sole use of Greyhound Racing Authority.
3. The cost estimate excludes GST.



5.2 Works Additional to Parklands

The following works shown on the masterplan are additional to those currently at the Parklands facility. **Table 3** below shows the estimated costs of these works which are not included in **Table 2**.

■ **Table 3** Items additional to existing Parklands facility

Item	Estimated Costs (\$)
GRA Office (including covered carparking)	1,143,000
Albion Park Track (including lighting and comms)	1,000,000
Greyhound Trialling Block	299,000
GAP Office	100,000
Slipping Track	35,000
TOTAL ADDITIONAL WORKS (Including 20% Contingency, Design and PM Fees)	\$2,577,000 plus GST

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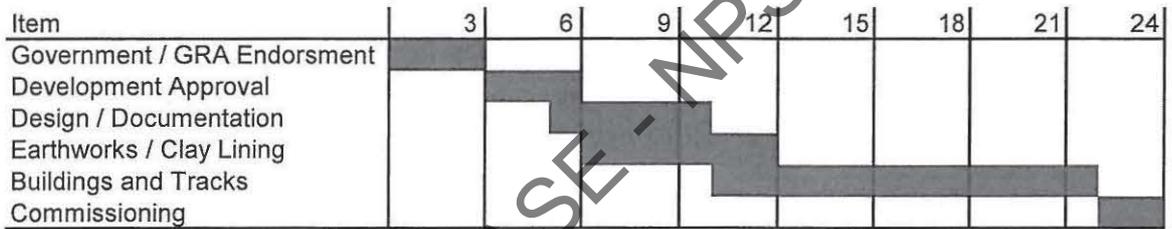


6. Development Timeframes

The timeline below shows a minimum two year duration for the development of the new facilities based on the masterplan. This assumes that timely approvals consistent with code assessable development are achieved.

Construction of the works is proposed to take place in two phases.

- Phase 1 – Clay Lining of Landfill and Earthworks
- Phase 2 – Buildings and Track Works



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Appendix A Site Suitability Study (Sept 2007)

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Mr Darren Beavis
Greyhound Racing Authority
PO Box 250
Albion Qld 4010

26 September 2007

QI99803-L001 Site Suitability Study.doc
QI99803

Dear Darren

Logan Site Suitability Study

We are pleased to present herewith our site suitability study report of the proposed Logan Greyhound Racing Facility at 146 Kingston Road, Slacks Creek.

In summary this report finds that there are no "show stoppers" to the development of the site as envisaged, however the presence of the underlying landfill introduces new statutory and design requirements in terms of managing the environmental, structural and civil ramifications for the project. There are also cost implications but these are outside of the scope of this study and will be quantified in the next study phase.

1. Scope of Study

The scope of our study remained in accordance with our fee proposal dated 19 September 2006. We have assessed, as a desktop level, the town planning, environmental (contaminated land), civil and structural engineering aspects of developing the proposed greyhound racing facility on this former landfill site. It was recognised before commencing that study that it was important to identify any "show stoppers" at this first phase of investigation. Pending satisfactory findings of this study the next phase of work would be to undertake master planning and preliminary costings.

2. Town Planning

The real property description of the site is Lot 658 on SL12298. Development associated with the site is assessable under the Logan Planning Scheme, 2006. The site is currently zoned within the Planning Scheme as "Public Open Space" (Sub-Area 5 Zone POZ-5). Open Space areas are defined as "land required for recreational, ecological, amenity or property protection purposes" within Schedule 1 of the Logan Planning Scheme.

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Mallesons Stephen Jaques Searches Report (dated 3, September, 2007) determined the future use of the site for Greyhound Racing and related activities to fall within the "Community facility" use definition. However, the future use is best defined within the Logan Planning Scheme as an "Outdoor Entertainment" use. The definition for this use is provided in Schedule 1 of the Logan Planning Scheme and states:

"means the use of premises for any form of entertainment, game, recreation or sport which occurs primarily outdoors and for which admission is limited by a charge, an invitation or the like. The use also includes an associated activity being-

- (a) a food outlet where the GLA does not exceed 50m² and involves a kiosk or a light refreshment booth; or*
- (b) the sale to the public of liquor pursuant to a licence under the Liquor Act 1992; or*
- (c) a shop where the GLA does not exceed 100m² and involves the sale of a good or a service related to an activity which characterises the use of the premises; or*
- (d) a spa pool, sauna, solarium or other sport or recreation facility.*

Example of an outdoor entertainment activity-Boating; cycling track; drive-in theatre or outdoor film or theatre; equestrian centre; golf course; golf driving range; playing fields (where enclosed and a fee is charged for admission); race track; rifle or pistol range; swimming pool; tennis court; tourist attraction (outdoor); trail or mountain bike riding; trotting track; waterslide; zoo; fetes, fairs; carnivals; an animal related event such as an animal nursery, a dog show or trial, gymkhana, and a rodeo; concert; jamboree; motor vehicle event such as a car or bike show; fireworks; propagating plant event such as a flower show; orienteering and outdoor activities such as a sporting event."

The site is assessable within the Non-Urban and Conservation locality and zones code. An Outdoor Entertainment use is subject to code assessment on land zoned as POZ-5 under the Logan Planning Scheme.

Relevant overlays across the site include Bushfire Hazard Overlay and the Noise Effected Area overlay.

The land uses immediately surrounding the site are designated as Commercial Industry.



3. Contaminated Land Management

3.1 Existing Environment

A review of the report titled "Preliminary Site Investigation and Management Plan for the former Compton Road Landfill Site", prepared by CMPS & F Pty Ltd for Logan City Council and dated 24 May 1995 was conducted.

The key elements relating to contaminated land management issues for the proposed greyhound racing facilities are summarised below. The subsequent sections will then discuss the implications of the matters as they exist and describe management approaches as they are commonly applied in such situations.

3.1.1 Landfill characteristics (post closure)

The above report describes the geology underlying the landfill as (weathered) sandstone from about 4.0 m downwards and overlain in some areas of the landfill with clay. Consequently, the groundwater flow is confined to occur above this layer and through/under the placed refuse, thereby providing significant opportunity from leachate contamination.

Landfilling was undertaken in single depth trenching operations with a thickness of between 3.5 to 4.0 m above the then existing natural soil/rock level (i.e. no clay or other impermeable liner was installed prior to commencement of waste deposition). The location of the trenches and the footprint of the landfill as a whole is known. The landfill was closed in 1983.

Capping was installed post 1983 using predominantly sandy clay material of varying thickness (0.4 to 0.6 m). Poor capping maintenance appears evident through significant ponding, fissures, erosion and poor vegetation cover on the crown of the landfill.

No leachate collection system was installed during operations or post closure and there appears to be evidence that leakage has been occurring, based on visual observation and water quality analyses of groundwater and surface water retrieved from monitoring locations within the refuse disposal area and on the perimeter of the landfill.

No landfill gas collection system was installed during operations or post closure. Gas monitoring results obtained in 1995 indicate that landfill gas was generated 'at a very low rate', with methane having been measured at 14.5% within the refuse and 0.2% at the landfill toe (compared to background of 0.01%) and carbon dioxide at 17.9% within the refuse and 3.4% within the toe (compared to background of 0.01%). This compares to a lower and upper



explosive level for methane of 5% and 15% respectively. Oxygen concentration was measured within the refuse at 14.2% to 25.5% (compared to a background concentration of 19.5%).

3.1.2 CMPS & F Report recommendations

The CMPS& F report provided a number of recommendations with respect to management of the impacts resulting from the landfill, together with prioritisation (presented here), to achieve acceptability of the landfill for future use as parkland and/or sporting facilities:

- 1) **Soil management:** investigation of the area surrounding sample location S6 (wash down area) was recommended to determine the horizontal and vertical extent of the metal contamination encountered and implement any required remediation requirements.
- 2) **Leachate collection system:** installation of a leachate collection system (by way of interception trenches along the northern and eastern landfill boundaries) that would facilitate discharge into Council sewer.
- 3) **Surface water management:** site levelling and landscaping for the purpose of facilitating controlled stormwater runoff and erosion prevention by way of a drainage system at the top of the landfill and concrete drains down the embankments, together with the installation of underground piping for the diverted part of the tributary to Slacks Creek.
- 4) **Waste management:** removal of surface waste material (construction and demolition waste, concrete slabs, car bodies, etc.) to appropriate recyclers and/or on-site cell to be located in Area 4.
- 5) **Landfill gas management:** installation of 9 venting wells along the perimeter and ends of trenches at 50 m centres to allow for natural venting and gas sampling on half-yearly cycle.
- 6) **Fuel tank management:** removal of underground storage tank and investigation of surrounding environment for total petroleum hydrocarbon and lead presence, followed by any appropriate remediation activities (bioremediation if lead not present at levels of concern or offsite disposal if lead present at levels of concern).

3.1.3 Changes in existing environment since CMPS & F report

It is understood that since the compilation of the CMPS & F report the underground storage tank (UST) has been removed from the site. Consequently, the report recommendation for fuel tank removal is no longer relevant: any residual petroleum hydrocarbons would have been biodegraded in the intervening time span and any residual lead will be managed as part of the overall landfill/leachate management strategies (the groundwater quality results indicating that



the location of the former UST would by no means be the only/prime source of lead contamination within the landfill).

It is understood that the waste materials that were present on the surface of the landfill have been removed from the site. Consequently, the report recommendation for waste management is no longer relevant. However, caution should be exercised while excavation/piling activities are conducted within the refuse deposition areas: although the report stated that no asbestos was identified in surface soil samples, it is possible that residual asbestos could be encountered either on the surface of sub-surface, given the landfill's waste acceptance history.

A comparison of soil sample results from the CMPS & F report May 1995 to current established contamination thresholds¹ for land uses has been undertaken as part of this study. The comparison shows that the current results are below those thresholds where the land can be used for any (unrestricted) use. Consequently, the recommendation related to the investigation of the area surrounding sample location S6 is no longer considered to be relevant.

An evaluation of landfill gas monitoring results from the CMPS & F report has been undertaken as part of this study. Methane and carbon dioxide production peak within 6 to 12 months of landfill closure, depending on the amount of biodegradable wastes deposited, and then gradually declines over a 30 to 50 year period with the majority of gas production complete in 20 years². When comparing these results to typical analysis of raw landfill gas, methane concentrations show that for this landfill the time for peak production has well passed. However, the oxygen concentrations presented in 1995 are at levels usually encountered just after landfill closure when methane production is yet to peak and aerobic breakdown of waste is the predominant decomposition mechanism. These concentrations, especially in view of background concentrations at the time, could be an indicator that oxygen is being introduced into the landfill, ostensibly through the poorly maintained cap. While the CMPS & F report recommendation for venting wells is not supported, given the age of the landfill, it is recommended that appropriate engineering solutions be incorporated into the facilities building and pavement design to prevent under-foundation accumulation of residual methane and/or other gases migrating from landfill refuse zones upwards along piles.

¹ National Environment Protection Council (NEPC, 1999). National Environment Protection (Assessment of Site Contamination) Measure 1999. (NEPM)

² Haarstad, K (1997) *Methane in landfills: production, oxidation and emissions*. Proceedings Sardinia 97, 6th International Landfill Symposium, Italy



3.2 Contaminated Land Management for the Proposed GRA Facilities

The proposed land use is generally in keeping with a common approach to land use for such spaces and generally supported by the Queensland Environmental Protection Agency's (EPA) Contaminated Land Unit, provided that contaminated land matters are appropriately managed.

A trigger exists under the *Integrated Planning Act 1997* (IPA) for contaminated land matters in relation to development made assessable under Schedule 8 of IPA (whether or not the development is also assessable under a planning scheme). In the case of the proposed development, the trigger is that the land is listed on the EPA's Environmental Management Register for the notifiable activity of landfilling which is 'continuing' in that there is no intention of excavating the waste material and carrying out related remediation activities to reinstate the land to its former state.

Consequently, the EPA would be a concurrence agency with respect to contaminated land matters. In this role, the EPA generally supports developments such as the one proposed by GRA subject to the implementation of a site management plan (SMP) that is prepared and submitted with the application for a Development Approval.

Recent (informal) communications by SKM with the EPA regarding this development indicated that the EPA would not require further intrusive (eg. excavations, boreholes) contaminated land investigations to be carried out at the landfill, but that a supplementary report (confirming the site history and activities since the 1995 report as well as providing results of a current inspection) should be submitted together with the SMP. We concur with this.

The objective of the SMP is to facilitate the management of residual contamination on the site in a manner that protects human health and the environment. The key element towards this management is the installation and maintenance of surface capping across the landfill (whole of land). Where site capping does not exist or is not in good condition (this is the situation at this site), the EPA generally requires additional protective barriers to be installed. A description of the capping design must be included in the SMP. The EPA generally requires such capping systems to consist of an appropriate impermeable layer (e.g. clay of at least 10^{-9} m/s (im) permeability or better of 500 mm thickness or equivalent). Vegetation covering (additional 100 mm topsoil) must be maintained for erosion control purposes but must be of a nature that does not penetrate the underlying barrier. The provision of sealed carparking areas, filling and trackworks are acceptable barrier mechanisms for the management of residual contamination and this strategy has been supported by the EPA on similar installations.



The EPA may further require commitment to gas management mechanisms (eg. natural venting) where buildings are part of the development or alternatively positioning the buildings away from known locations of refuse (e.g. on old access roads or near the edges of landfills). This is not considered to be a significant imposition.

Installation of leachate management mechanisms (interception trenches and/or piping) is generally not a stated SMP requirement. However, groundwater monitoring on a biannual basis (and submission of results to the EPA) may become a requirement where potential for groundwater contamination exists, including by leachate leakages. If such monitoring indicates that groundwater contamination is occurring, remedial action (including installation of a leachate management system such as the one suggested by CMPS & F) can be required by the EPA through use of enforcement tools under the Environmental Protection Act 1994 (EPAAct). Additionally, this may also result in other enforcement action (fines, prosecution if impact is severe) under the EPAAct for the responsible party. For this reason, it is recommended that a leachate management system be installed. For this site this can be a simple system of trenches which discharge to the adjacent sewer on the east side.

The entity/entities accountable for the implementation and compliance with the SMP is clearly identified in the SMP. The party responsible for installation of the management mechanisms and/or ownership of the land may not necessarily be the entity answerable for the SMP, eg. the Council could install and maintain the capping, trenches, etc. and the GRA could monitor the integrity of the measures.

Notwithstanding the commentary above, in terms of contaminated land matters we do not envisage any substantial impediments to the development of the site for the proposed greyhound racing facility. The site is not of great complexity with respect to contamination and therefore the resulting management strategies are expected to be reasonably straight forward and cost effective.



4. Civil Engineering

Civil engineering works associated with the development of the proposed greyhound racing facilities comprise:

- Earthworks (site grading, shaping, track banking, etc).
- Roadworks, hardstand, carparking.
- Stormwater drainage collection, storage and treatment systems including integrated water cycle management.
- Water supply and sewerage systems.
- Utility services (comms, power).

The site is of sufficient area and shape to accommodate a relocated Parklands Greyhound Racing Facility. The site is able to be developed and serviced from infrastructure which is in place around the perimeter of the site. We note that the searches report shows that no infrastructure charges (headworks charges) have been paid on the site. Given that a commercial development is now proposed we would expect Council to impose Infrastructure Charges. This will be further explored in the next phase of site evaluation.

The site is well served by constructed roadways including Compton Road, Kingston Road and Cronulla Court. With the exception of Cronulla Court the roads are direct access controlled however it may be permissible to have a left-left access arrangement off one of the major roadways dependent on future traffic engineering studies. The extension of Cronulla Court, into the property would provide a suitable 'rear entrance' to the site.

The main civil issue for the site relates to working around and accommodating the underlying landfill. The previous section of this report notes that a clay capping layer up to 0.5m thick will have to be reinstated to ensure its integrity. We would propose at this stage to install all new services (pipework, cables, etc) above the clay capping. This will result in finished surface levels being another 2m on average higher to account for buried services and site gradings. Overall this means that the general surface level of the site is expected to be about 2.5m on average higher than it currently is. This has several implications including:

- Loss of land due to increased batter height.
- Aesthetics/impacts on neighbouring properties.
- Drainage issues.
- Erosion protection of increased batter height.



The placement of fill on the site will result in settlements of the underlying landfill. The extent of these settlements can be estimated (most likely by a trial earthworks bund) and allowances made for it in the design of civil works and for future maintenance activities, eg. carparking areas, may need to be topped up regularly to avoid areas ponding. Drainage will have to be laid at steeper grades to ensure that after settlement pipes still drain. Matters such as the above are not unusual nowadays as most of the 'easy' sites have been developed.

In the next phase of work a detailed site survey should be undertaken as the design of the finished surface levels for the site is an important matter which has a significant impact on earthworks costs.

5. Structural Engineering

The design of foundations of the proposed buildings located over the landfill is the central structural engineering issue. Given the lesser thickness of landfill at the western end of the site it is more appropriate and cost effective to locate buildings at that end and use the eastern end of the site for open paved areas generally devoid of buildings. This accords with the concept of the main amenities building at the north western part of the site looking south to the proposed greyhound tracks.

There are two options possible for the main buildings foundations – either pile through the landfill or remove that part of the landfill in the building footprint and replace with engineered fill. Conventional raft slabs may then be possible. The removed section of landfill could be placed at the western end of the site to form a bund. Either way the presence of the landfill will add marginally to structural engineering costs however the engineering solutions are considered mainstream.

As noted in Section 3 of this report if the piling solution is adopted the integrity of the landfill will need to be maintained. This is possible with proven techniques to encapsulate each pile with non-permeable material.

Careful design of areas in the immediate vicinity of the buildings will have to be undertaken to accommodate ground settlements over time as discussed in the previous section.



We would be pleased to go over the report with you to clarify any of the matters raised.

Please be aware that this report is intended as a first pass, high level assessment of the likely main issues envisaged in the development of the site by the GRA. As such we recommend that further technical investigations be carried out to quantify the extent of the issues raised.

Yours faithfully

49-Sch4 - Signature

49-Sch4

Principal

Phone: 07 3244 7287

Fax: 07 3244 7304

E-mail: @skm.com.au

RTI DL RELEASE - NPSR



Appendix B Masterplan

RTI DL RELEASE - NPSR

Logan Greyhound Facility - Masterplan

I:\QINF\Projects\QI99803\Deliverables\Estimates\[Preliminary Cost Estimate.xls]Schedule Spilt GRA

Preliminary Cost Estimate Summary - Replacement Parklands Facility Only

ITEM	DESCRIPTION	Amount
1.0	Preliminaries	\$ 176,000
2.0	Earthworks	\$ 3,440,000
3.0	Stormwater Drainage	\$ 1,105,000
4.0	Sewerage	\$ 110,000
5.0	Water Reticulation	\$ 223,000
6.0	Roadworks and Paved Areas	\$ 1,255,000
7.0	Lighting and Communications	\$ 4,785,000
8.0	Track Works	\$ 666,000
9.0	Landscaping	\$ 500,000
10.0	Buildings	\$ 16,549,000
SUBTOTAL		\$ 28,809,000
Contingency (20%)		\$ 5,762,000
TOTAL		\$ 34,571,000 Excl GST

<u>Infrastructure Charges (Headworks)</u>	\$	2,000,000
<u>Approvals/Council Fees</u>	\$	200,000
<u>Professional Fees</u>	\$	3,543,000
<u>TOTAL ESTIMATED DEVELOPMENT COST</u>	\$	40,314,000

Notes:

1. This estimate is to be read in conjunction with SKM Masterplan and Costings Report dated December 2007.
2. This estimate is for budgetary purposes only and for the sole use of Greyhound Racing Authority



PRELIMINARY COST ESTIMATE FOR
BUDGET PURPOSES ONLY

H:\QNF\Projects\0199603\Deliverables\Estimates\Preliminary Cost Estimate.xls\Schedule Spill Replace

PROJECT: LOGAN GREYHOUND FACILITY - MASTERPLANNING
PRELIMINARY COSTINGS
REPLACEMENT PARKLANDS FACILITY
DATE: JANUARY 2008

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
1	PRELIMINARIES				
1.1	SITE ESTABLISHMENT	Item	1		
1.2	TRAFFIC & PEDESTRIAN CONTROL	Item	1		
1.3	SERVICE LOCATIONS	Item	1		
1.4	SEDIMENT AND EROSION CONTROL	Item	1		49-Sch4 - Business affairs
1.5	GEOTECHNICAL TESTING	Item	1		
1.6	AS CONSTRUCTED SURVEY	Item	1		
	TOTAL - SECTION 1.0 PRELIMINARIES				\$ 176,000.00
2	EARTHWORKS				
2.1	PREPARATION	Item	1		
2.2	BULK EARTHWORKS a) Clay Capping b) Imported Fill	Item Item	1 1		49-Sch4 - Business affairs
2.3	FINAL TRIMMING	Item	1		
2.4	RETAINING WALLS	Item	1		
2.5	TOPSOIL AND TURF / HYDROMULCH	Item	1		
	TOTAL - SECTION 2.0 EARTHWORKS				\$ 3,440,000.00
3	STORMWATER				
3.1	PIPES AND CULVERTS	Item	1		
3.2	MANHOLES	Item	1		
3.3	GROSS POLLUTANT TRAPS	Item	1		
3.4	INLETS/OUTLETS	Item	1		
3.5	OPEN CHANNEL	Item	1		49-Sch4 - Business affairs
3.6	WETLAND PLANTING	Item	1		
3.7	DRAINAGE CHANNEL BETWEEN TRACKS	Item	1		
3.8	TRUNK STORMWATER	Item	1		
3.9	BASIN AERATION DEVICES	Item	1		
	TOTAL - SECTION 3.0 STORMWATER				\$ 1,105,000.00
4	SEWERAGE				
4.1	uPVC SEWER	Item	1		
4.2	MANHOLES	Item	1		49-Sch4 - Business affairs
4.3	CONNECTION TO EXISTING SEWERS	No.	3		
	TOTAL - SECTION 4.0 SEWERAGE				\$ 110,000.00
5	WATER RETICULATION				
5.1	WATER MAINS	Item	1		
5.2	FIRE BOOSTER PUMP AND ASSEMBLY	Item	1		49-Sch4 - Business affairs
5.3	LIVE CONNECTION TO EXISTING WATER MAINS	No.	3		
5.4	WATER PIPE FOR TRACK WATERING	Item	1		
	TOTAL - SECTION 5.0 WATER RETICULATION				\$ 222,500.00

RT/DL RELEASE - NPSR

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
6	ROADWORKS AND PAVED AREAS				
6.1	ENTRY AND ACCESS ROADWAY	Item	1		
6.2	SEALED CAR PARKING (excluding infilled parking)	Item	1		
6.3	OVERFLOW CAR PARKING (unsealed)	Item	1		
6.4	FOOTPATHS / CONCOURSE AREAS	Item	1		
6.6	STORMWATER COLLECTION PITS	Item	1		
6.7	DRIVEWAYS	Item	1		
6.8	GRAVEL ACCESS TRACKS	Item	1		
6.9	FENCING	Item	1		
	TOTAL - SECTION 6.0 ROADWORKS AND PAVED AREAS				\$ 1,255,000.00
7	ELECTRICAL RETICULATION, LIGHTING, COMMUNICATIONS AND SECURITY				
7.1	ELECTRICAL RETICULATION, LIGHTING, COMMUNICATIONS AND SECURITY				
a)	Refer Brandons quotation	Item	1		
	TOTAL - SECTION 7.0 ELECTRICAL RETICULATION, LIGHTING, COMMUNICATIONS AND SECURITY				
8	TRACK WORKS (excluding Item 7 components above)				
8.1	PARKLANDS TRACK				
a)	Refer AIMS quotation	Item	1		
b)	Loam Track material (150mm thick)	Item	1		
	TOTAL - SECTION 8.0 TRACK WORKS				
9	LANDSCAPING				
9.1	LANDSCAPING	Item	1		
	TOTAL - SECTION 9.0 LANDSCAPING WORKS				
10	BUILDINGS				
10.1	BUILDINGS				
a)	Refer Rider Levett Bucknall estimate	Item	1		
10.2	PILING	Item	1		
	TOTAL - SECTION 10.0 BUILDING WORKS				

49-Sch4 - Business affairs

49-Sch4 - Business affairs

RTI DL RELEASE - NPSR



PRELIMINARY COST ESTIMATE FOR
BUDGET PURPOSES ONLY

I:\QINR\Projects\0169803\Deliverables\Estimates\Preliminary Cost
Estimate.xls\Schedule Spill GRA

PROJECT: LOGAN GREYHOUND FACILITY - MASTERPLANNING
PRELIMINARY COSTINGS
ADDITIONAL FACILITIES
DATE: JANUARY 2008

ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
1	BUILDINGS				
1.1	GRA OFFICE	Item	1		
1.2	GAP OFFICES	Item	1	49-Sch4 - Business affairs	
1.3	TRAILLING BLOCK	Item	1		
	TOTAL - SECTION 1.0 BUILDINGS				\$ 1,148,000.00
2	TRACKS				
2.1	APR TRACK (including lighting and comms)	Item	1		
2.2	SLIPPING TRACK	Item	1	49-Sch4 - Business affairs	
	TOTAL - SECTION 2.0 TRACKS				\$ 588,000.00

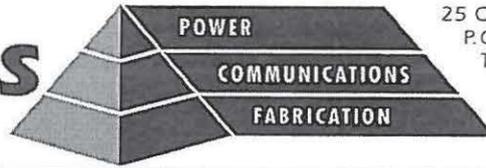
Note: Contingency and Design and Project Management to be included into amounts shown above

RTI DL RELEASE - NPSR



Appendix D Electrical, Communications and Security Estimate

RTI DL RELEASE - NPSR



Quotation : 25598

ABN: 41 010 637 279

Friday, 7th December 2007

GREYHOUND RACING AUTHORITY
AMY STREET
BREAKFAST CREEK QLD 4010

Job Address:
NEW TRACK AND FACILITY
LOGAN CITY QLD 4114

Attn: Darren Beavis

Phone: 3262 7800
Fax: 3262 7809

Quotation to perform the following work:

- NEW TRACK AND FACILITY (LOGAN CITY)
SUPPLY AND INSTALL ELECTRICAL SERVICES
- ENGINEERS DRAWINGS AND FEES
 - ENERGEX INCOMING CONDUITS
 - UNDERGROUND SERVICES
 - CONSUMERS MAINS
 - MAIN SWITCHBOARD
 - ELECTRICAL SERVICES TO PUBLIC CARPARK
 - ELECTRICAL SERVICES TO TRAINERS CARPARK
 - ELECTRICAL SERVICES TO ADMIN BUILDING/ RESTAURANT/ GRANDSTAND (2 LEVEL BUILDING)
 - ELECTRICAL SERVICES TO KENNELS
 - ELECTRICAL SERVICES TO MAINTENANCE SHED
 - ELECTRICAL SERVICES TO TRACK LIGHTING, SCOREBOARD ETC
 - ELECTRICAL SERVICES TO STARTING BOXES AND SHELTERS
 - TESTING AND COMMISSIONING

PLEASE NOTE - ELECTRICAL SERVICES INCLUDES:

- SUBMAINS
- DISTRIBUTION SWITCHBOARD
- GENERAL LIGHTING AND POWER
- TELECOMMUNICATIONS (PHONE/DATA)
- PUBLIC ADDRESS
- SECURITY AND ACCESS CONTROL
- CCTV
- FIRE SERVICES

PLEASE NOTE - OUR PRICE EXCLUDES

- ENERGEX / POWER AUTHORITY TRANSFORMER
- ENERGEX SUBSTATION

GST Exclusive Price \$

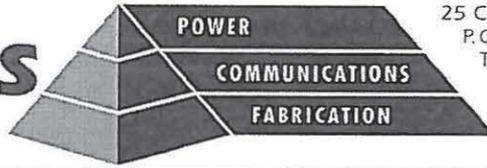
49-Sch4 - Business affairs

GST \$

ffffPage 1 of 2



BRANDONS



25 COLEBARD ST-WEST ACACIA RIDGE Q 4110
P.O. BOX 4 SALISBURY Q 4107
TELEPHONE (07) 3277 4700
FACSIMILE (07) 3274 2994
AFTER HOURS (07) 3277 4257
COAST 1 800 651 613

Quotation : 25598

ABN: 41 010 637 279

GST Inclusive Price \$

49-Sch4 - Business affairs

Assuring you of our best intentions at all times.

Yours Faithfully,

49-Sch4

Brandons Electrical

Price Valid for **90** days.

RTI DL RELEASE - NPSR

ffffPage 2 of 2

FAYSTAR PTY LTD ACN 010 637 279 trading as
BRANDONS ELECTRICAL SERVICE ■ BRANDONS DATA SERVICE
BRANDONS WELDING SERVICE ■ BRANDONS SECURITY SERVICE





Appendix E Track Works Estimate

RTI DL RELEASE - NPSR

All Industrial Maintenance Services P/L

P.O. Box 3091
Darra Qld 4076

A.C.N: 074 407 962
A.B.N: 79 074 407 962

Telephone: 07 3375 9466
Facsimile: 07 3375 9141

Queensland GRA **Quotation No. 5618 Parklands** 26/11/07

At: Daren Beavis

Re: New Parklands track at Loganholme

The following estimate is for the installation of a new greyhound race track at Loganholme. As per our previous meeting the following has been allowed for in this estimate.

1. Supply and install new lure running rail (total circumference of 645 meters) complete with 220 rollers for wire rope support
2. Supply and install 220 new galvanized support posts complete with engineered footings for lure running rail.
3. Supply and install 3 new running rail trips for starter boxes with dual limit switches.
4. Supply and install safety rail above running rail. Safety rail to be manufactured from powder coated galvanized flat oval tube
5. Supply and install Motor drive unit complete with 45Kw Teco eddy current drive unit. Motor drive unit to be fitted with electrical starting control equipment. Motor drive unit to be fitted with a weatherproof removable cover.
6. Supply and install steel wire rope for lure system complete with counter weight tensioning system.
7. Supply 3 new lure trolleys with lure arm
8. Supply and install 1 new automatic starting box (to replace existing 650 box)
9. Remove 2 existing automatic starting boxes, overhaul and store until installation on new track.
10. Install concrete slabs for 3 starting box areas. Slabs to include footing for super turf in front of starting boxes.
11. Supply and install super turf to front area of 3 starting boxes. (similar to existing)
12. Supply and install roof above starting boxes (similar to existing) Allowance to fit TV enclosure, lighting under roofed area and an additional green start light similar to existing.
13. Supply and install catching pen back gate and catching pen gate complete with removable padded sections for protection of dogs.
14. Supply and install catching pen chute/ fence. Fence to be fitted with removable padded sections in the back.
15. Supply and install concrete slab for people pen. Covered area for weather protection and barrier (fence) to be erected.
16. Supply and install trial holding kennel with roof, barrier fence and concrete slab similar to existing area.
17. Supply and install approximately 675 meters of perimeter fence. Fence to be erected in 3 meter sections. Each section to be manufactured from 50 x 50 steel frames and to have a white sheet steel infill panel. Fence panels to be 600mm high with 100mm clearance above ground. Perimeter fence is a fixed fence with no allowance for folding down. Perimeter fence to be fitted with 2 x 3 meter wide

- gates to allow access for track equipment/ machinery and 2 x personal access gates.
18. Allowance has been made to hot dip galvanize all fence posts, running rail posts, gates, fence panel frames, motor frame and rope tensioning equipment.
 19. Commission and test run equipment upon completion.

The following have not been allowed for in this estimate.

- a. No allowance for removal of existing track and track equipment except starting boxes to be overhauled.
- b. No allowance for removal of existing kennels
- c. No allowance for installation of existing or new kennels
- d. No allowance for any civil work, with the exception of post holes for running rail posts, perimeter fence posts and catching pen posts.
- e. No allowance for water at starting boxes for wash down etc
- f. No allowance for track watering systems.
- g. No allowance for greyhound previewing area
- h. No allowance for any race timing equipment
- i. No allowance for electrical supply to equipment

Discussions have been held with the electrical contractor re: items "h" and "i". Conduits for electrical supply to starting boxes, drive motor, drive motor controls to control tower, running rail trips, timing equipment and PA system are being allowed for in their estimate. Electrical supply to the starting box areas, drive motor, catching pen area etc is being allowed for in their estimate.

General conditions,

- Our components comply with the latest state of technological and safety standards. However, in the interest of further development, we reserve the right to make modifications.
- Any of these components are available as original spare parts.
- Due to the current changes in steel prices this Quotation will be valid for Thirty days (30) only
- Commencement of works will only occur upon receipt of a Queensland GRA official Purchase order and a 30% deposit of the contract sum.
- A further 40% of the contract sum will be required upon delivery to site.
- Final payment is to be Thirty days from invoice of completion.

Estimated cost for the above items 1-19

49-Sch4 - Business affairs

All prices have been calculated excluding GST and a further 10% GST will apply.

On the receipt of further information I will be only too pleased to discuss this Quotation, please do not hesitate contacting the under signed.

Regards,

49-Sch4

Manager

All Industrial Maintenance Services P/L

P.O. Box 3091
Darra Qld 4076

A.C.N: 074 407 962
A.B.N: 79 074 407 962

Telephone: 07 3375 9466
Facsimile: 07 3375 9141

Queensland GRA

Quotation No. 5618 Albion

26/11/07

At: Daren Beavis

Re: New Albion track at Loganholme

The following estimate is for the installation of a new greyhound race track within the Parklands track at Loganholme. As per our previous meeting the following has been allowed for in this estimate.

1. Supply and install new lure running rail (total circumference of 440 meters) complete with 150 rollers for wire rope support
2. Supply and install 150 new galvanized support posts complete with engineered footings for lure running rail.
3. Supply and install 4 new running rail trips for starter boxes with dual limit switches.
4. Supply and install safety rail above running rail. Safety rail to be manufactured from powder coated galvanized flat oval tube.
5. Supply and install Motor drive unit complete with 37Kw Teco eddy current drive unit. Motor drive unit to be fitted with electrical starting control equipment. Motor drive unit to be fitted with a weatherproof removable cover.
6. Supply and install steel wire rope for lure system complete with counter weight tensioning system.
7. Supply and install 1 new automatic starting box (to replace existing 710 box)
8. Remove 3 existing automatic starting boxes, overhaul and store until installation on new track.
9. Install concrete slabs for 4 starting box areas. Slabs to include footing for super turf in front of starting boxes.
10. Supply and install super turf to front area of 4 starting boxes. (similar to existing)
11. Supply and install roof above starting boxes (similar to existing) Allowance to fit TV enclosure, lighting under roofed area and an additional green start light similar to existing.
12. Supply and install catching pen back gate and catching pen gate complete with removable padded sections for protection of dogs.
13. Supply and install catching pen chute/ fence. Fence to be fitted with removable padded sections in the back.
14. Supply and install concrete slab for people pen. Covered area for weather protection and barrier (fence) to be erected.
15. Supply and install trial holding kennel with roof, barrier fence and concrete slab similar to existing area.
16. Supply and install approximately 460 meters of perimeter fence. Fence to be erected in 3 meter sections. Each section to be manufactured from 50 x 50 steel frames and to have a white sheet steel infill panel. Fence panels to be 600mm high with 100mm clearance above ground. Perimeter fence is a fixed fence with no allowance for folding down. Perimeter fence to be fitted with 2 x 3 meter wide gates to allow access for track equipment/ machinery and 2 x personal access gates.
17. Allowance has been made to hot dip galvanize all fence posts, running rail posts, gates, fence panel frames, motor frame and rope tensioning equipment.
18. Commission and test run equipment upon completion.

Note: Re using the existing lure drive motor, motor frame, cover and rope pulleys would represent a saving of approximately 40%. The existing equipment is still in a

serviceable condition, but would lengthen the change over time between last use of existing track and re starting on new site.

It is possible to utilise other existing equipment and further reduce the overall cost, however this will need to be negotiated separately.

The following have not been allowed for in this estimate.

- a. No allowance for removal of existing track and track equipment except starting boxes to be overhauled.
- b. No allowance for removal of existing kennels
- c. No allowance for installation of existing or new kennels
- d. No allowance for any civil work, with the exception of post holes for running rail posts, perimeter fence posts and catching pen posts.
- e. No allowance for water at starting boxes for wash down etc
- f. No allowance for track watering systems.
- g. No allowance for greyhound previewing area
- h. No allowance has been made for access over Parklands track to inside track.
- i. No allowance for any race timing equipment
- j. No allowance for electrical supply to equipment

Discussions have been held with the electrical contractor re: items "i" and "j". Conduits for electrical supply to starting boxes, drive motor, drive motor controls to control tower, running rail trips, timing equipment and PA system are being allowed for in their estimate. Electrical supply to the starting box areas, drive motor, catching pen area etc is being allowed for in their estimate.

General conditions,

- Our components comply with the latest state of technological and safety standards. However, in the interest of further development, we reserve the right to make modifications.
- Any of these components are available as original spare parts.
- Due to the current changes in steel prices this Quotation will be valid for Thirty days (30) only
- Commencement of works will only occur upon receipt of a Queensland GRA official Purchase order and a 30% deposit of the contract sum.
- A further 40% of the contract sum will be required upon delivery to site.
- Final payment is to be Thirty days from invoice of completion.

Estimated cost for the above items 1-18

49-Sch4 - Business affairs

All prices have been calculated excluding GST and a further 10% GST will apply.

On the receipt of further information I will be only too pleased to discuss this Quotation, please do not hesitate contacting the under signed.

Regards,

49-Sch4
Manager



Appendix F Building Cost Estimate

RTI DL RELEASE - NPSR

PG:WV:9414L002
16 January 2008

Rider Levett Bucknall Qld Pty Ltd
ABN 70 055 768 655

Level 3 Law Society House
179 Ann Street
Brisbane QLD 4000
GPO Box 1383
Brisbane QLD 4001
Australia

Tel: + 61 7 3009 6933
Fax: + 61 7 3009 6999
Email: brisbane@au.rlb.com

Sinclair Knight Merz
PO Box 246
SPRING HILL QLD 4004

Attention: 49-Sch4 (@skm.com.au)

Dear Sir,

**REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN -
BUILDING NO. 3 TO BUILDING NO. 8
INDICATIVE MASTER PLAN ESTIMATE**

As requested, we have prepared an Indicative Master Plan Estimate for the above proposed development based on the information received on 15 January 2008 and report as follows.

Indicative Master Plan Estimate

Our Indicative Master Plan Estimate is **\$17,000,000.00** (excluding GST).

Building Areas Included

This Indicative Master Plan Estimate allows for the following approximate building gross floor areas as identified on the drawings:

Retail Areas	GFA m ²
▪ Building 3 – GRA Facilities Building	
▪ Building 4 – Grandstand Seating Areas	
▪ Building 5 – GAP Building	
▪ Building 6 – GRA Offices	49-Sch4 - Business affairs
▪ Building 7 – Maintenance Shed	
▪ Building 8 – Greyhound Trialling Block	
Total Retail Areas	4,949

Basis of Indicative Master Plan Estimate

This Indicative Master Plan Estimate has been based primarily on the sketch plans and information received on 15 January 2008, which includes the following:

MP-09C, MP-10C, MP-11C, MP-12CA dated 15/1/08

.../2

www.rlb.com

**REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN
BUILDING NO. 3 TO BUILDING NO. 8
INDICATIVE MASTER PLAN ESTIMATE (Cont'd)**

Exclusions

The following have specifically been excluded from this Indicative Master Plan Estimate:

- Cost Escalation if Construction Commencement Date is delayed beyond January 2008
(**Note:** For delayed commencement, the estimate should be increased by approx. 6.0% p.a.)
- Bulk excavation, Infrastructure, Siteworks, roads, carparking, landscaping, etc.
- Formation of building pad
- Piling due to bad ground conditions
- Work Outside the Building footprint
- ALL Building Electrical Services (Advised that these are covered in Brandon Electrical's Quotation)
- Staging of the works
- Rezoning Costs
- Amalgamation of Land Parcels
- Authorities' Fees
- Headworks Charges
- Imposed works due to Local Authority requirements
- Q-Leave Levy
- Land Acquisition and Holding Charges
- Leasing and Marketing Costs
- Professional Fees
- Financing Costs
- GST
- For further Details Refer to Estimate Summary Page for Exclusions List

Inclusions

The following have specifically been included in this Indicative Estimate:

- Buildings 3 to 8 as shown on Drawing MP-09 dated 5/12/07
- Fitout allowances to each of the functional areas
- Escalation to construction completion in December 2008

We trust this meets with your requirements, but if you have any queries or require further information please do not hesitate to contact the undersigned.

Yours faithfully,
Rider Levett Bucknall

49-Sch4 - Signature

✓
49-Sch4
Senior Associate

Encl: ZZ-002 SC9414-V2

PG:WV:9414L002
16 January 2008

**REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN -
BUILDING NO. 3 TO BUILDING NO. 8
INDICATIVE MASTER PLAN ESTIMATE**

**INDICATIVE MASTER PLAN
ESTIMATE SUMMARY**

RTI DL RELEASE - NPSR

REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY AT LOGAN - MASTER PLAN

Total Cost Summary

GFA: Gross floor area
Rates current at January 2008

Zone	Level	GFA m ²	Cost/m ²	Total Cost
A Level 1 GRA FACILITY/GRANDSTAND				
A1	Level 1 Building Structure			
A2	Entry Court			
A3	Covered Entry Area			
A4	Concourse/Bar/Corridor Areas			
A5	Kitchen/BOH Areas to Concourse			
A6	Amenity/Toilet Areas			
A7	Fire Stairs			
A8	Lift Core			
A9	Kennels (Incl Weighing Room)			
A10	Transportation Services			
A11	Adjust Area for BLDG Structure			
A12	Roof Structures			
B LEVEL 2 GRA FACILITY/GRANDSTAND				
B1	Level 2 Building Structure			
B2	Function & Bar Areas			
B3	Lobby and Corridor Areas			
B4	Restaurant & Kitchen			
B5	Administration Area			
B6	Amenity/Toilet Areas to Function			
B7	Amenity/Toilet Areas- Restaurant			
B8	Stair to Upper Level			
B9	Fire Stairs			
B10	Lift Core			
B11	Adjust Area for BLDG Structure			
B12	Roof Structures			
C LEVEL 3 GRA FACILITY/GRANDSTAND				
C1	Level 3 Oversight Room			
D GRANDSTAND SEATING				
D1	Tired Grandstand and Seating			
E ANCILLIARY BUILDINGS				
E1	GRA Office			
E2	Greyhound Adoption Program (GAP)			
E3	Maintenance Shed			
E4	Greyhound Trialling Block			
F ELECTRICAL SERVICES				
F1	Budgets as per Brandon's Quote			

49-Sch4 - Business affairs

Carried forward

REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY AT LOGAN - MASTER PLAN

Total Cost Summary

GFA: Gross floor area
Rates current at January 2008

Zone	Level	GFA m ²	Cost/m ²	Total Cost
Brought forward				
F	ELECTRICAL SERVICES Cont'd			
	F2 TV Monitors			
	F3 Sky Channel Installation			

G	ALLOWANCES			
	G1 Broadcasting Infrastructure			
	G2 Telstra Infrastructure Upgrade			
	G3 Building & External Signage			

H	EXCLUSIONS			
	H1 Site Works, Carparks & L/Scaping			Excl.
	H2 Site Services			Excl.
	H3 Site Infrastructure			Excl.
	H4 1. Drop Off Area			Excl.
	H5 2. Plaza			Excl.
	H6 9. Parade Ground / Marquees			Excl.
	H7 10. West Parking Area 155 No.			Excl.
	H8 11. Covered Parking Area 25 No.			Excl.
	H9 12. Staff Parking 10 No.			Excl.
	H10 13. On Grade Parking 60 No.			Excl.
	H11 14. Trailer Parking 50 No.			Excl.
	H12 15. Landscaped Areas			Excl.
	H13 16. Existing Trees			Excl.
	H14 17. Batters 1:4 Slope			Excl.
	H15 18. Property Line/Fence			Excl.
	H16 19. Stormwater Basin			Excl.
	H17 20. Parade/Presentation Area			Excl.
	H18 Inner Dog Track			Excl.
	H19 Outer Dog Track			Excl.
	H20 Slipping Track			Excl.
	H21 Tote Machines			Excl.
	H22 Gaming			Excl.
	H23 Photo Finish Cameras, Sky Camera			Excl.
	H24 ALL Building Electrical Services			Excl.
	H25 Loose Cutlery, Plates, etc			Excl.
	H26 Headworks			Excl.
	H27 Local Authority Fees and Charges			Excl.
	H28 Council Fees and Charges			Excl.
	H29 PLSL Levey and WPHS Fees			Excl.
	H30 Professional Fees			Excl.
	H31 Cost Esc. beyond a 01/08 Start			Excl.
	H32 GST			Excl.

49-Sch4 - Business affairs

DL RELEASE - NPSR

Carried forward

\$17,000,000

REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY AT LOGAN - MASTER PLAN

Total Cost Summary

GFA: Gross floor area
Rates current at January 2008

Zone	Level	GFA m ²	Cost/m ²	Total Cost
				Brought forward
				\$17,000,000
				Net Cost
				\$17,000,000
Margin & Adjustments			49-Sch4 - Business affairs	Distributed
				Total Cost
				\$17,000,000

RTI DL RELEASE - NPSR

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Queensland Valuation & Sales

17/03/2010 09:27:23

PROPERTY DETAILS REPORT

PAGE: 1

THE INFORMATION CONTAINED IN THIS REPORT INCORPORATES
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WHILST EVERY EFFORT IS MADE TO VERIFY THE ACCURACY OF SUCH INFORMATION,
CITEC CONFIRM IS UNABLE TO GUARANTEE SUCH INFORMATION.

Prop Status	: Active	Prop ID: 40064860	WTR: 4915/000001	Previous Ref: 32256
LG/Div	: 4590 LOGAN CITY			
Prop Name	: LOGAN PARK			
Prop Addr	: 146 - 178 KINGSTON RD, SLACKS CREEK,			
Owner (VOLA)	: DEPARTMENT OF ENVIRONMENT AND RESOURCE MANAGEMENT			
Service Addr	: ,			
RPD	: L658 SL12298:(NON-SPECIFIC) RESERVE 4016:PAR			
	YEERONGPILLY			
Area/Vol	: 102,400 M2			
Zoning	: NONE			SMA:
Prim L/Use	: 01 VACANT URBAN LAND		Sec L/Use: 59 LOCAL	
			AUTHORITY (SECONDARY USE	
			ONLY)	
Prop Type	: ASSET		Prop Tenure:	
VALUATION				
INFORMATION				
ASSET	DEPRIVED D/Eff: 30/06/2008	D/Valn: 01/10/2007	Value: \$5,700,000.00	S/C: 21 D/Iss: 09/02/2008

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or consequential damages) and costs which you might incur as a result of the data being
inaccurate or incomplete in any way and for any reason.

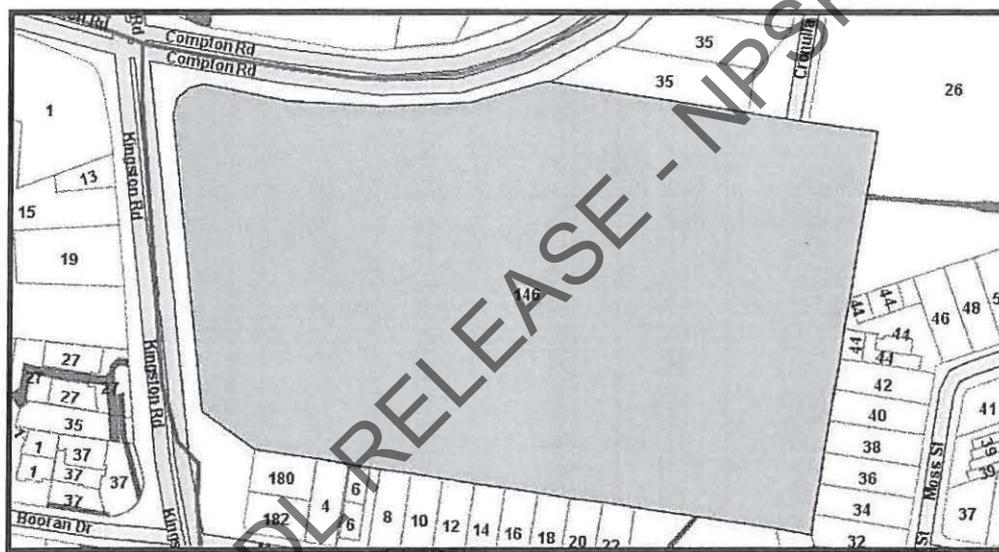
Note: Zoning Information, within the Sales list, is based on information at the time of sale
and is not necessarily the current zoning of the property.

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Valuation

146 Kingston Road
SLACKS CREEK QLD 4127

14 February 2008



Prepared for:

Mr Darren Beavis
Greyhound Racing Authority
PO Box 250
ALBION QLD 4010

Liability limited by a scheme approved under Professional Standards Legislation

Qualification

We have been instructed by Mr Darren Beavis, General Manager of the Greyhound Racing Authority ("GRA") to assess the market value of the freehold vacant land at 146 Kingston Road, Slacks Creek.

This report has been prepared pursuant to the Letter of Engagement between Greyhound Racing Authority and PricewaterhouseCoopers ("PwC", "we" or "us") dated 14 February 2008 ("our engagement letter"). The scope of our work and purpose is set out in the next section of this report.

This report has been prepared subject to the provisions and qualifications stated herein and in our engagement letter, for the sole use of Greyhound Racing Authority. Our work on this engagement has not been planned or conducted having regard to the information that other parties may require or the specific ways in which they may seek to make use of our report. Accordingly, PwC, its partners, agents and servants specifically deny any liability whatsoever to any other party who may receive, use or seek to rely on the whole, or any part, of this report. This report must not be provided to any third party without PricewaterhouseCoopers' prior written consent. This report is intended for use by Greyhound Racing Authority only for the purpose set out herein and in our engagement letter. We do not accept responsibility for the consequences of any reliance by Greyhound Racing Authority on our report for any other purpose.

Our work does not constitute an audit in accordance with Australian Auditing Standards and consequently no assurance or audit opinion is expressed. Accordingly, we assume no responsibility and make no representations with respect to the accuracy or completeness of the information relied on to provide our findings, except where otherwise stated.

This report is prepared based on information made available to us up to the date of this report and we reserve the right to amend our opinions, if necessary, based on factual information that comes to our attention after that date.

Scope and Purpose of Valuation

We have been instructed to prepare a valuation of 146 Kingston Road, Slacks Creek ("the subject property", "the property" or "the site") on behalf of Greyhound Racing Authority, for the purpose of it forming part of evaluating the site for relocation of the Gold Coast Greyhound Track.

We understand that the valuation is to provide Greyhound Racing Authority with an indication of indicative purchase price for possible acquisition of the property.

The valuation cannot be used for lending/mortgage security purposes.

The assessment recognises the market value of the property in its current state "As Is", with environmental and geotechnical issues. We have not considered the intended use of GRA in the valuation and had regard only to the open market factors for purchase on the following basis of valuation.

Basis of Valuation

The valuation is based on the following definition and is current as at the Date of Valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of 3 months from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation.

The International Valuation Standards Committee defines market value as:

" the estimated amount for which an asset should exchange on the date of valuation between a willing buyer and a willing seller in an arms length transaction, after proper marketing, wherein the parties had each acted knowledgeably, prudently and without compulsion."

The value assessed assumes an appropriate marketing campaign and reflects a selling period of no more than six months.

Unless otherwise stated, all financial information and valuation calculations and assessments in this report exclude GST.

Date of Inspection and Valuation

14 February 2008

Real Property Description

Lot 658 on Survey Plan 12298
County of Stanley, Parish of Yeerongpilly
Land Area: 102,400 sqm (10.24ha)
Title Reference: 49019095
Local Planning Authority: Logan City Council

Registered Owner

Reserve for Local Government Purposes. Logan City Council as Trustee.

Easements, Encumbrances & Interests

No detrimental easements or encumbrances are noted on the Current Title Search. The valuation is also prepared on the basis that there are no encroachments outside the boundaries of the Survey Plan. A copy of the Current Title Search is included in Appendix A.

Department of Natural Resources & Mines Unimproved Land Value

According to the report prepared by Mallesons Stephens Jacques dated 3 September 2007 ("searches report"), the unimproved value of the land has been assessed by the Valuer General for the purpose of statutory valuation under the Valuation of Land Act. This valuation is:

\$5,700,000 (Approx. \$56/sqm)
(Date of Effect: 30 June 2007)

Planning

The property is situated within the gazetted boundaries of the Council of the City of Logan and therefore is subject to the Logan Planning Scheme 2006.

The purpose of the planning scheme is to provide a framework for managing development in a way that advances the purpose of the Integrated Planning Act 1997 by;

- a) identifying desired environmental outcomes for the planning scheme area;
- b) identifying the localities and the overlays within the planning scheme area;
- c) identifying in respect of the localities and the overlays, assessment categories for development being exempt development, self-assessable development and assessable development;

- d) identifying in respect of the localities and the overlays, development which is consistent development and inconsistent development; and
- e) identifying in respect of the localities and the overlays, assessment criteria in the form of codes for assessing self-assessable development and assessable development.

The planning scheme functions as part of the integrated development assessment system (IDAS) and must be read with the Integrated Planning Act 1997.

Our search of the Logan Planning Scheme on the Logan City Council website has resulted in the following.

The property is also known as "Cronulla Park" and it is situated within a Non-Urban and Conservation locality and has a Public Open Space zoning and is also part of the PO5 sub-area. The Public Open Space zone is developed to protect and enhance the existing and planned character. The Public Open Space zone which comprises 9 sub-areas that relate to premises in public ownership and form part of the Open Space network, has an Open Space and bushland amenity and character.

The PO5 sub-area, that relates to "Cronulla Park", as a planned recreation area and key site for future commercial uses. Specific outcomes and prescribed solutions for this sub-area are as follows:

Development of the sub-area which relates to "Cronulla Park" must;

- a) protect the integrity of the sub-area as a decommissioned waste facility;
- b) protect the operation of a gas extraction plant on the premises;
- c) provide for a recreation area which predominantly comprises—
 - i. recreation activities;
 - ii. small scale community activities being limited to child care centres, community care centre and educational establishment; and
 - iii. limited commercial uses associated with the recreation activities and community activities;

- d) provide for the development of a key site (no larger than 5,000sqm and a site cover not exceeding 20%) at the intersection of Kingston Road and Compton Road which predominantly comprises a retail activity or a catering activity; and
- e) provide for the future use of part of the sub-area along the frontage of Kingston Road or Compton Road as a motel; and
- f) provide for the use of part of the sub-area as retail plant nursery and market (not exceeding 2,000sqm GLA).

The searches report and the draft Masterplan and Costings Report prepared by Sinclair Knight Merz ("SKM") for GRA dated December 2007, both confirm that the land is zoned Public Open Space. Open Space areas are defined as "*land required for recreational, ecological, amenity or property protection purposes*".

The searches report also notes that there is a development approval on the property for rezoning to Private Open Space (Indoor Entertainment, Outdoor Entertainment Caterer's Rooms, Licensed Club and Restaurants). This DA dated March 1988 has probably lapsed as there has been no evidence of substantial commencement and the usual four year validity period has expired. A copy of the searches report is included within Appendix B.

From the above it appears that Logan City Council deem the site fit only for community and recreational uses whilst protecting the site from more intense development due to its previous use as a landfill. Because of this it is considered unlikely that a rezoning application for industrial or other commercial uses would be approved by Council without substantial remediation works/costs.

We are not Land Use or Statutory Planners and have not obtained a Certificate of Classification, however, for the purpose of this valuation we have assumed that the current use of the land complies with the local planning instrument. Further if subsequent investigations find that our interpretation of the Logan Planning Scheme is inaccurate we reserve the right to reconsider our findings.

Location and Services

The property is located on the south-eastern corner of the Kingston Road and Compton Road intersection in the suburb of Slacks Creek, approximately 19 radial kilometres south-west of the Brisbane GPO within an established light industrial precinct.

Minor street frontage to the property is also located at the end of the Cronulla Court cul-de-sac to the north-eastern boundary.

Access to the Brisbane CBD is via Compton Road and adjoining local road network to the Pacific Motorway, approximately 750 metres north-east.

Both Kingston Road and Compton Road are two-way, dual lane, sealed carriageways with grass and gravel verges to the property's frontage and concrete kerb and channelling opposite. This intersection is in a prime central location within the Slacks Creek/Underwood area, carrying moderate to high levels of traffic. The property has good exposure to this intersection.

Slacks Creek is in the established industrial precinct of the southern Brisbane corridor. The area is known for its automotive repairs and mechanical warehouses and workshops with Moss Street being the hub. There is also wide variety of motor dealerships along the Pacific Highway Service Road and Homemaker and Bulky Goods Centres such as IKEA.

This area comprises a mix of small freestanding predominately metal clad workshops dating from circa 1980's to the more recent strata titled units office/showrooms and warehouses of concrete tilt panel construction. Immediately adjacent to the property's eastern boundaries are semi-modern concrete panel units utilised for light industrial workshop and warehouse activities. The draft SKM report states that they are designated Commercial Industry. Opposite the property, along the Kingston Road frontage is largely occupied by service retail/showroom retailers such as Repco.

The final Masterplan and Costings Report prepared by SKM for GRA dated January 2008, states that there is existing reticulation watermain along both sides of Cronulla Court to the boundary of the site to service the adjacent industrial properties. There is an existing gravity sewer main located within the site along the northern boundary, which can accept sewerage from the site through the Council easement close to the northeast corner of the property.

The report also states that the site is generally well serviced by electrical reticulation and communications infrastructure in the perimeter external roads, however, no gas mains are in the vicinity of the site.

Overall, the property is well located within a highly sought after industrial precinct and is able to service local and surrounding districts due to its accessibility to the Pacific Highway.

Land

The land comprises a single lot of near rectangular shape with an area of 10.24ha. A copy of the Survey Plan is included within Appendix C.

The site's topography is generally level providing a level building contour with the land falling away quickly forming a relatively large embankment at the edge of the north-eastern boundary. It appears that substantial fill has been placed on site and levelling site works has been carried out. This is understood to be the result of clay capping due to the previous use of the site as a landfill.

The majority of the site is cleared with light grass covering. The property has established tree vegetation to the western portion along the Kingston Road frontage and also along the southern and eastern borders.

The property appears elevated and to be well drained and thus unlikely to be affected by flooding. Additionally an online search of Logan City Council's website has not indicated flooding issues on site.

The property is currently bordered by 1.8 metre wire mesh fencing with galvanised steel posts, restricting access to the site. There is currently no defined motor vehicle access to the site, although access from Kingston Road would be the most practical entrance point.

There are currently no useable improvements on the land other than fencing and several PVC pipes which rise out of the site surrounded by fencing. We suspect they are due to the previous use as a landfill and are likely part of ongoing gas extraction maintenance requirements.

Environment/Contamination

There was no obvious evidence of contamination from our inspection of the property, although due to the previous use as landfill we consider that there is potential for a variety of possible contaminants to exist and would recommend that advice be obtained from a suitably qualified environmental professional.

Landfills are also contained in the list of Potentially Contaminating Activities, Industries and Land Uses identified in Appendix 2 of the Australian Property Institute's 2006 Guidance Note 1 - Land Contamination Issues.

According to SKM's Site Suitability Study dated 26 September 2007 the land fill was closed in 1983 and capping was installed thereafter using predominantly sand clay material of varying thickness.

A report prepared by CMPS&F Pty Ltd for Logan City Council dated 24 May 1995 was sourced by SKM. That report included the following findings:

- Groundwater flow is confined due to the underlying geology of the landfill, therefore there is significant opportunity of leachate contamination to occur.
- Poor capping maintenance with some evidence of significant ponding, fissures, erosion and poor vegetation cover on the crown of the landfill.

- No leachate collection system was installed and there is evidence leakage has occurred based on visual observations and water quality analysis of groundwater and surface water.
- No landfill gas collection system was installed and according to monitoring results in 1995 the landfill gas was generating “at a very low rate”.

The CMPS&F Pty Ltd report also provided a number of recommendations to allow the site to be used as a parkland and/or sporting facility. The SKM study states that a number of these recommendations have been implemented including;

- removal of underground storage tank, and
- removal of surface water material.

Although the underground storage tanks (UST) have been removed SKM maintain that the groundwater quality results indicate that the location of the former UST would by no means be the only/prime source of lead contamination within the landfill. It is also possible that residual asbestos could be encountered on the surface or sub-surface, given the landfill's waste acceptance history.

Another recommendation included the investigation of the area surrounding sample location S6 (wash-down area). This is considered no longer relevant according to SKM, as current soil samples of the same area now show results allowing “unrestricted use” of the land.

Additionally, CMPS&F Pty Ltd recommendation for venting wells is not supported by SKM stating that caution should be exercised while excavations/piling activities are conducted within the refuse deposition areas. SKM also suggest that any construction on the land should incorporate an appropriate engineering solution into the building(s) and pavement design to prevent accumulation of residual gases migrating upward from landfill refuse zones along piles.

It is understood that other recommendations provided by CMPS&F Pty Ltd have not yet been implemented which include;

- installation of a leachate collection system facilitating discharge into Council sewer; and
- surface water management works, such as site levelling and landscaping to facilitate controlled stormwater runoff and erosion prevention, together with the installation of underground piping to Slacks Creek.

We have also been provided with a break down of costs for landfill related items as part of a preliminary civil engineering estimates prepared by SKM for GRA's proposed use. Those costs are as follows:

- Piling/substructure (through existing landfill material) - total estimated cost of \$-Sch4 - Business affairs including contingency, design and project management costs.
- Clay capping of existing landfill material – total estimated cost of including contingency, design project management costs. These costs have not been established with input from a contaminated land perspective - it is likely that additional contaminated land information/investigation would be required to establish the current status of gas and leachate production to be able to more realistically cost remediation requirements.

We have largely relied on SKM's Site Suitability Study for information on the property's environmental issues, although we have also conducted a search of the Environmental Management and Contaminated Land Registers of the Queensland Environmental Protection Agency. The search indicates that the property is included on the Environmental Management Register ("EMR") as it has been subject to the notifiable activity of a Landfill – disposing of waste (excluding inert construction and demolition waste). A copy of the Contamination Search is included within Appendix D.

We consider these environmental issues to be detrimental to the market value of the land as discussed later in this report. Should subsequent investigations show that the site is not contaminated and development on the land would not be impeded by substantial remediation works this valuation may require revision.

Valuation Methodology

Real estate is valued in terms of its "highest and best use" which may be defined as the most probable use of a property which is physically possible, appropriately justified, legally permissible, financially feasible and which results in the highest value for the property being valued.

In this regard, given the environmental/contamination issues associated with the site, current zoning and our concerns regarding rezoning for any industrial/commercial use, we consider the property's current use as Open Space land to be its highest and best and it is on this basis we have assessed its market value.

We have adopted the Direct Comparison approach in determining the current market value of the property. Within this approach we have compared the subject property to englob sales of other properties (See Market Evidence section) with similar characteristics and are considered comparable.

We have applied to the subject property an englob \$rate/per square metre (\$psm) of land area on this basis.

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Market Evidence

In assessing the market value of the property, we have obtained and analysed sales evidence of englobo parcels of Open Space and comparable zoned properties that have occurred in the last 18 months.

In compiling the following evidence we have relied on a range of external sources including publicly available information, subscription to information databases and information generally provided verbally by others such as real estate agents, property managers, property valuers and consultants. In many instances we have not had access to the original source material. Although we have no reason to doubt the validity of the information provided to us, and we have relied on this information in good faith, we are unable to state with certainty that the information upon which we have relied is consistent with the contractual arrangements between the relevant parties.

The following schedules detail those most comparable transactions which we have relied on in making our assessment.

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Englobo Sales Evidence

Suburb	Street Address	Sale Date	Sale Price (\$)	Land Area (sqm)	\$Rate psm	Land Use	Zoning
Logan Reserve	430 Chambers Flat Rd	Jul-07	\$1,100,000	65,360	\$16.83	Large Home site - Dwelling	Investigation
<p>The property is designated with a Investigation zoning. It is also located within a Flood Plain area with some heavy vegetation to the rear of the property. Sewerage and water reticulation is not connected to the property. The land is a battleaxe shaped lot with a slight gradient to the east. The property is located within an inferior location on the outskirts of the Logan Council area. Overall this transaction is considered to reflect an inferior analysed rate.</p>							
Cornubia	164 West Mount Cotton Rd	Oct-07	\$1,500,000	89,560	\$16.75	Large Home site - Dwelling	Conservation
<p>This wedge shaped lot is classified with multiple conservation zones according to the Logan Planning Scheme. It is in a flood plain area with wetland and waterway issues and no sewerage and water reticulation. There is dense vegetation on site with steep terrain falling to the east. Cornubia is considered an inferior location. This property is considered inferior overall and the sale reflects and inferior analysed rate.</p>							
Cornubia	394 West Mount Cotton Rd	Nov-06	\$675,000	63,360	\$10.65	Large Home site - Dwelling	Conservation
<p>This regular shaped lot is zoned conservation. The property does not have access to sewerage or water services, has heavy vegetation on site and is within a Powerline Infrastructure area. According to the Planning Scheme the land is also situated within the Tingalpa Reservoir Catchment area. The land is elevated and within an inferior location overall. The sale is deemed to reflect an inferior analysed rate.</p>							
Park Ridge	154 Burnstead Rd	Aug-07	\$1,350,000	30,200	\$44.70	Large Home site - Dwelling	Investigation
<p>The property is improved with dated weatherboard dwellings. The lot is regular in shape with a generally level topography that gently falls to the east. There is some existing vegetation on site. The property is positioned adjacent an existing residential development. This purchase is considered to reflect a speculative price for future residential development. Considered to reflect a higher analysed rate overall.</p>							
Rocklea	1284 Ipswich Rd	Mar-07	\$335,000	18,251	\$18.36	Vacant - Large Housesite	Open Space
<p>An irregular shaped site adjacent the railway line and Ipswich Motorway. Predominately vacant site with some vegetation to the north. An Easement burdens the northern boundary of the property with a waterway corridor adjacent the northern boundary. The land is low-lying in nature but generally level with lowest section along the northern boundary. Development of the property is considered constrained by a number of issues therefore is deemed to reflect a slightly inferior analysed rate overall.</p>							
Mandan Plains	170 Piero Rd	Jan-07	\$4,550,000	861,200	\$5.28	Sportsground, Racecourse	Open Space - Sport and
<p>The property comprises a near rectangular shaped lot with 3 street frontage with frontages. The site is low-lying in nature and flood prone with a gentle decline to the main Caloundra Road frontage to the north. Improvements on the land include the racetrack and associated thoroughbred racing facilities. The land also includes a dam on site at the centre of the track. The property is located west of Caloundra City removed from urban development surrounded by large rural residential properties. The site was purchased by Sunshine Coast Racing Pty Ltd from Caloundra City Council. Although the DNR records show a normal transaction, the sale is considered to reflect a lower market rate due to the perceived relationship between the two parties. The large size of the property also contributes to the inferior analysed rate.</p>							

The above information has been obtained from a number of sources and is provided as a broad guide only. Whilst we understand the information to be generally reliable, we are unable to guarantee the accuracy.

Unless otherwise stated all figures are assumed to be GST exclusive.

Valuation Considerations

Highest and Best Use

Our investigation of the planning scheme has come to the conclusion that Logan City Council regards this site of significant community and recreational use with only limited commercial development on site (only on the corner of the Kingston Road and Compton Road intersection due to its high exposure to passing traffic). Further, Council appears to consider it necessary to protect the site due to its former use as a landfill.

Although the use of the land for industrial purposes would be consistent with the surrounding properties, our interpretation of the Logan Planning Scheme has deemed it unreasonable to assume that Council would approve a rezoning for a higher intensity commercial usage, unless the environmental issues were completely addressed. Further investigations on the land are required to fully understand whether remediation of the land is possible and if so the costs involved in doing so.

In that regard, we have considered the current use of the land for Open Space the highest and best use.

Should subsequent investigations with Council show that rezoning for industrial uses is possible this valuation may require revision.

Unimproved Land Value

According to the searches report the Valuer General's assessment of the unimproved value of the land is based on a "Springwood" zoning. This zoning is consistent with the surrounding properties, which are currently used for industrial purposes.

We note that a cross-check with sales of large englobo industrial land parcels indicates that the assessed unimproved value of the land at approximately \$56psm is consistent with these values.

Valuer General's office prepares a large volume of valuations on an annual basis and the specific changes to the local planning instruments may not always be detected. It is reasonable to assume that their records may not accurately reflect the current planning designation.

Normally, these assessments would be scrutinised by the owner due to the impact they have on the Council rates and any changes to the zonings would have been observed. Although, the land has always been in the possession of the State government and as such, rates payments have never been applicable previously.

Equally, we are also aware that the Valuer General does not conduct environmental and contamination searches on the land in the process of their unimproved valuations. Therefore it is reasonable to assume that this assessment does not make an allowance for the previous use of the land and the environmental issues now associated with the land as a result.

Given the above we consider the assessed unimproved land value not to reflect the market value of the land.

Environment/Contamination

As mentioned earlier the property's former use as a landfill has introduced a number of potentially contaminant materials onto the land which have now been compacted and capped below the surface with clay fill.

It is unclear how the market would react to the environmental issues associated with the property. Increased environmental consciousness associated with pollution and land contamination, and incidents where property users suffer financial loss directly or indirectly from such cases, have made the marketplace more aware of the potential adverse effects contaminants in air, groundwater, soil and the overall environment. The market can overreact and prices may be artificially depressed.

Further, limited information about a particular contaminant that is thought to be present on a property can cause a secondary 'stigma' effect on values. Conversely, the market seems to be increasingly aware that contaminated properties can be redeemed and redeveloped into viable assets.

Remediation costs can range from mild instances requiring low expenditure with little impact on value, to severe cases where virtually no use of the property is possible for the present or foreseeable future and prohibitive costs are needed to correct the problem. The degree to which contamination affects the present and future utility of the property must be quantified before a value can be readily assessed.

With this degree of uncertainty regarding the extent of the contamination that may still exist on the property and the certain ongoing management required, we have considered this to affect the marketability of the site and thus a detriment to the value of the land.

Although the suggestion is made in the SKM's Site Suitability Study that there are no substantial impediments to the development of the site and management strategies are relatively uncomplicated and cost effective, this is in the context of GRA's intended development scheme for a greyhound racing facility. It is not yet fully understood what is required to use that land for other purposes and the ramification of other possible development of the site where excavation works would be uncertain.

We have therefore, made a notional allowance for the environmental constraints on the land within our highest and best use analysis and by using market evidence of englobo parcels of land with comparable levels of zoning and physical development constraints.

Englobo Sales Evidence

The englobo land transactions used as market evidence are deemed comparable to the subject due to their similar zoning designation, locality, size and detrimental constraints on the land.

The sales evidence detailed in our report and considered by us indicates an analysed value range between \$5psm and \$45psm englobo. After making adjustments for factors such as location, size, zoning, standard of surrounding development, access to services and date of sale, we have adopted an appropriate value range of between \$20psm and \$25psm for the property.

We have then multiplied the adopted rates by the subject property's total land area of 10.24ha.

This calculation provides a final value range between \$2,048,000 and \$2,560,000 which we have then rounded to our valuation figure under this basis of \$2,050,000 to \$2,550,000.

For the purposes of this assessment we have adopted a midpoint value of \$2,300,000 (GST exclusive).

Valuation

In accordance with our instructions and any qualifications detailed herein, we assess the Market Value of 146 Kingston Road, Slacks Creek QLD 4127 as at 14 February 2008 to be:

\$2,300,000 GST exclusive
(Two Million and Three Hundred Thousand Dollars)

We stress we are not experts in assessment of GST. We are not privy to the financial circumstances of the registered owners, nor previous transaction upon the property which may impact upon the status of the property for GST. We recommend any party relying upon this valuation seek independent advice in regard to any GST liabilities which may attach to the property.

All figures quoted within this report are in Australian \$currency.

This valuation is made subject to the assumptions, remarks and qualifications contained in this report and is for the use only of the party to whom it is addressed and for no other purpose. No responsibility is accepted to any third party who may use or rely on the whole or any part of the content of this Valuation.

Neither the whole nor any part of this report or any reference thereto may be included in any document, circular or statement without our written approval of the form and context in which it will appear.

Neither PricewaterhouseCoopers nor the signatory to this Valuation have any interest financial, pecuniary or otherwise in, or with parties associated with the subject of this assessment that would conflict with the independent valuation of the property. Furthermore, we confirm that this position will be maintained until the purpose for which this valuation is being obtained is completed.

PricewaterhouseCoopers

49-Sch4 - Signature

49-Sch4
Manager
Advisory

49-Sch4 - Signature

49-Sch4
Director
Advisory

49-Sch4 - Signature

49-Sch4
Partner
Advisory

Appendix A – Current Title Search
Appendix B – Searches Report
Appendix C – Survey Plan
Appendix D – Contamination Search

RTI DL RELEASE - NPSR

Appendix A

RTI DL RELEASE - NPSR

CURRENT RESERVE SEARCH

NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 3442350
Search Date: 07/03/2008 14:22

Title Reference: 49019095
Date Created: 25/06/1988
PAGE: 2411

Opening Ref: RES 9012
Purpose: LOCAL GOVERNMENT
Sub-Purpose: ENTERTAINMENT AND RECREATION
Local Name: SLACKS CREEK ENTERTAINMENT CENTRE
Address: KINGSTON - BEENLEIGH RD, SLACKS CREEK
County (R) No: R4016 STANLEY
File Ref: RES 24916

TRUSTEES

LOGAN CITY COUNCIL GAZETTED ON 25/06/1988 PAGE 2421

LAND DESCRIPTION

LOT 658 CROWN PLAN SL12298 GAZETTED ON 25/06/1988 PAGE 2411
County of STANLEY Parish of YEERONGPILLY
Local Government: LOGAN CITY

Area: 10.240000 Ha. (SURVEYED)

EASEMENTS AND ENCUMBRANCES

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

** End of Current Reserve Search **

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Requested By: CITEC CONFIRM

Appendix B

RTI DL RELEASE - NPSR

Searches Report
146 Kingston Road,
Slacks Creek

Dated 3 September 2007

RTI DL RELEASE - NPSR

Mallesons Stephen Jaques

Level 30
Waterfront Place
1 Eagle Street
Brisbane Qld 4000
Australia
T +61 7 3244 8000
F +61 7 3244 8999
DX 311 Brisbane
www.mallesons.com

146 Kingston Road, Slacks Creek

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1	Methodology	1
1.1	Report	1
1.2	Nature of enquiries	1
1.3	Enquiries undertaken	1
1.4	Inspection of Property	1
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1.6	Results	2
2	Material issues relating to the Property	2
2.1	Tenure	2
2.2	Rates	3
2.3	Land Tax	4
2.4	Planning	4

RTI DL RELEASE - NPSR

146 Kingston Road, Slacks Creek

Contents

1 Methodology

1.1 Report

This document is a report of the results of our enquiries relating to 146 Kingston Road, Slacks Creek (“**Property**”) more particularly described as Lot 658 on Crown Plan SL 12298 and has been prepared for the benefit of the Greyhound Racing Authority (“**GRA**”).

1.2 Nature of enquiries

Our enquiries are limited to high level enquiries of a legal nature and do not address commercial matters, except as expressly set out in this report. Our enquiries have been made on the basis the GRA intends to develop the Property without acquiring a freehold interest.

1.3 Enquiries undertaken

In particular the enquiries undertaken by us include the following:

- (a) investigations of the title to the Property; and
- (b) obtaining up to date searches of the Property from the Department of Natural Resources and Water and other statutory authorities in Queensland.

On your instructions we have not undertaken detailed town planning investigations in relation to the Property and have provided only general comments regarding this. We recommend should you have any concerns arising from our general comments that you retain expert town planners to provide more detailed advice in this regard.

1.4 Inspection of Property

We have not inspected the Property nor verified the information arising as a result of our searches. A careful inspection of the Property may reveal matters which are not necessarily reflected by our searches. We recommend that you retain the appropriate consultants to undertake an inspection of the Property if you have not already done so.

1.5 Assumptions

We have not made further enquiries to verify any information provided to us by third parties, such as government bodies. We have assumed:

- (a) the authenticity of signatures, seals, duty stamps and markings in documents;

- (b) the completeness and conformity to originals, of all copy documents submitted to us;
- (c) the accuracy of verbal statements made by representatives of the various statutory authorities from whom we have sought searches; and
- (d) that the details revealed by searches of public registers have been properly and accurately recorded in a timely manner in those registers by the persons or authorities responsible for maintaining those registers and that the responses given by statutory authorities are accurate.

1.6 Results

The results of our enquiries are set out in the table attached to this report we have listed the material issues relating to the Property at 2 below. Should, upon a review of this report, you require any additional or further information please let us know. Our comments in relation to material issues must be read together with the rest of this report as there may be matters which are material to you that we have not raised.

The results of our searches are contained in the folder that has been provided together with (and form part of) this report.

If development of the Property does not occur for some time, we recommend that updated search results be obtained at the relevant time as many of the search results are stated to be current only at the date that they are issued.

2 Material issues relating to the Property

2.1 Tenure

Limited term

The Property has been allocated as a reserve for community purposes under the Land Act 1994 and the Logan City Council (“Council”) has been appointed as trustee of the reserve. This means the Council does not own the freehold title to the Property- the Council has been appointed as trustee for the land to be used for the primary purpose of "Local Government" and the subsidiary purpose of "Entertainment and Recreation". The primary purpose designation is very wide and would appear to authorize any use by local government (presumably consistent with its own planning scheme). The subsidiary purpose of “Entertainment and Recreation” would appear to allow for entertainment such as greyhound racing.

The Land Act sets out a regime for what a trustee can, or cannot do in relation to the reserve land. Of interest to GRA:

- (a) the land must be used in a way that is consistent with a community purpose for which it is granted; and
- (b) the Governor in Council can grant leases of reserve land for up to 30 years. Those leases cannot contain any option to renew, any

provision regarding conversion of tenure (eg from leasehold to freehold) or any provision regarding purchase of the land. Please confirm that GRA would be willing to accept a lease for only 30 years. (This relatively short term may raise taxation issues).

Cancel reserve

If a 30 year lease would not be suitable, it is possible for a reserve to be cancelled and a different tenure granted. In general terms, a reserve can be cancelled by the Minister if the reserve:

- (a) is no longer needed for a community purpose; or
- (b) is needed, in the public interest, for a different use; or
- (c) the Minister is satisfied a different tenure would be more appropriate for the purpose for which the land is used.

The Council may be able to negotiate with the Minister that freehold title to the reserve be granted to the Council and then sold to GRA. Alternatively, a term lease from the State to the Council (with a sublease to GRA) for even a direct lease to GRA could be granted.

If lease is granted

If GRA decides to take a lease of the reserve, please note:

- (a) the reserve may be cancelled during that term (for the reasons stated above);
- (b) if the reserve was cancelled, GRA would be entitled to remove any improvements it has made to the land (however, this may not be practicable); and
- (c) if the improvements are not removed, they become the property of the State and no compensation is payable by the State for those improvements. Depending on the value of the improvements (and the level of depreciation at the time), this may not be palatable for GRA.

2.2 Rates

As the Property is vacant State land, it is currently not rateable. Once the Property is occupied by a third party (eg GRA), the Property will be rateable to the extent that it is leased to GRA.

It is difficult to estimate the likely rates liability of the Property as the Valuer General's reports have not been prepared on the basis of the proposed use of the Property for greyhound racing and associated uses. From the Differential General Rates Categories information available from the Council's website (www.logan.qld.gov.au), we estimate that rates will be payable at \$0.003312 cents in each dollar of the unimproved value per annum.

Adopting the unimproved value of the land from the valuation adopted by the State, this means that rates for the whole of the Property could be \$18,878 per annum. Please note that this is an estimate only and is quite likely that the

unimproved value of the Property will increase once the Property is used. We recommend that you discuss this issue in more detail with the Council as part of your negotiations.

2.3 Land Tax

Land tax will not be payable as the underlying tenure of the Property is State leasehold and there is no mechanism to levy land tax on State leasehold tenure.

That position would change if the title to the Property is freehold.

2.4 Native title

As the Property is not freehold title, it is difficult to establish if native title has been extinguished from the high level due diligence searches we have carried out. (Normally, if land is freehold and the deed of grant for that land was issued before 23 December 1996, native title will be extinguished (assuming that the deed of grant was validly granted)).

We understand that the Property has been used for a rubbish tip but do not know if that use occurred before or after the grant of the reserve to the Logan City Council. At a high level, this would indicate that native title may have been extinguished, however further investigations should be carried out to confirm this.

In general terms, if native title has not been extinguished, GRA may need to negotiate an agreement with the relevant Aboriginal parties prior to developing the Property (the results of our search of Aboriginal Cultural Heritage indicate that the Turbal People and Jagera People are the Aboriginal parties for the area).

2.5 Planning

A standard town planning search for the Property has revealed that the land is zoned as "Public Open Space."

A development application for a "Community facility" (the definition of which includes a sporting facility) would be subject to impact assessment against the provisions of the Logan Planning Scheme 2006.

Current Development Approvals

The standard town planning search also revealed a current development approval applicable to the Property, namely:

- Rezoning to Private Open Space (Indoor Entertainment, Outdoor Entertainment, Caterer's Rooms, Licensed Club and Restaurants) ("DA").

The DA dates back to March 1988 and is subject to conditions and the development being undertaken in accordance with certain plans.

Any development undertaken in accordance with this approval will be required to conform to the approved plans and comply with the conditions.

Given the intention to develop a greyhound racing facility, at a practical level, the DA is unlikely to provide any assistance.

Further to this, it is difficult to understand how the DA can still be current given its age and the number of changes to the Council's planning scheme since that time. To resolve whether the DA is current requires further investigations into the transition of approvals from the superseded planning legislation to the *Integrated Planning Act* 1997 and whether the DA was approved by the Minister and gazetted thus formally amending the planning scheme.

In the circumstances we **recommend** consideration be given to the forms of development proposed (i.e. greyhound racing facility) and that approved by the DA and, if you propose to rely upon the DA to authorise development, further investigations be undertaken with respect to its currency.

-0000000-

Please note that the number in the NO column relates to the relevant tab in the searches folders included with (and which form part of) this report.

RTI DL RELEASE - NPSR

146 Kingston Road, Slacks Creek

Contents

NO	SEARCH	DATE OF SEARCH	RESULT/COMMENT
1	Title Search	08/08/2007	The Property is Crown land, which is administered by the Logan City Council as trustee for the purpose of Local Government and the sub-purpose of Entertainment and Recreation. Please see Part 2.1 for further comments in this regard.
2	Registered plan	08/08/07	The registered plan does not disclose any matters of concern.
3	Blinmap	20/08/07	The Blinmap does not disclose any matters of concern.
4	Valuer General	08/08/07	<p>The Valuer General has carried out 2 valuations for the Property. An officer of the Department of Natural Resources & Water (Beenleigh office) has advised that this is because the Property must be valued for the purposes of the State's accounting records and for the Logan City Council.</p> <p>The valuation conducted for the State (Property ID 40064860) gives the following results:</p> <ul style="list-style-type: none"> • Zoning - 303 Springwood • Primary land use - Vacant Urban Land • Secondary land use - 59 Local Authority (Secondary Use only) • Property Type - Asset • Unimproved value (effective 30/06/07) - \$5,700,000 <p>The valuation conducted for the Logan City Council (Property ID 114275) gives the following results:</p> <ul style="list-style-type: none"> • Zoning - 303 Springwood • Primary land use - Vacant Urban Land

NO	SEARCH	DATE OF SEARCH	RESULT/COMMENT
			<ul style="list-style-type: none"> • Secondary land use - 54 State (Secondary land use only) • Property Type - Non-valued. A valuation has not been carried out for the purposes of the Logan City Council's interest in the Property.
5	Standard Town Planning	23/08/2007	Please see Part 2.4 of this Report.
6	Contaminated Land Register and Environmental Management Register	13/08/2007	<p>The Property is included on the Environmental Management Register for a notifiable activity under section 374 of the Environmental Protection Act. The activity is stated to be landfill - disposing of waste (excluding inert construction and demolition waste). We understand that the Property was previously used as the local tip, which would explain this notification. The presence of contamination on the Property will need to be addressed in any development.</p> <p>The Property is not included on the Contaminated Land Register.</p> <p>The presence or not of the details of land on either register is not conclusive as to whether the Property is actually contaminated. Issues, such as the previous uses of the Property and uses conducted on adjoining land, would need to be considered. To be certain that the Property is not contaminated, or to define the extent of contamination, a preliminary baseline study would be required to assess levels of contaminants. A baseline study could assist with establishing levels of contamination at the Property at the time it is acquired and will assist with identifying who is responsible for any pollution.</p>
6	EPA Licences	27/08/2007	The results will show that there are no registration certificates (previously environmental licences) for environmentally relevant activities (ERAs), development approvals for ERAs, environmental protection orders, environmental management programs or noise/nuisance abatement notices for the Property.
7	Native Title	Not applicable	<p>As the Property is not freehold title, it is difficult to establish if native title has been extinguished from the high level due diligence searches we have carried out. (Normally, if land is freehold and the deed of grant for that land was issued before 23 December 1996, native title will be extinguished (assuming that the deed of grant was validly granted)).</p> <p>We understand that the Property has been used for a rubbish tip but do not know if that use occurred before or after the grant of the reserve to the Logan City Council. At a high level, this would indicate that native title may have been extinguished, however further investigations should be carried out to confirm this.</p>

NO	SEARCH	DATE OF SEARCH	RESULT/COMMENT
			<p>In general terms, if native title has not been extinguished, GRA may need to negotiate an agreement with the relevant Aboriginal parties prior to developing the Property (the results of our search of Aboriginal Cultural Heritage indicate that the Turrbal People and Jagera People are the Aboriginal parties for the area).</p>
8	Environment Protection and Biodiversity Conservation	21/08/2007	<p>The following matters of national environmental significance occur in or relate to the area in which the Property is located:</p> <ul style="list-style-type: none"> • 1 Wetland of International Significance; • 1 Threatened Ecological Community; • 26 Threatened Species; and • 17 Migratory Species. <p>Other matters protected under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> that relate to the area in which the Property is located are:</p> <ul style="list-style-type: none"> • 1 Commonwealth Land; • 1 Commonwealth Heritage Place; • 5 Places on the RNE; and • 15 Listed Marine Species. <p>The area in which the Property is located is also subject to a Regional Forest Agreement and 4 State and Territory Reserves.</p> <p>The above will be relevant should you intend to carry out any further development of the Property and you should retain the appropriate consultants to provide you with advice in this regard should any development be intended.</p>
9	Urban Management	21/08/2007	The Property is located within the urban footprint.
10	Regional Ecosystem Map	27/08/2007	The Regional Ecosystem Map and Vegetation Management Act Essential Habitat Map reveals that there is 2003 Remnant not of concern regional ecosystem on the Eastern boundary of the Property.

NO	SEARCH	DATE OF SEARCH	RESULT/COMMENT
11	Aboriginal Cultural Heritage	31/08/2007	<p>Our search results state that there is no Aboriginal Cultural Heritage recorded in the Cultural Heritage Database and Register for the Property. Even though there are no places registered, it may be probable that the absence of recorded Aboriginal Cultural Heritage places reflect a lack of cultural heritage surveys of the area and that therefore the records of the Department of Natural Resources and Water are not likely to reflect a true picture of the Aboriginal Cultural Heritage values of the area in which the Property is located.</p> <p>If GRA proceeds with development of the Property, we suggest you carry out further investigations as to whether there is any Aboriginal Cultural Heritage on the Property. According to our search results, the Aboriginal parties for the area are the Turrbal People and Jagera People. Further details can be obtained by calling the Cultural Heritage Coordination Unit on 3238 3839. Please let us know if you would like us to investigate this further.</p>
12	Koala Habitat Area	21/08/2007	The Property is not located within a Koala Habitat Area.
13	Dial Before You Dig	21/08/2007	Logan City Council: The Logan City Council has a trunk line running along the Northern, Southern and most of the Eastern boundary of the Property. The Stormwater Drainage Layout plan shows easements adjoining the North Eastern and Southern boundaries of the Property. An officer at the Logan City Council has verbally advised us that those easements are for stormwater drainage. The title to the Property does not reveal any registered easements. We recommend you make further investigations with the Logan City Council before finalising development plans to ensure that no areas are required for drainage.
		23/08/2007	Telstra has cables on the Eastern side of the Property - please see the plans behind Tab 13 in this regard.
14	Queensland Rail	Approx 16/08/2007	Queensland Rail is not aware of any approved development plans that require the acquisition of any part of the Property or the taking of an easement over it.
15	Main Roads	20/08/2007	Main Roads has no current requirements from the Property.
16	Energex	17/08/2007	<p>Electricity supply is not connected to the Property be available under network tariff conditions.</p> <p>There are no underground Energex cables located on the Property.</p>

NO	SEARCH	DATE OF SEARCH	RESULT/COMMENT
17	Queensland Electricity Transmission Corporation Limited / Powerlink	21/08/2007	Queensland Electricity Transmission Corporation Limited has no existing rights over the Property nor are there any approved projects affecting it.
18	Telco Cable Searches	21/08/2007	TELCO Cable searches has advised that its records show that the Property has no underground network with the Property Boundary. Communication network cables including optic fibre exist outside the property boundary located within the footpath/road reserve area on all street frontages. The plans behind tab 18 shows the existence of cabling, not the position. Cables may generally lie anywhere within the properties marked, as these plans are not drawn to scale and are only intended to depict the cabling layout. Please ring Telco Cable Searches on 1300 557 114 or retain the appropriate consultants if you require further information in this regard.
19	Queensland Transport	27/08/2007	The results show that Queensland Transport has no knowledge of any currently approved proposal which may affect the Property.
20	Land Tax	21/03/2007	There is no land tax unpaid up to and including 30 June 2007 in relation to the Property.
21	Environmental ly Sensitive Areas	24/08/2007	Our result shows nothing of concern.
22	Flooding	27/08/2007	The Logan City Council has advised that the Property is not flood regulated. It should be noted that this information was based on flood studies of the Logan and Albert rivers and their tributary creeks. The flood studies were calibrated using reported flood marks which were widely spaced and on ground levels which may have changed since the date of initial survey. Changes in the condition of local creeks and waterways may further alter the effects of any particular flood. In addition, further technical surveys may be carried out in the future which may affect the advice provided by Council. If GRA elects to develop the Property, we suggest further specialist advice be obtained in relation to flooding.

2008-07

CURRENT RESERVE SEARCH

NATURAL RESOURCES AND WATER, QUEENSLAND

Request No: 3442350
Search Date: 07/03/2008 14:22

Title Reference: 49019095
Date Created: 25/06/1988
PAGE: 2411

Opening Ref: RES 9012
Purpose: LOCAL GOVERNMENT
Sub-Purpose: ENTERTAINMENT AND RECREATION
Local Name: SLACKS CREEK ENTERTAINMENT CENTRE
Address: KINGSTON - BEENLEIGH RD, SLACKS CREEK
County (R) No: R4016 STANLEY
File Ref: RES 24916

TRUSTEES

LOGAN CITY COUNCIL GAZETTED ON 25/06/1988 PAGE 2421

LAND DESCRIPTION

LOT 658 CROWN PLAN SL12298 GAZETTED ON 25/06/1988 PAGE 2411
County of STANLEY Parish of YEERONGPILLY
Local Government: LOGAN CITY

Area: 10.240000 Ha. (SURVEYED)

EASEMENTS AND ENCUMBRANCES

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

** End of Current Reserve Search **

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Requested By: CITEC CONFIRM

RTI/DL RELEASE - MSR

Michael
Kelly/OR/QTreasury
11/03/2008 02:47 PM

To lachlan.Smith@ministerial.qld.gov.au,
Shannon.Jimmieson@ministerial.qld.gov.au
cc Ian Munro/TO/QTreasury@QTreasury, David
Smith/BNE/QOSR/AU@QTreasury, Claire
Maconachie/TO/QTreasury@QTreasury
bcc John Paterson/OR/QTreasury
Subject Fw: Parklands occupation date

Lachlan/Shannon,

As you can see from below exchanges the GRA is becoming anxious re the status of their "Logan relocation" plan.

As you know we have discussed a plan of action for this matter and AF decided to discuss the future use of Albion Park with both GRA and QHRB. The outcomes of this discussion may allow the GRA to resolve the Logan issue themselves without any involvement from us.

I think the discussion b/w AF and the GRA/QHRB should be expedited to try and resolve this matter however, I understand how busy he would be at this time. That said, if you can set up a suitable time I can advise the GRA/QHRB accordingly and this will no doubt resolve their concerns re the Logan timing until that meeting.

Can you let me know how you wish to proceed.

MK

----- Forwarded by Michael Kelly/OR/QTreasury on 11/03/2008 02:39 PM -----

Michael
Kelly/OR/QTreasury
11/03/2008 02:39 PM

To <dbeavis@graq.org.au>
cc John.Paterson@racing.qld.gov.au, Carol
Perrett/OR/QTreasury@QTreasury
Subject RE: FW: Parklands occupation date

Darren,

I will pursue this matter on your behalf with the relevant Treasury Officers and attempt to get an indication of when we will be able to discuss this matter in further detail. As soon as I have some further information I will most definitely let you know.

MK

"Darren Beavis" <dbeavis@graq.org.au>



"Darren Beavis"
<dbeavis@graq.org.au>
11/03/2008 12:50 PM

Please respond to
<dbeavis@graq.org.au>

To <michael.kelly@racing.qld.gov.au>
cc
Subject RE: FW: Parklands occupation date

Mike,

I refer to your email of 25 February regarding the status of our report into the Replacement Parklands Facilities at Logan.

Are you able to provide us with any further advice in respect to the report?

As you can appreciate we are receiving a number of queries in particular from the Gold Coast Club concerning the new premises and the considerable amount of arrangements that need to be implemented prior to the closure on 1 September. We are dealing with these queries the best we can with the information we have to hand.

I advised John Paterson that the valuation of the Logan site is expected to be finalised by early next week. Once finalised, I will forward a copy to you and other relevant departments.

As we have a closure date we would like to see construction of the new premises underway while still racing at Parklands. As per the Report the new facilities will take a minimum 2 years to construct, which will place immense strain on our other venues and limit owners and trainers as to where they can nominate their greyhounds. The cost alone to the GRA in preparing the Report and subsequent Valuation of the site is approx. \$115,000. This cost was not allowed for in the budget due to the announcement of the hospital not being made until August last year.

I appreciate this is not in your department but any information you can source would be appreciated not only for the GRA, but the Club and industry participants.

Regards
Darren

-----Original Message-----

From: michael.kelly@racing.qld.gov.au
[mailto:michael.kelly@racing.qld.gov.au]
Sent: Tuesday, 26 February 2008 8:26 AM
To: dbeavis@grag.org.au
Cc: John.Paterson@racing.qld.gov.au; david.ford@treasury.qld.gov.au;
carol.perrett@racing.qld.gov.au; Ian.Munro@treasury.qld.gov.au
Subject: Re: FW: Parklands occupation date

Darren,

The Logan business case is currently with Treasury infrastructure area and an assessment is almost finalised. Info will then be provided to the Treasurer for his consideration. I expect this will be sooner rather than later.

I would expect the next discussion re Logan will be b/w Phil and the Treasurer re the outcome of your business case and associated Parklands issues.

MK

"Darren Beavis"

<dbeavis@graq.org
.au>

25/02/2008 03:50
PM

Please respond to
<dbeavis@graq.org
.au>

To

"'KELLY Mike'"
<Michael.Kelly@racing.qld.gov.au>

cc

Subject

FW: Parklands occupation date

Mike,

We note your email concerning Qld Health's finalised assessment of the site access requirements for Parklands.

I can confirm that the Gold Coast GRC has now been advised of the closing date of 1 September 2008.

To clarify, Darren Black QH only returned ^{49-Sch4} on Monday 4 February, 2008. Mr. Black has not been in contact with any member of the GC Club since this process commenced on 25 August 2007.

The GRA has kept the club informed of developments as much as possible.

As a date as now been confirmed by Government for the Gold Coast track to cease racing, can you please advise of the status of our report for the Replacement of Parklands Greyhound Facility at Logan.

Regards
Darren

-----Original Message-----

From: michael.kelly@racing.qld.gov.au
[mailto:michael.kelly@racing.qld.gov.au]
Sent: Monday, 25 February 2008 2:00 PM
To: phillip.bennett@justice.qld.gov.au
Cc: Steve.Richards@infrastructure.qld.gov.au; dbeavis@graq.org.au;
carol.perrett@racing.qld.gov.au; John.Paterson@racing.qld.gov.au;
Michael.Duff@racing.qld.gov.au; david.ford@treasury.qld.gov.au
Subject: Parklands occupation date

Phil,

I have been asked to advise the GRA that Qld Health (QH) has finalised its assessment of the site access requirements related to Parklands.

The construction contractors undertaking the project will take control of, and occupy, the identified portion of the Parklands site (i.e. the Greyhound track and associated land as outlined on the latest site map provided by QH) on 1 September 2008.

I understand that Darren Black of QH has been in regular discussion with the GC Club however, they would not be aware of the abovementioned date. As you are the CB, I thought it would be more appropriate for you to advise them of the final date as well as giving you an opportunity to develop plans for the tfr of race meetings to other venues. Once you have advised the GC Club can you pls let me know.

Should the GRA, or the club, have any detailed questions concerning the arrangements that need to be made prior to QH occupation of the site then they should not hesitate to contact Darren.

If we can assist in any manner pls give me a call.

Mike Kelly
Executive Director
Office Of Racing
Queensland Treasury
Phone: 07 323 41376
mailto:michael.kelly@racing.qld.gov.au

*

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RTI DL RELEASE - NPOB

BRIEFING NOTE

FROM	Treasury		
FOR	Treasurer		
SUBJECT	Greyhound racing facility issues		
Contact Officer:	Liam Gordon, Strategic Asset Management, 3227 6864	Record No: TRX-03832	Date: 18 March 2008
Requested by:	Lachlan Smith	Date Approval Required By: 18 / 3 / 08	

PURPOSE

- The purpose of this briefing note is to:
 - provide information for a meeting with the Albion Park Raceway Joint Venture; and
 - provide an update on progress of investigations into a proposed greyhound racing facility at Logan and associated issues with the future of Albion Park Raceway.

BACKGROUND

- On 19 February 2008, you met with officers from Queensland Health, Department of Infrastructure and Planning (DIP) and Treasury to discuss issues associated with Parklands, the proposed greyhound racing facility at Logan and Albion Park Raceway.

Gold Coast – Parklands site

- The Gold Coast University Hospital (GCUH) will require the relocation of racing and non-racing facilities from Parklands,

73(2)Irrelevant
- Sch3(1) Cabinet matter before commencement
- The Gold Coast Harness Racing Club is not likely to be required to relocate to accommodate the hospital within the next five years. However, the stables may need to be moved, at the Government's expense, to another part of the site until the Gold Coast Harness Racing Club is relocated.
- At the 19 February meeting, it was discussed that the Greyhound Racing Authority (GRA) and the Gold Coast Harness Racing Club needed to be given clear timeframes for relocation, in order to allow planning to occur for relocation of race meetings.

ISSUES

Status of relocation issues

- Office of Racing has advised the GRA that it is required to vacate the Parklands site by 1 September 2008 and the Queensland Harness Racing Board was advised that, subject to unforeseen circumstances, the Gold Coast Harness Racing Club will be able to continue at Parklands until 30 June 2013.
- The GRA believes that the development of the GCUH provides an opportunity for it to rationalise industry venues and infrastructure and develop a viable 'stand alone' greyhound racing facility at Logan.
- According to consultants commissioned by the GRA, the estimated cost of the proposed Logan facility is approximately \$40.3 million (exclusive of GST).
- Queensland Health advised it has notionally allocated \$10 million compensation to the Greyhounds for relocation from Parklands. GRA has developed the expectation that it will be receiving relocation compensation of this amount, based on discussions with Queensland Health.

Issues associated with proposed Logan facility

11. There are two key issues surrounding the Logan facility, (i) capital investment required, and (ii) existing long term contracts with UNiTAB and Sky Channel for weekly race meetings.

Capital Investment

12. In relation to issue (i), while \$10 million in compensation may be made available, the GRA has no clear way forward to secure the remaining \$30 million required to develop the Logan facility.
13. While there is no defined calculation behind the \$10 million proposed compensation and the GRA has no legal right to compensation, given Queensland Health's notional allocation of this amount and the GRA's expectations, it is proposed the money be provided as a significant contribution towards the proposed new industry facility at Logan.
14. Queensland Health is currently in the process of finalising the compensation amount for the GRA. It is intended that this will occur (with the GRA advised of the outcome) prior to your meeting with the Albion Park Raceway Joint Venture (APRJV).
15. It would appear appropriate to align the compensation funding with the proposed new industry facility at Logan. The possibility also exists to provide the GRA, as part of the total compensation, with freehold title of the Logan site (GRA is currently seeking a valuation of the site). This would be consistent with the Government's policy on key racecourses of economic significance to the industry under which seven thoroughbred race clubs acquired freehold title over their racecourses from the State at no cost. It would provide the GRA with security of tenure over what would be a significant industry asset. (Note however that as the Logan land is controlled by a trustee appointed under the *Land Act 1994*, this matter may need to be the subject of a Cabinet Submission).
16. With regards to how the GRA may obtain the additional funds required to develop the proposed Logan facility, Treasury is of the opinion that the solution lies with the GRA's 50% equitable right to the value in Albion Park Raceway. Nominally, the value of the GRA's 50% share in Albion Park (if sold for highest and best use) could be in the vicinity of \$50 million.
17. While the GRA is involved in a joint venture with the Queensland Harness Racing Board that is investigating the redevelopment of the Albion Park facility (see below), the GRA no longer wants to be located at Albion Park and would rather realise its investment. Notwithstanding its preferences and its legal entitlements, the GRA has to date has not been prepared to withdraw from the Albion Park Joint Venture.

Contracts with UNiTAB and Sky Channel

18. In relation to issue (ii), the Gold Coast Greyhound Racing Club is contracted with Sky Channel and UNiTAB to conduct twice weekly race meetings. These contracts expire in 2011 and 2014 respectively. Therefore, from the end of 2008 until completion of the Logan development, an alternative venue will need to be utilised.
19. Prior to completion of the proposed Logan facility, the GRA has advised that it will be able to find alternative existing venues to conduct the race meetings required under Sky Channel and UNiTAB contracts (currently conducted at Parklands).
- 20.

Sch3(7) LPP

Albion Park issues

21. Over several years, the Albion Park Raceway site has been the subject of various investigations with respect to the future use and/or redevelopment of the site.
22. The APRJV commissioned a report titled 'Albion Park Raceway—Strategic Plan—15 December 2005', which articulated the overall vision for the future use of the site and included four options including a "Stay" option and three "Go" options. The "Stay" option involved commercial and residential development on a portion of the site.

23. The preliminary business case commissioned by the APRJV indicated a shortfall of approximately \$10 million for the redevelopment. However, a review of the financial aspects of this business case by the Department of Public Works estimated the total shortfall for the redevelopment would be between \$25-\$30 million as it did not include, among other things, the costs associated with relocation of the Racing Science Centre (approximately \$10 million) or the temporary relocation of both greyhound and harness racing operations while the new facilities are constructed (approximately \$1.1 million).
24. The "Stay" option also assumes that the land currently occupied by the Racing Science Centre would be gifted to the APRJV and that the Government will provide dispensation on stamp duty costs.
25. In 2006, the Chair of the GRA advised that the "Stay" option was not viable without financial support from the Queensland Government.
26. Recent information provided by the Chair of the APRJV to the Office of Racing has indicated that it is highly unlikely that agreement will be reached between the Queensland Harness Racing Board and the GRA on a redevelopment of Albion Park. This is supported by the fact that the GRA has made public statements that it held grave concerns regarding the viability of a redevelopment.
27. As discussed above, the GRA is investigating the viability of a stand-alone track at Logan to accommodate the Brisbane Greyhound Racing Club and Gold Coast Greyhound Racing Club.
28. At the year ended 30 June 2007, the GRA had total assets of \$22,022,777, while the Queensland Harness Racing Board had total assets of \$24,214,484. Each of the asset balances includes approximately \$18.2 million representing each entity's half of the assets of the APRJV at book value.
29. The Queensland Harness Racing Board is keen to remain at Albion Park and is intending to temporarily transfer Albion Park TAB harness race meetings to Parklands if the proposed Albion Park Raceway redevelopment proceeds. However, without financial support from the Government and the involvement of the GRA, the redevelopment of Albion Park as a racing venue does not appear to be a viable proposition.

Proposed way forward

30. Treasury believes that the only realistic option is for the GRA and the Queensland Harness Racing Board to sell Albion Park Raceway for highest and best use, and apply sale proceeds towards replacement facilities.
31. Treasury and the Office of Racing believe that without external intervention to break the impasse between the GRA and the Queensland Harness Racing Board, no resolution will be reached allowing the GRA to free up capital for use at Logan. To this end, Treasury and the Office of Racing propose that:
 - you meet with representatives of the APRJV to discuss the future of each of the codes, and how this fits with current plans for redevelopment of Albion Park;
 - prior to a meeting with the APRJV, Queensland Health/Office of Racing finalise the relocation compensation and advise the GRA of the amount, and that no additional funding above the relocation compensation will be made available from the State for the proposed Logan development;
 - the compensation from Queensland Health will be aligned with the Logan facility such that:
 - the compensation is being made available to assist with the acquisition and construction of the new Logan facility; and
 - the realisation of the GRA's equity interest in Albion Park Raceway would appear the most appropriate source for the majority of funding needed for the proposed Logan development.
 - the State formally advise the Queensland Harness Racing Board that no State funding will be made available for the proposed Albion Park Raceway redevelopment; and
 - you ask the GRA and the Queensland Harness Racing Board to advise you of their plans in respect of Albion Park Raceway within two months.

32. The objective of this strategy is to make it apparent to (i) the GRA that the prudent way for it obtain sufficient capital to achieve the development of the proposed Logan facility is to realise its equity interest in Albion Park and, (ii) the Queensland Harness Racing Board that the retention of Albion Park as a racing facility is not viable, and that it needs to develop an alternative venue for harness racing. (Noting that the Queensland Harness Racing Board's half share in any Albion Park proceeds could be applied as a funding source).
33. Given the Gold Coast Harness Racing Club does not have to vacate Parklands for over 5 years, it is not proposed that the State discuss the issue of relocation compensation at this stage.

CONSULTATION

34. The Office of Racing was consulted in the preparation of this briefing note.

RECOMMENDATION

35. That you:
 - note the update on progress of investigations into a proposed greyhound racing facility at Logan;
 - approve, in principle, that any Government compensation for loss of greyhound racing facilities at Parklands be made available to assist with the acquisition and construction of the new Logan facility;
 - note that the realisation of the GRA's equity interest in Albion Park Raceway would appear the most appropriate source for the majority of funding needed for the proposed Logan development;
 - note that Treasury will advise Queensland Health that the compensation amount for the GRA should be finalised as soon as possible (ie. prior to your meeting with the APRJV); and
 - meet with the APRJV to discuss the future plans of the respective codes and formally advise that no State funding will be made available for the Albion Park Raceway redevelopment.

Gerard Bradley

Under Treasurer Date / /

Approved Not approved Noted

Treasurer's Comments

Andrew Fraser

Treasurer

/ /

Name:	*Action Officer/Author: Leah Kelly	Director: Richard Somerville	(Initials)	ED/AUT: Ian Munro	(Initials)	DUT: Tim Spencer	(Initials)
Branch/Division:	Strategic Asset Management		Strategic Asset Management				
Telephone:	3224 7304	3225 8489	3224 6866				
Date:	18 March 2008	/ /	/ /		/ /		

* This officer may be required to provide further detailed information regarding the issue

Sch3(1) Cabinet matter before commencement

RTI DL RELEASE - NPSR

-----Original Message-----

From: Phillip Bennett [mailto:Phillip.Bennett@justice.qld.gov.au]
Sent: Monday, 12 May 2008 10:27 AM
To: Lachlan Smith
Subject: RE: Possible meeting

Lachlan,

Is there any news?

There are terrible rumblings coming out of the Gold Coast, threats to sue the GRA etc. There really needs to be something advised soon as we a beginning to look like prize turkeys.

Phil

-----Original Message-----

From: Lachlan Smith [mailto:Lachlan.Smith@ministerial.qld.gov.au]
Sent: Friday, 2 May 2008 1:35 PM
To: Phillip Bennett
Subject: RE: Possible meeting

Thanks Phil - no problems.

Cheers,

Lachlan

Lachlan Smith | Policy Advisor to
The Hon Andrew Fraser MP
Treasurer (incl. Racing, Gaming and Liquor Licensing)
* 07 322 51701 | * 07 3229 0642 | * Lachlan.Smith@ministerial.qld.gov.au

P Please consider the environment before printing this email

-----Original Message-----

From: Phillip Bennett [mailto:Phillip.Bennett@justice.qld.gov.au]
Sent: Friday, 2 May 2008 9:35 AM
To: Lachlan Smith
Subject: Possible meeting

Lachlan,

We had a board meeting yesterday and 49-Sch4 who is our solicitor on the board advised that he will be absent from Brisbane from 13/5/08 until the end of May and would appreciate that if there is any meetings proposed with the GRA that he be present and that his availability could be kept in mind when setting a date for a meeting.

Phil Bennett
Ph 32396151
Mob 49-Sch4 - Mobile phone

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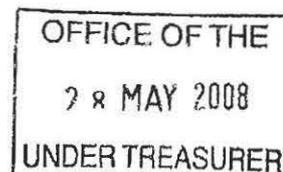
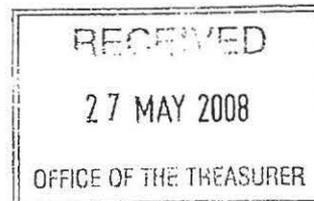
GRA

Greyhound Racing Authority



26 May 2008

Hon. Andrew Fraser MP
Treasurer of Queensland
GPO Box 611
BRISBANE QLD 4001



Dear Treasurer,

I am writing to advise you of the decision of the Gold Coast Greyhound Racing Club Inc to call a meeting of members on Tuesday 3 June 2008 commencing at 7:00pm to discuss the future of the Club.

At a recent meeting with the Club, they advised that members of the Club and participants who raced at Parklands had expressed concern at the lack of consultation and the delay by the Queensland Government to provide compensation arising from the closure of the Parklands greyhound racing facility to make way for the Gold Coast University Hospital.

It has now been more than four months since a report was submitted to the various government agencies and there has been no request for further information, no meetings held to discuss any issues, no timeframe set for a decision, in fact, the only dialogue has been initiated by the Authority requesting information to which a belated reply is made.

Whereas we understand that there are issues involved in this process, it is difficult for people who have invested many thousands of dollars in racing animals, properties and equipment to pursue their passion for them to be left in the dark and uncertain as to whether there is a future for them in Queensland. This situation has led many of them to express their frustration to not only the Authority, but to the Committee of the Gold Coast Club, in such a way that many of the committee refrain from attending race meetings due to the anger that they are confronted with. This is also having an adverse impact on the staff of the Club who are being subjected to similar abuse.

I will be attending the members meeting, but I am at a loss as to what to tell them, as this situation has become personally embarrassing to me.

I would have thought that there could have been some public statement made by the Government, other than the one that you are in discussions with the Authority (which as stated above does not appear to be the case), as the Parklands greyhound track will cease racing on 30 July 2008.

Anything that can be done to allay the concerns of the greyhound racing participants prior to Tuesday 3 June would be greatly appreciated.

Yours faithfully

49-Sch4 - Signature

Phil Bennett
Chair

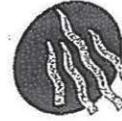
Albion Park Raceway, Breakfast Creek, Q 4010 PO Box 250, Albion, Q, 4010

Telephone: (07) 3262 7800 • Facsimile: (07) 3262 7809

Web: www.graq.org.au Email: graq@graq.org.au



Hon Andrew Fraser MP
Member for Mount Coot-tha



Queensland
Government

Treasurer of Queensland

RAC-00051

27 JUN 2008

The Honourable Stephen Robertson MP
Minister for Health
GPO Box 48
BRISBANE QLD 4001

Dear Stephen,

I am writing to seek your agreement to the transfer of \$10 million to Treasury Department to facilitate the payment of compensation to the Greyhound Racing Authority (GRA) to vacate the Parklands, Gold Coast venue.

Sch3(1) Cabinet matter before commencement

Based on advice received from officers of Queensland Health and the Department of Infrastructure and Planning that the greyhound club is required to vacate the Parklands site by 1 September 2008, the GRA has scheduled the GCGRC's last race meeting at Parklands on 30 July 2008.

The GRA believes that the development of the GCUH provides an opportunity for it to rationalise industry venues and infrastructure and to develop a viable 'stand alone' greyhound racing facility at Logan. The proposed site at Logan is Crown land, which is administered by Logan City Council as trustee under the *Land Act 1994* for the purpose of local government and the sub-purpose of entertainment and recreation. Logan City Council has endorsed, in principle, a proposal to build a greyhound racing facility in Logan.

Queensland Health has advised both the GRA and Treasury Department that it has allocated \$10 million compensation to the GRA for relocation from Parklands. I am advised that Mr Michael Walsh, Chief Executive Officer of the Major Hospital Project Office, has held discussions with Treasury Department officers regarding this matter.

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100 George Street Brisbane 4000
GPO Box 611 Brisbane
Queensland 4001 Australia
Telephone +61 7 3224 6900
Facsimile +61 7 3229 0642
Email treasurer@ministerial.qld.gov.au
ABN 65 959 415 158

The GRA has developed the expectation that it will receive relocation compensation of this amount, based on discussions with officers from Queensland Health.

Accordingly, I seek your agreement to the transfer of \$10 million to the Treasury Department that will be provided to the GRA as compensation to vacate Parklands and as a contribution towards the proposed new industry facility at Logan.

If you require further information your officers can contact Mr Michael Dart, Senior Advisor of my office, on (07) 3224 6900.

Yours sincerely



ANDREW FRASER

cc: John Blumke, Director, Strategic Development, Department of Infrastructure and Planning

RTI DL RELEASE - NPSR

2008-14



IPSWICH GREYHOUND RACING CLUB INC



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IPSWICH QLD 4305

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IPSWICH SHOWGROUNDS
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IPSWICH QLD 4305

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Email: igr@gil.com.au

www.ipswichgreyhounds.com

3rd July 2008

COPY

Ms Kerry Watson
Greyhounds Queensland
PO Box 250
Albion Qld 4010

Dear Kerry

Re: Logan Complex

Further to your telephone conversation yesterday, I have contacted the committee members of the Ipswich Greyhound Racing Club and wish to advise you accordingly that they fully support the concept of the move of the Gold Coast Club and the Brisbane Club (Albion Park) to the proposed site at Logan. The support and acceptance of this proposal does not relinquish the right of the club and its members to maintain its present status, identity, track and premises both now and in the future and will not support a total amalgamation of all SEQ clubs to the Logan precinct.

Thanking you for the chance to voice our opinion in this most important issue.

Yours truly,

49-Sch4 - Signature

Merv Page
President

RTI DL RELEASED NPSR

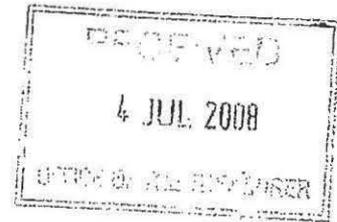
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4 July 2008

Greyhounds Queensland

Hon. Andrew Fraser M.P.
Treasurer and
Minister Responsible for Racing
Level 9
100 George Street
BRISBANE QLD 4000



Private and Confidential

Dear Minister,

Queensland Greyhound Industry

As you are aware there is currently a significant level of uncertainty regarding security of track tenure and financial security affecting the Greyhound Racing Industry in Queensland.

The Greyhound Racing Authority (now Greyhounds Queensland Limited) has written and held discussions with your office a number of times over the last couple of years in connection with a number of issues; the financial disadvantage suffered by the Greyhound industry from the returns level payable to the industry from the Product and Program Agreement, the losses suffered through the fall in turnover (and returns to the industry) during the EI crisis (your support during that time being greatly appreciated), the uncertainty surrounding the instability of the Albion Park facilities, significant concerns that it is not financially viable to redevelop Albion Park (outlined in our letter to the Office of Racing of 23 August 2007), the difficulties arising from resumption of the Greyhound racing track at Parklands at the Gold Coast and the threatened resumption of the Ipswich track for hospital or education infrastructure.

Since the Parklands closure announcement there has been rumour and speculation concerning the greyhound industry's future, no doubt fed by the passing of nearly 12 months since that announcement was made without any clear guidance for the industry (including Greyhounds Queensland) about the compensation payable and/or to be received that can be used to restabilise the industry.

Press reports have emerged over the last four days suggesting matters as diverse as reopening Toowoomba, building a greyhound track inside the harness track at Parklands (until that track itself is resumed in five - seven years) and the redevelopment of Albion Park.

Greyhounds Queensland believes it would be useful for you (including when finalising the Government's consideration of the Parklands compensation package issue) to clarify a number of industry specific issues, concerns and possible misconceptions and we take the opportunity to advise the following:

Albion Park Raceway, Breakfast Creek, Q 4010 PO Box 250, Albion, Q, 4010

Telephone: (07) 3262 7800 • Facsimile: (07) 3262 7809

Web: www.greyhoundsqueensland.com.au Email: gql@greyhoundsqueensland.com.au

- The minimum number of TAB track facilities required in South East Queensland to meet the industry's contractual arrangements is considered to be two facilities (one with 2 tracks, being a single turn and a two turn track), both capable of operating seven days a week. This minimises the risk of abandoned meetings and loss of revenue because of unexpected circumstances;
- It has never been demonstrated to Greyhounds Queensland (when the Greyhound Racing Authority (GRA)) that Albion Park can be redeveloped in an economically feasible manner. There have been numerous discussions in the last two years on Albion Park including on many occasions with representatives of Harness, and/or the potential developers. The last meeting in which the GRA was involved was a meeting with the preferred developers arising from the Expression of Interest process conducted -Babcock & Brown/Watpac on 26 March 2008 – since which time the GRA has received no further meaningful contact. Over the course of those discussions and through continued consideration by the (then) GRA it has become apparent that the moneys flowing to Harness and Greyhound Queensland from the developers would, at best, be absorbed entirely in the infrastructure/headworks costs (well in excess of \$10 million alone) and development of the replacement facilities. This would leave Greyhounds Queensland with no additional cash reserves to fund ongoing operating costs. As outlined in the letter to the Office of Racing referred to above, the GRA did not consider redevelopment viable in these circumstances;
- Albion Park (redeveloped or not) does not provide the Greyhound industry with the scheduling flexibility it considers appropriate to protect against the risk of abandoned meetings given the dual occupancy and potential scheduling clashes with Harness;
- Many participants in the Greyhound industry have confirmed to Greyhounds Queensland (when the GRA) that a "track within a larger harness track" configuration is well less than optimal for the industry;
- Albion Park is of very limited availability for greyhound training/trials because of the scheduling of harness trialling;
- Participants in the industry have stressed the importance of a 1 turn track being maintained in Queensland – until the resumption of Parklands, the TAB tracks offered a 1 turn track (Parklands) and two two-turn tracks (Albion Park and Ipswich). At least one 1 turn track is considered a minimum industry requirement;
- Greyhound industry participants have expressed dissatisfaction with the need for travelling from the industry heartland area predominantly in the Gold Coast/Ipswich corridor to an inner city track like Albion Park and do not consider the location of that track optimal or appropriate in a modern age where residential development is progressively surrounding it;
- Greyhounds Queensland believes the vast majority of industry participants consider the development of a stand alone greyhound specific facility with secure tenure to be in the optimal long term interests of the industry;

- At a meeting held on 25 October 2007 between Mike Kelly Office of Racing, David Forde and Ian Munro of Treasury, and Phil Bennett and Darren Beavis of the GRA, the GRA's views on the future of Albion Park were explored. Mr. Bennett was quite clear that the best option for Albion Park in the GRA's view was to be sold and the two bodies go their separate ways. The suggestion was also put forward that with resumption of the Harness facility at Parklands required in 5 – 7 years, the Government could purchase/acquire the GRA's 50% interest in Albion Park. It was stated that GRA saw the future of greyhound racing in South East Queensland being located at Logan with 2 tracks and racing a minimum 5 days per week. This we believe would be the most efficient and cost effective way for the industry to progress. The issue of utilising funds freed up from the sale of Albion Park to relocate Ipswich was also raised;
- It is in all of this context that the GRA suggested the development of a dual 1 turn track and a 2 turn track facility at Logan as fair compensation of the loss of the Parklands facility;
- If the Logan facility is able to be developed Greyhounds Queensland believes (as do the vast majority of industry participants) that Greyhounds Queensland's one-half interest in the Albion Park facility ought to be realised with proceeds being used to provide cash reserves to be used to fund the industry going forward. Those reserves would be used to cover operating costs for the Logan facility and to insulate the industry from the adverse affects of an EI or TVN style crisis that materially affects revenues, without being in the marginal financial position of having to seek Government support or damage to the industry through prize money cuts;
- Income from adequate reserves could also assist with the introduction of a financially viable breeding scheme to help reverse the loss of top greyhounds to Southern States;
- Greyhounds Queensland believes that financial reserves sufficient to generate approximately \$1.5m in annual income would be necessary to underpin the long term stability of the industry;
- Given the uncertainty regarding the future of the Ipswich track, Greyhounds Queensland would also benefit from additional financial reserves (above those for operations) to assist (in conjunction with the payment of compensation for any loss of the Ipswich track) with any required future relocation of the Ipswich track and club;
- It is not possible in the short term for Greyhounds Queensland to extract financial value for its one-half interest in Albion Park hence the critical importance of an adequate compensation package for the loss of the Parklands facility. Albion Park's common ownership with Harness is the subject of a current co-ownership agreement between Greyhounds Queensland and Harness. Under that agreement Greyhounds Queensland may not transfer or sell their one-half share in Albion Park without the prior consent of Harness.

Further, Greyhounds Queensland may not mortgage or charge their one-half interest without the consent of Harness however Harness need not consent where the moneys to be borrowed are to be used for purpose not relating to Albion Park itself (such as the construction of the Logan facility). As the vast proportion of revenues are returned to the industry (as they should be), interest and repayments on any borrowings could only be met through significant cuts to prizemoney and industry financial support – leading to further long term industry damage. This all leaves aside the obvious difficulties in selling or mortgaging such an interest in the commercial world. Further any sale of Greyhounds Queensland's half interest at the current time given the existing defects, uncertainty in a buyer obtaining development approvals and the expected cost of infrastructure contributions would not yield sufficient value;

- In meeting with the Harness Board to further explore these issues and possible solutions, the Harness board indicated at a joint meeting of the boards on 29 November 2007 that it could not afford to buy out Greyhounds Queensland's one-half interest at value;
- Greyhound Queensland and industry participants would loudly object to any exit by Greyhounds Queensland from Albion Park at a value that would not deliver to Greyhounds Queensland the full benefit of its one-half ownership (i.e. there can not be a windfall or disproportionate value or revenue proceeds to Harness-any exit would have to treat both codes equitably);
- Until there is finalisation of the Parklands compensation package and given the lack of financial capacity of Greyhounds Queensland to be able to contribute capital to fund any shortfall needed to develop a two track (one-turn and two-turn) facility at Logan, and the (at least) two year lead time for development of that facility, Greyhounds Queensland has no option but to keep an open mind on a redevelopment of Albion Park (despite its significant disadvantages for the Greyhound industry) solely to ensure that a two tracks minimum remain available to meet our contractual arrangements to supply race product to the Australian racing industry.

The loss of Parklands is a very poor outcome for the Queensland Greyhound industry as it has meant the loss of a one-turn track and it is critical to the future of the Greyhound industry in Queensland that this position be corrected as soon as possible.

In summary, Greyhounds Queensland considers that the long term future of the Greyhound industry in Queensland can only be best served through the establishment of a two-track stand alone Greyhound specific facility at Logan with sufficient financial reserves for future industry cash flow and potentially additional reserves to assist in developing a replacement Ipswich facility when the time comes – to maintain a minimum of 2 TAB racing facilities in South East Queensland.

This outcome will go some way to alleviating the disadvantage suffered by the industry by the insufficient level of product distributions. Unless additional reserves are available, prize money will continue to be contained with resultant consequences for the Queensland greyhound industry.

Your assistance would be appreciated in assisting the industry restabilise and establish a financial and track structure to secure the long term future of the Greyhound industry in Queensland.

Greyhounds Queensland's Board is available to meet at any time should you require any further background to the significant difficulties and uncertainty facing the industry at the present time.

Yours sincerely,

49-Sch4 - Signature

Kerry Watson
Acting Chair

RTI DL RELEASE - NPSR

Queensland Greyhound Breeders
Owners and Trainers Association Inc.
P.O. Box 1064
CAPALABA QLD 4157
IA00476

COPY



Ms Kerry Watson
Acting Chair
Greyhounds Queensland

Dear Kerry,

On behalf of the committee of the QGBOTA I wish to confirm that the stance of our Association is that we fully support the proposed development of a greyhound racetrack at Logan.

With a Logan greyhound track we believe that the future of the Queensland greyhound racing industry can be secured and that it will enter a new era of self sufficiency and prosperity.

It is also the opinion of many that the Logan proposal might also be strengthened by the relocation of the Albion Park greyhound track to Logan.

Early last year the QGBOTA conducted an industry survey on a range of issues and on the subject of Albion Park the owners and trainers came back with the following results.

We asked licensees if they wanted to stay at Albion Park.

In favour of **staying** at Albion Park - 21%
In favour of **leaving** Albion Park - 79%

We asked if licensees would support the re-development of Albion Park if the development was true and equal partnership.

In favour of **staying** if **equal partnership** - 44.4%
In favour of **leaving** regardless - 55.6%

We believe that the future of Queensland greyhound racing is at Logan and we fully support the efforts of the Gold Coast Greyhound Racing Club and Greyhounds Queensland in relocating the Gold Coast track and making the fantastic facility at Logan a reality.

Yours sincerely

Pat Marchant
QGBOTA President

Release



Hon Stephen Robertson MP
Member for Stretton

RECEIVED
8 JUL 2008
OFFICE OF THE TREASURER



Queensland
Government

Minister for Health

MI154619

OFFICE OF THE
09 JUL 2008
UNDERTREASURER

- 4 JUL 2008

The Honourable Andrew Fraser MP
Treasurer
Member for Mount Coot-tha
GPO Box 611
BRISBANE QLD 4001

Dear Treasurer *Andrew,*

I am writing to you to seek your assistance in acquiring land for the delivery of the new Gold Coast University Hospital at Parklands Drive, Southport.

To enable the delivery of this vital project as timely as possible, it is essential for Queensland Health to acquire land from within, and adjoining, the Parklands Showgrounds site.

Fortunately the State, represented by various government agencies, already has tenure over significant parcels of land required for this project, and it will be necessary for Queensland Health to acquire the land from these agencies.

Queensland Treasury, as the representative of the State, is the current owner of the land occupied by the Parklands Showground Trust. The land required by Queensland Health from the showgrounds site is shown on the attached plan as the proposed Lot 459, consisting of an area of approximately 9.03 hectares. As this stage it is a proposed allotment until the new plan of survey has been registered.

The 9.03 hectare site is partly occupied by Greyhound Racing Authority, and is improved with a greyhound racing track and associated infrastructure. Arrangements are in place for greyhound racing to relocate to alternative tracks at Albion and Ipswich from September 2008. The Greyhound Racing Authority has forwarded a proposal detailing the planned redevelopment of new facilities at Logan, which is currently being considered by Treasury.

Other impacts on this site include the stables, some carparking and a caretaker's residence under the management of the Parklands Trust which are being relocated to an alternative location on the site.

Additionally, a smaller 9,953 m² adjoining allotment, described as Lot 497 on WD6012 on the attached plan, is also owned by the State represented by the Department of Natural Resources and Water. This site is also required for the Gold Coast University Hospital site.

19th Floor State Health Building
147-163 Charlotte Street Brisbane
GPO Box 48 Brisbane
Queensland 4001 Australia
Telephone +61 7 3234 1191
Facsimile +61 7 3229 4731
Email health@ministerial.qld.gov.au
Website www.health.qld.gov.au

A third parcel of land shown on the attached plan as the proposed Lot 190, consisting of an area of approximately 7.74 hectares, is also owned by the State represented by the Department of Natural Resources and Water. This site is also required for the Gold Coast University Hospital site.

This parcel of undeveloped land is currently a portion of a State Reserve for cemetery purposes, under the trusteeship of the Gold Coast City Council. Negotiations are continuing with the Council to identify a suitable replacement site which may be held in trust as a future cemetery site. One option under active consideration is a parcel of land previously acquired at Pimpama by Department of Main Roads but now surplus to their requirements.

Under the provisions of the *Government Land Policy*, the transfer of land between Government agencies is to occur on a market value basis.

However, to ensure the delivery of the new Gold Coast University Hospital within the limitations of the allocated budget and timeframes, I am seeking your approval to transfer the required Gold Coast University Hospital land to Queensland Health at nil cost, and as promptly as possible.

The provisions of the *Government Land Policy*, and in particular *Disposal Policy No.4 – Inter-agency Transfers*, do allow for the transfer of land between Government agencies at less than market value with the specific approval of the Treasurer.

Whilst a full market valuation of the State held land has not been commissioned at this stage, the State Valuation Service of the Department of Natural Resources and Water will be engaged to determine the market value of the required land.

Should you have any queries regarding my advice to you, Ms Kathie Standen, Senior Policy Advisor, will be pleased to assist you and can be contacted on telephone 3234 1191.

Yours sincerely



STEPHEN ROBERTSON MP

**Treasurer of Queensland
Ministerial Correspondence Action Sheet**

Due Date: 16/07/08.	Division: SA Racing	Dept Ref:
	AUT/ED: SA Michael Kelly.	

ACKNOWLEDGEMENT LETTER

One option must be selected:

- Treasurer – Noted: no further action required
- Treasurer – Further response required
- SA – Noted: no further action required
- SA – Further response required
- Parl Sec – Noted: no further action required
- Parl Sec – Further response required
- Referral to another agency (SA to SPA)
- No Ack letter required

ACTION

One option must be selected:

- Briefing Note
- Reply from Treasurer
- Reply from Under Treasurer
- Reply from Parl Sec
- Reply from SA
- For information
- Necessary Action

Copy to: _____

Ministerial Policy Advisor Comments:

RTI/DL RELEASE - NPSP

Name LACHLAN SMITH Signature: _____ Date: 8, 7 /2008

49-Sch4 - Signature

Keyword:

Health

Notes:

*Related to
RAC - 00051*

MC	49-Sch4 - Signature	D/OUT
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Hon Stephen Robertson MP
Member for Stretton



**Queensland
Government**

Minister for Health

MI155793
MO: H/08/05685

The Honourable Andrew Fraser MP
Treasurer of Queensland
Member for Mount Coot-tha
GPO Box 611
BRISBANE QLD 4001

2008-17
7 JUL 2008

Dear Treasurer

Thank you for your letter dated 27 June 2008, regarding arrangements with the Greyhound Racing Authority to vacate the Parklands Gold Coast venue.

Provision has been made within the funding allocation for the Gold Coast University Hospital to allow relocation of various landholders affected by the decision to adopt the northern site for the new Hospital.

As previously advised, Queensland Health has allocated \$10 million to assist Greyhound Racing Authority in its relocation from Parklands. My understanding is that Treasury Department is addressing the proposed redevelopment of the Logan site to develop a new greyhound racing facility.

Sch3(1) Cabinet matter before commencement

Should you have any queries regarding my advice to you, Ms Kathie Standen, Senior Policy Advisor, will be pleased to assist you and can be contacted on telephone 3234 1191.

Yours sincerely

STEPHEN ROBERTSON MP

19th Floor State Health Building
147-163 Charlotte Street Brisbane
GPO Box 48 Brisbane
Queensland 4001 Australia
Telephone +61 7 3234 1191
Facsimile +61 7 3229 4731
Email health@ministerial.qld.gov.au
Website www.health.qld.gov.au

QTO-02656

RAC/1021
Also refers
RAC/00051

**Treasurer of Queensland
Ministerial Correspondence Action Sheet**

② H & CS

Due Date: 17/1/08	Division: ① Racing (OLGR)	Dept Ref:
	AUT/ED: Mike Kelly	

ACKNOWLEDGEMENT LETTER

One option must be selected:

- Treasurer – Noted: no further action required
- Treasurer – Further response required
- SA – Noted: no further action required
- SA – Further response required
- Parl Sec – Noted: no further action required
- Parl Sec – Further response required
- Referral to another agency (SA to SPA)
- No Ack letter required

ACTION

One option must be selected:

- Briefing Note
- Reply from Treasurer
- Reply from Under Treasurer
- Reply from Parl Sec
- Reply from SA
- ② For information
- ① Necessary Action

Copy to: _____

Ministerial Policy Advisor Comments:

We will advise GOV in meeting -

RTI DL RELEASE - NPSP

49-Sch4 - Signature

Name L. Kelly SA/177 Signature: _____

Date: 10/7 /2008

Keyword:

Notes:

② H & CS for information

MC	D/OUT
----	-------

49-Sch4 - Signature

BRIEFING NOTE - FOR INFORMATION

FROM	Treasury		
FOR	Treasurer		
SUBJECT	Greyhound Racing Facility Issues - Update		
Contact Officer:	Kirsty Karauria, Principal Compliance Officer, Office of Racing Regulation	Record No: RAC-00053	Date: 10 July 2008
Requested by:	Lachlan Smith	Date Approval Required By: N/A	

PURPOSE

1. The purpose of this briefing note is to provide you with an update on greyhound racing facility issues in preparation for your meeting with Ms Kerry Watson, Acting Chair of Greyhounds Queensland Limited on Friday 11 July 2008.

BACKGROUND

Gold Coast – Parklands site

2.

Sch3(1) Cabinet matter before commencement

3. The Gold Coast University Hospital (GCUH) will require the relocation of racing and non-racing facilities from Parklands,

73(2) Irrelevant

4.

Sch3(1) Cabinet matter before commencement

5. Queensland Treasury has advised Greyhounds Queensland Limited (GQL), based on advice received from Queensland Health and the Department of Infrastructure and Planning (DIP), that the GCGRC is required to vacate the Parklands site by 1 September 2008.
6. Queensland Treasury has also advised Queensland Harness Racing Limited (QHRL) that, subject to unforeseen circumstances, the Gold Coast Harness Racing Club will be able to continue at the Parklands site until 30 June 2013.
7. You have written to the Minister for Health to formally seek his agreement to the transfer of \$10 million to the Treasury Department, which will form part of a still to be approved compensation package to GQL to vacate Parklands.

Proposed Logan Facility

8. GQL believes that the development of the GCUH provides an opportunity for it to rationalise industry venues and infrastructure and develop a viable 'stand alone' greyhound racing facility at Logan, located at 146 Kingston Road, Slacks Creek. A copy of the Masterplan and Costings Report prepared for GQL is attached (**Attachment 1**).

9. Logan City Council has endorsed, in principle, a plan to build a greyhound racing facility in Logan. The proposed site at Logan is unallocated State Land, which is administered by Logan City Council as trustee under the *Land Act 1994* for the purpose of Local Government and the sub-purpose of Entertainment and Recreation.
10. GQL has indicated its preference for both the Brisbane Greyhound Racing Club (BGRC) (Albion Park) and the GCGRC to be located to the new Logan site. Both clubs have previously expressed in principle support for the proposal. The GCGRC has recently raised the possibility of constructing a new track inside the harness racing track at Parklands. However, given harness racing is required to vacate Parklands in 2013, this is not considered to be a viable, long term solution.
11. GQL is also proposing to relocate its offices from Albion Park to the Logan site.
12. On 25 October 2007, the State gave in principle approval to use the Logan site for greyhound racing and stated it is willing to work with GQL and the Logan City Council to progress this matter.

ISSUES

Proposed Logan facility

13. According to consultants commissioned by GQL, the estimated cost of the proposed Logan facility is approximately \$40.3 million (exclusive of GST).
14. While \$10 million in compensation may be made available, even if the Logan land is given to GQL as part of any compensation package GQL has no clear way forward to secure the remaining \$30 million required to develop the Logan facility.
15. With regards to how GQL may obtain the additional funds required to develop the proposed Logan facility, Treasury is of the opinion that one solution lies with GQL's 50% legal right to the value in Albion Park Raceway (Albion Park). Nominally, the value of GQL's 50% share in Albion Park (if sold for highest and best use) could be in the vicinity of \$50 million.
16. While GQL is involved in a Joint Venture with QHRL that is investigating the redevelopment of the Albion Park facility (discussed below), GQL has previously indicated that it no longer wants to be located at Albion Park and would rather realise its investment. Notwithstanding its preferences and its legal entitlements, GQL has, to date, not withdrawn from the Albion Park Raceway Joint Venture (APRJV). Realistically, unless QHRL is able to purchase the GQL share of the facility, it is unlikely that GQL will be able to realise any revenue from Albion Park. QHRL has advised that it does not have the funds available to purchase GQL's share of Albion Park.
17. An option that may be considered, is to separate the Parklands/Logan issue from wider greyhound infrastructure issues by giving GQL the Logan land and a quantum of cash as compensation for vacating the Parklands site. If GQL does not have sufficient funds to develop the Logan site immediately, then it could hold the assets until it is able to exit Albion Park at some future date, or may wish to direct funding to the Logan development that may flow from a re-negotiated Product and Program agreement that falls due in July 2014.

Albion Park issues

18. Over several years, the Albion Park site has been the subject of various investigations with respect to the future use and/or redevelopment of the site.
19. The APRJV commissioned a report titled 'Albion Park Raceway—Strategic Plan—15 December 2005', which articulated the overall vision for the future use of the site and

included four options including a "Stay" option and three "Go" options. The "Stay" option involved commercial and residential development on a portion of the site.

20. The preliminary business case commissioned by the APRJV indicated a shortfall of approximately \$10 million for the redevelopment. However, a review of the financial aspects of this business case by the Department of Public Works estimated the total shortfall for the redevelopment would be between \$25-\$30 million as it did not include, among other things, the costs associated with relocation of the Racing Science Centre (approximately \$10 million) or the temporary relocation of both greyhound and harness racing operations while the new facilities are constructed (approximately \$1.1 million).
21. The "Stay" option also assumes that the land currently occupied by the Racing Science Centre would be gifted to the APRJV and that the Government will provide dispensation on stamp duty costs.
22. In 2006, the Chair of GQL advised that the "Stay" option was not viable without financial support from the Queensland Government.
23. Previous information provided by the Chair of the APRJV to the Office of Racing indicated that it was highly unlikely that agreement would be reached between QHRL and GQL on a redevelopment of Albion Park. This was supported by the fact that GQL had made public statements that it held grave concerns regarding the viability of a redevelopment.
24. On 25 June 2008 the 'Russ Hinze' grandstand, the main grandstand at the Albion Park, built in 1983, was closed following engineering advice that it is unfit to accommodate its patrons and tenants due to differential settlement in the stand.
25. The original grandstand, adjacent to the 'Russ Hinze' grandstand, is still operational, allowing harness and greyhound racing to continue at Albion Park. Racing has been temporarily suspended due to the engineering defects but will recommence on Thursday 17 July 2008.

RECENT DEVELOPMENTS

26. On Monday 7 July 2008, you met with Kevin Seymour and other representatives of QHRL. At this meeting, QHRL made it very clear that it would not sell its share of Albion Park. Mr Seymour proposed to fund future improvements, including the replacement of the closed 'Russ Hinze' grandstand, through the disposal of excess land surrounding the Albion Park Raceway, and the disposal of Rocklea Showgrounds.
27. The Rocklea Showgrounds is owned in freehold by the Rocklea Agricultural and Industrial Association Inc., and accordingly, could only be acquired by the Queensland Government compulsorily resuming the land and vesting it in QHRL.
28. QHRL also indicated, based on its proposal, that there would be an anticipated \$10 million shortfall in the redevelopment funding, and it would be seek financial support from the Government.
29. On Wednesday 9 July 2008, the Executive Director, Office of Racing met with the A/Chair of GQL, Ms Kerry Watson. At this meeting, Ms Watson was confidentially informed that the compensation to be provided to GQL by the Government to vacate Parklands would, at the most, include the Logan land and a cash component of up to \$10 million. Ms Watson was also advised that QHRL had stated that it would not sell its share of Albion Park, and as such, GQL would be unlikely to be able to realise its 50% share of Albion Park.

- 30. Without GQL being able to realise its 50% share in Albion Park, it would appear that GQL has no other way of raising the capital required to develop a new greyhound racing track at Logan and, as such, may be best positioned to reconsider the "scaled down" redevelopment of Albion Park as a medium term solution.
- 31. You have stated in a recent media article that you anticipate making an announcement regarding compensation for vacating Parklands in the week beginning 14 July 2008.

<input type="checkbox"/> Noted
Comments (back to Department/further action - if applicable)

RTI DL RELEASE - NPSR

Name:	*Action Officer/Author:	Director:	(Initials)	ED/AUT:	(Initials)	DUT:	(Initials)
Kirsty Karauria	Mike Kelly						
Branch/Division:	Office of Racing	Office of Racing					
Telephone:	323 41378	3234 1376					
Date:	10 July 2008	/ /		/ /		/ /	

11 July 2008

**Mr. Mike Kelly
Executive Director
Office of Racing
GPO Box 2457
BRISBANE QLD 4001**

Private and Confidential

Dear Mike,

I refer to your discussions held today with Acting Chair Ms. Kerry Watson concerning the current status of Albion Park.

In view of these discussions I would like to document Greyhounds Queensland Limited (GQL) position on Albion Park and the proposed Logan greyhound facility.

Greyhound racing industry economic value to the State:

- Industry provides large employee opportunities to a wide range of Queenslanders i.e. veterinarians, race club employees, animal product businesses, administration staff and professional owners and trainers who rely on the industry to provide an income.
- Industry contributes in excess of \$50 million in wagering turnover through UNiTAB of which the government benefits through wagering taxes.

Impact on industry due to loss of the Parklands greyhound facility:

- Trainers will send their greyhound's interstate due to no 1 turn track being available and leaving only 2 tracks.
- Breeding industry will decline due to a lack of racing opportunities, thus resulting in no greyhounds being available in two years time or longer to fulfil our commitments.
- Industry will be unable to sustain its contractual arrangements with UNiTAB and Sky Channel. This will in turn impact on Product Code distributions and Sky Channel timeslots being lost to interstate venues.

Way Forward to achieve Logan facility:

- GQL to obtain freehold title of land known as "Cronulla Park" situated at the corner of Kingston and Compton Roads, Slacks Creek.
- \$10 million dollars in cash to be deposited in GQL's bank account.
- Logan facility (2 tracks as per our report submitted February 2008) to be constructed to GQL's requirements and specifications and at no cost to GQL (including all council infrastructure charges, approvals/Council fees etc)

- Logan facility to be fully completed and operational before GQL and Brisbane GRC would vacate Albion Park.
- Subject to successful negotiations on the above way forward, GQL would relinquish its 50% freehold interest in Albion Park to Queensland Harness Racing Limited.

Positive outcomes for GQL on this proposal:

- GQL obtain a standalone greyhound facility which incorporates 2 tracks.
- GQL will be able to meet its contractual arrangements with UNiTAB and Sky Channel.
- Facility will be able to be utilised 7 days a week if required.
- Unlimited trialling opportunities for licencees with no interruption from Harness racing activities.
- For the first time the greyhound industry will have a stand alone facility which it owns.
- Opportunities to derive recurring income from non racing activities.
- Substantial reserves for the industry and will assist with future planning arrangements to relocate Ipswich GRC.
- In the event of a future reoccurrence of an EI type outbreak which affected horses only, the greyhound industry could continue to race unaffected due to the stand alone facility.

Positive outcomes for Harness Racing and Government:

- Ongoing issue regarding future of Albion Park is resolved.
- GQL achieves its desired stand alone greyhound facility and Harness racing to achieve their redeveloped complex at Albion Park.
- In 5 years time when Harness are required to vacate Parklands they would be in a position to transfer their meetings to Albion Park with no disruptions or interference to greyhound racing.

Government assistance required:

- GQL is seeking government support for this proposal and to instigate immediate discussions with Queensland Harness Racing Limited.
- GQL is seeking government assistance in the land fill and capping requirements for the site.
- In view of the government announcing compensation matters for the loss of the Parklands facility next week we feel it appropriate that our proposal if agreed in principle by the government and Harness, it could be announced in conjunction with the compensation to be provided.

Should you require any further information please do not hesitate to contact me.

Yours faithfully,

Ms. Kerry Watson
Acting Chair

Michael Kelly/OR/QTreasury
14/07/2008 05:32 PM

To John.Paterson@racing.qld.gov.au, Kirsty Karauria/OR/QTreasury@QTreasury
cc Carol Perrett/OR/QTreasury@QTreasury, Leah Kelly/TO/QTreasury@QTreasury, ian.munro@treasury.qld.gov.au,
bcc

Subject Fw: Logan Site - Request

John/Kirsty - for file - the orig will come in via AF's office in due course.

Kirsty - lets now action the brief that SAMU has given us to get the Logan request considered.

MK

----- Forwarded by Michael Kelly/OR/QTreasury on 14/07/2008 05:30 PM -----



"Lachlan Smith"
<Lachlan.Smith@ministerial.qld.gov.au>
14/07/2008 01:34 PM

To <michael.kelly@racing.qld.gov.au>
cc
Subject FW: Logan Site - Request

PRIVACY RELEASE - NPSR

FYI

L

From: Darren Beavis [mailto:dbeavis@graq.org.au]
Sent: Monday, 14 July 2008 11:35 AM
To: Lachlan Smith
Subject: Re: Logan Site - Request
Importance: High

Lachlan,

As per our meeting with the Treasurer last Friday, attached is a further request for the Land identified at Logan to be transferred to GQL.

A hard copy will be in today's mail.

I have also attached our original correspondence dated 17 September 2007 to Mr. Colin Jensen of Infrastructure as per advices from Mr. Bill Turner, Infrastructure and Darren Black of QLD Health.

Regards



Darren minister_logansite.TIF expression of interest logan_letter.doc

CHAS LYONS
65982
RE. ESTIMATE

Mr Colin Jensen
Coordinator – General
Acting Director - General
Department of Infrastructure and Planning
PO Box 15009 City East
Queensland 4002

Dear Sir,

Gold Coast Greyhound Racing Issues and Alternative Site at the corner of Kingston and Compton Roads, Slacks Creek ("Logan Site")

We refer to our meetings at the Office of the Department of Infrastructure and the Logan Site last week with representatives of the Department of Infrastructure and Health.

Since our meetings, I have addressed the matter of the proposed relocation of the Parklands facility to the Logan Site with the members of the Board of the Greyhound Racing Authority and can confirm that the Authority is keen to pursue the opportunity which presents itself for the Logan Site.

The Authority considers that the Logan Site represents a unique opportunity to provide a viable, centrally located facility to allow for the relocation of greyhound racing from the Parklands facility.

There are, naturally enough, a number of steps which we see that need to be undertaken in order to finalise an issues paper for final consideration by both the Authority and the Gold Coast Greyhound Racing Club. These include:

1. Meeting with the Logan City Council to confirm the Council's support for a proposed relocation to the Logan Site and as necessary the State negotiating with the Council in order to procure their surrender of the Council's existing Reserve over the Logan Site to the State of Queensland. We suggest a joint meeting with all 3 stakeholders present may be worthwhile;
2. Obtaining confirmation from the State that it will grant a freehold interest in the Logan Site to the Greyhound Racing Authority following the surrender of the Council's Reserve at no cost to the Greyhound Racing Authority;
3. Detailed investigation of issues arising in relation to the development and use of the Logan Site consistent with its proposed use for a greyhound racing track(s) and associated facilities and administration buildings, including obtaining detailed planning and related advices involving, as necessary, discussions with relevant officers of the Council in respect of the proposed use of the site;
4. The preparation of design proposals and costings in respect of the proposed facility to incorporate a greyhound racing track(s) with a minimum of 615 metres with associated racing facilities and administrative buildings to support greyhound racing;
5. The securing of necessary approvals from the Logan City Council and other regulatory authorities to allow redevelopment of the Logan Site for use of the new facility;
6. The construction and completion of the new facility by the State at no cost to the Greyhound Racing Authority or the Gold Coast Greyhound Racing Club in a manner which would ensure that the following objectives are met:

- (a) that there is no loss of continuity of racing undertaken by the Gold Coast Racing Club i.e. a move from the Parklands facility would need to occur at the time the new facility is ready;
 - (b) the Gold Coast Greyhound Racing Club's existing contractual obligation with Sky Channel Limited for the supply of greyhound race meetings are met without interruption;
 - (c) the Greyhound Racing Authority's existing contractual obligation with UNiTAB to supply greyhound racing product is met without interruption;
7. Discussion and agreement with the Parklands Trust in respect of the termination of the existing agreement between it and the Gold Coast Greyhound Racing Club;
8. Greyhound Racing Authority and Gold Coast Greyhound Racing Club reaching agreement on all issues arising - the Greyhound Racing Authority will initiate in depth discussion with the Gold Coast Greyhound Racing Club following receipt of an in principle agreement on the issues raised above.

The Authority is willing to form a working group with representatives of the Government to ensure that all issues are progressed in a timely manner.

To this end, upon receiving your in-principle agreement on terms of relocation, the Greyhound Racing Authority will proceed to engage consultants and meet with the Gold Coast Greyhound Racing Club.

Accordingly, we would appreciate your response at your earliest convenience.

Yours faithfully

Phil Bennett

Chair

17 September 2007

Cc Ms. Uschi Schreiber - Director - General Queensland Health



14 July 2008

**Hon. Andrew Fraser MP
Treasurer and
Minister Responsible for Racing
Level 9
100 George Street
BRISBANE QLD 4000**

Dear Treasurer,

Logan Site – Proposed Greyhound Racing Facility

In reference to the meeting held on Friday 11 July with Directors of Greyhounds Queensland Limited (GQL) and yourself, we wish to request the following concerning land situated at Logan.

GQL is seeking from the State, freehold interest in the site identified as 146 Kingston Road, Slacks Creek and described as Lot 658 on Crown Plan SL 12298 to Greyhounds Queensland Limited following the surrender of the Council's Reserve at no cost to Greyhounds Queensland Limited.

We would appreciate your assistance in this matter, as we see this as an urgent necessity to enable us to further progress our discussions with Queensland Harness Racing Limited to secure the future of Queensland greyhound racing at this site.

Yours sincerely,

49-Sch4 - Signature

**D.M. Beavis
General Manager**