

11 January 2011

OFFICE OF RACING

49-Sch4 - Signature

16 JAN 2012

RECEIVED

RACING
QUEENSLAND

Mr Mike Kelly
Executive Director
Office of Racing
GPO BOX 46
BRISBANE QLD 4001

Racing Queensland Limited
A.B.N 52 142 786 874
Racecourse Rd Deagon QLD 4017
PO Box 63 Sandgate QLD 4017
T 07 3869 9777
F 07 3269 6404
E info@racingqueensland.com.au
W www.racingqueensland.com.au

Dear Mike

RE: GREYHOUND FACILITIES

As you are aware, within the Industry Infrastructure Plan, Racing Queensland had developed a strategy to significantly improve the facilities available to greyhound stakeholders throughout Queensland. Unfortunately, the ongoing issues associated with Albion Park and Deagon are having a serious impact on the confidence of greyhound stakeholders regarding the ongoing viability of the greyhound racing industry in South East Queensland.

The Board of Racing Queensland considered this issue at its meeting on Monday 9 January 2012 and agreed that the greyhound industry could not continue to be constrained by the aforementioned issues. The decision has been taken that Racing Queensland needs to consult the industry in regards to a revised strategy that would enable the provision of improved facilities for greyhound stakeholders in South East Queensland as a matter of urgency.

I propose to undertake the following course of action to give effect to this decision.

1. Racing Queensland to advise stakeholders that it acknowledges the impact the current uncertainty is having on the greyhound industry and that it will implement an immediate review of all available facility options, with a view to fast tracking improved greyhound facilities in South East Queensland.
2. Racing Queensland to conduct a series of workshops with key industry groups and major stakeholders regarding the current facility issues and plan to remedy these issues through the development of short and long term strategies.

3. The Board of Racing Queensland to review the recommendations from the workshops and if practical, develop a revised strategy for greyhound infrastructure.
4. Upon the finalisation of the review Racing Queensland will provide its recommendation to the Government for its consideration.

Although Racing Queensland had previously favoured the installation of a combined greyhound and harness facility at Deagon over the Logan facility, this will now be reconsidered by Racing Queensland and the industry due to the current issues surrounding the Deagon approval and Albion Park court case. To ensure the Government is fully abreast of Racing Queensland's previous statements in regards to the Logan facility, I have attached a summary of these statements to this correspondence.

It is an absolute necessity that the greyhound industry is consulted on any changes to the previously announced Industry Infrastructure Plan prior to any decisions being taken. Any decisions in relation to this matter without consultation will only act to further exacerbate the current unrest within the industry.

Racing Queensland will be continuing with its current application to develop the Deagon facility and will be proceeding with the court case regarding Albion Park.

Yours sincerely /

49-Sch4 - Signature

R G Bentley
Chairman



Hon Peter Lawlor MP
Member for Southport



**Queensland
Government**

Minister for Tourism and Fair Trading

Ref: MN119640
RAC-00515

20 JAN 2011

Ms Barbara Stone MP
Member for Springwood
PO Box 174
ROCHEDALE SOUTH QLD 4123

Dear Ms Stone

Barbara

Thank you for your letter of 21 December 2010 to the Honourable Anna Bligh MP, Premier and Minister for the Arts, and copied to me, regarding the decision by Racing Queensland Limited not to develop a greyhound racing facility at Logan.

The amalgamation of the three racing control bodies on 1 July 2010 enables the single control body, Racing Queensland, to take a whole-of-industry perspective rather than as competing codes with resources not being utilised efficiently. Racing Queensland is a company limited by guarantee and is responsible for making decisions that are in the best interests of the entire Queensland racing industry.

I am advised that after re-evaluating the plans of the former greyhound control body, Racing Queensland decided the development of the Cronulla Park site as a stand-alone greyhound racing facility was unsustainable.

The State Government has no role in the day-to-day management or decision making of the racing industry. As the control body for racing in Queensland, Racing Queensland – not the Government – is responsible for, and is best placed to make decisions about the allocation of funding for venue development and other infrastructure relevant to the racing industry.

It is no secret that the industry's capital infrastructure is run down and is an impediment to the industry going forward. Last year, the industry submitted an issues paper to the Government which laid out the problems the industry was facing in ensuring a viable and competitive racing industry in Queensland.

As a result, the Government has set up the Racing Industry Capital Development Scheme that will provide the industry with a total of in excess of \$80 million over the four years to 2013-14 to help revitalise the industry's key infrastructure.

Level 26
111 George Street Brisbane
GPO Box 1141 Brisbane
Queensland 4001 Australia
Telephone +61 7 3224 2004
Facsimile +61 7 3229 0434
Email tourism@ministerial.qld.gov.au
ABN 65 959 415 158

In addition to the funding of in excess of \$80 million over four years, Racing Queensland recently approached the Government seeking additional funding in the development of its racing industry plan, which it commenced as a matter of high priority immediately after the control body was formed.

The Government has not yet given any formal consideration to the proposal but under the Racing Queensland industry infrastructure plan, new greyhound facilities will be developed at the Ipswich Turf Club and at Deagon with back to back track design to maximise asset utilisation.

Racing Queensland has recently conducted statewide consultation with the Queensland racing industry regarding its industry plan.

Thank you for representing the views of your constituents in relation to this issue and I trust this information is of assistance.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Peter Lawlor'.

Peter Lawlor MP
Minister for Tourism and Fair Trading

RTI DL RELEASE - NPSR

Tourism and Fair Trading Ministerial Correspondence Action Sheet

Ministerial Reference:

FT/10/ 2662

Dept Reference:

MN 119 640

MINISTERIAL OFFICE

Date Received: 21/12/2010 Due Date: 12/1/2011

MCU Date Date: 10/1/2011

☐ Tourism

☐ Fair Trading

☒ OLGR

☒ Other RACING

PLEASE PROVIDE/ACTION:

- ☒ Ministerial Reply
- ☐ Principal Advisor Reply
- ☐ Acknowledgement Letter
- ☒ No Action (File)
- ☐ Dept Officer to Contact
- ☐ Refer to _____

- ☐ Parl Se
- ☐ Policy
- ☐ For Ir
- ☐ For l OK to sign 10/1/11
- ☐ Briefing Note
- ☐ Meeting Request
- ☐ Action _____

Amended by MCU 11/1/11
RECEIVED
10 JAN 2011

SIGN OFF BY:

- ☒ Minister for Tourism and Fair Trading
- ☐ Director-General
- ☐ Parliamentary Secretary
- ☐ Principal Advisor
- ☐ Policy Advisor

MINISTER'S OFFICE COMMENTS:

3 Day turn around please - MP Request

Signature: Principal Advisor/Policy Advisor

Date

Karl Winchester

From: Springwood Electorate Office [Springwood@parliament.qld.gov.au]
Sent: Tuesday, 21 December 2010 3:59 PM
To: thepremier@premiers.qld.gov.au
Cc: Tourism
Subject: Correspondence from Barbara Stone
Attachments: 20101221155654829.pdf

Please find correspondence attached from Barbara Stone in regards to Greyhound Racing

Lynette Goddard
Electorate Officer
Springwood Electorate Office
for
Barbara Stone MP
State Member for Springwood
Phone 3423 2788
Fax 3423 2922
Email springwood@parliament.qld.gov.au
PO Box 174 Rochedale South Qld 4123



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RTI DL RELEASE - NP58



**BARBARA STONE MP
STATE MEMBER
FOR SPRINGWOOD**

Office Location: Shops 4-6 71-73 Springwood Road,
SPRINGWOOD QLD 4127

Postal Address: PO Box 174, ROCHEDALE SOUTH QLD 4123

Email: springwood@parliament.qld.gov.au

Phone: (07) 3423 2788

Fax: (07) 3423 2922

21st December 2010

Hon Anna Bligh MP
Premier of Queensland
PO Box 15185
CITY EAST QLD 4002

via email

Dear Premier,

I write in regards to the proposal to move greyhound racing to Deagon.

In recent years there has been much debate both inside the industry and in the community about the proposed move of the greyhound racing and harness racing industries.

During that time I have had representations from constituents and members from all three codes of racing and throughout these discussions, there has never been any indication of support for nor any suggestion to move greyhound racing to Deagon.

When Logan City Council put up their hand and proposed that greyhound racing be located in Logan, I was surprised at the large amount of support being shown by the community and the industry for this proposal.

It became clear that the Logan location would not only be good for the industry but would also have major benefits for Logan, particularly by supporting local jobs. Some people involved in the industry have already voted with their feet and have moved to Logan City.

From these discussions it was clearly demonstrated to me that both constituents and industry representatives want a purpose built facility, purely for greyhound racing and that there is a strong belief in the future of this sport in Queensland.

Yours sincerely,

49-Sch4 - Signature

Barbara Stone MP
State Member for Springwood
C.C. Hon Peter Lawlor, Minister for Tourism and Fair Trading

*Proudly representing Springwood, Rochedale South,
Daisy Hill, Shailer Park, Loganholme, Cornubia and Priestdale*

Q:\usr\Portfolios\Premier\Letters\greyhound racing 20-12-10.doc

Letter

Document Number: RAC-00515
 Requested By: Carole Miller
 Other agency reference number: MN119640
 Topic Summary: Let from Barbara Stone MP re proposal to move greyhound racing to Deagon
 Keywords:
 Correspondence Dated:
 Received: 06/01/11
 Date Due: Reply required by 07/01/11
 Completion Date: 21/01/11
 Responsible DUT: David Ford

Letter



MN119640 5.1.2011.pdf

Author / Destination

Name: Peter Lawlor MP
 Title: Minister for Tourism and Fair Trading
 Organisation:

Assigned To

Group: Office of Racing
 Responsible Officer: Michael Kelly
 Keep Confidential: Yes

Policy Advisor:

Response

Response to Letter



RAC-00516 MN=119638 Burns.doc

Response Type: Normal Response
 Submit via: OUT
 CLLO: No
 File Number: RAC/1021(3)
 First Submitted: Carole Miller on 07/01/2011
 Signed:
 Comments:

Comments Summary

Date & Time	Person	Action	Comment
21/01/11 15:53	Claire Maconachie	Completed	Completed. Documents returned.
07/01/11 16:39	Claire Maconachie	With External Minister	DDG Approved. To EMCU
07/01/11 15:21	Carole Miller	Submitted	Approved by Mike Kelly, Executive Director, Office of Racing.
06/01/11 07:03	Carole Miller	User Comment	To Michael Duff to prepare response.

Other Documents

- File Note, Claire Maconachie (07/01/11)
- File Note, Claire Maconachie (21/01/11)

FYA



"Fitzpatrick, Bob"
<Bob.Fitzpatrick@deedi.qld.gov.au>

21/01/2011 11:21 AM

To "Paterson, John" <John.Paterson@deedi.qld.gov.au>

cc "Nicolaidis, Nikolas" <Nikolas.Nicolaidis@deedi.qld.gov.au>

bcc

Subject Certificate of Approval of a Site Management Plan - Cronulla Pk

History:

This message has been replied to.

Hi John,

Attached is a letter of 11 January 2011 from DERM concerning the approval of a site management plan for Lot 658 Plan SL12298.

I have forwarded this letter to you as I believe you are the correct contact for matters associated with this site.

Regards,

Bob Fitzpatrick

Senior Consultant Facilities

Business Services

Department of Employment, Economic Development and Innovation

Level 7, 80 Ann Street, Brisbane

GPO Box 46, Brisbane Qld 4001

Phone: 07 3239 6516

Mobile 049-Sch4 - Mobile phone

Fax: 07 3239 3037

Email: bob.fitzpatrick@deedi.qld.gov.au

Website: www.deedi.qld.gov

Customer Service Centre 13 25 23

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Queensland
Government

Level 8, 400 George St • Brisbane, Queensland • GPO Box 2454 • Brisbane QLD 4001 • AUSTRALIA
http://www.derm.qld.gov.au/environmental_management/land/contaminated_land/

11 January 2011

Site ID: 3350
File Number: 901564
Enquiries to: Contaminated Land Unit
Telephone: (07) 3330 5685

DEPARTMENT OF EMPLOYMENT,
ECONOMIC DEVELOPMENT
AND INNOVATION
PO BOX 15168
BRISBANE CITY EAST QLD 4002

CERTIFICATE OF APPROVAL OF A SITE MANAGEMENT PLAN

This document provides written notification that, in accordance with the *Environmental Protection Act 1994 (EP Act)*, a site management plan has been approved for the parcel of land described below, which is recorded on the Environmental Management Register (EMR). A copy of the suitability statement and the site management plan is attached.

Lot: 658 Plan: SL12298
Logan City Council

146-178 KINGSTON RD
SLACKS CREEK 4127

The owner may apply to the Department of Environment and Resource Management (DERM) to amend the site management plan in accordance with section 418 of the *EP Act*.

Under section 434 of the *EP Act*, a person must not contravene a site management plan.

The owner may apply for a review of, and appeal against, the decision to approve the site management plan within 14 days after receipt of this notice in accordance with sections 521 and 531 of the *EP Act*.

In accordance with the land being recorded on the EMR, the following requirements apply under section 421 of the *EP Act*:

If the owner proposes to dispose of the land to someone else, the owner must, before agreeing to dispose of the land, give written notice to the buyer:

if the particulars of the land are recorded in the EMR - that the particulars are recorded in the register; and
if the land is subject to a site management plan, details of the plan.

Further information regarding this notice may be obtained by contacting the Contaminated Land Unit, Department of Environment and Resource Management on telephone (07) 3330 5685. Further information about contaminated land matters may be obtained by visiting our web-site at: http://www.derm.qld.gov.au/environmental_management/land/contaminated_land/

49-Sch4 - Signature

Delegate of Administering Authority
Environmental Protection Act 1994

RTI DL RELEASE - NPSR

ANNEXURE 1 - SITE MANAGEMENT PLAN

LOT : 658 PLAN : SL12298 FILE REF : 901564 PRINTED: 11/01/2011

DATE OF EFFECT : 10/01/2011

1.0 SUMMARY OF CONTAMINATION

The site consists of Lot 658 on Plan SL12298 and is located on the corner of Compton Road and Kingston Road, Slacks Creek, Queensland. The site was formerly used as a municipal landfill ("the landfill") between the 1970s and 1980s. The landfill received a variety of wastes such as domestic waste, commercial and light industrial solid waste, sanitary solid waste, and construction and demolition waste.

The site is currently a grassed open space recreational area and is managed by Logan City Council and is to be developed as a Greyhound Racing Facility.

Contaminant concentrations within the surface (capping) soil material on the site are within acceptable limits and do not pose a risk to human health or the environment.

The maximum concentrations of contaminants observed in the Contaminated Site Investigation from perched groundwater (which includes leachate) within the Landfill, and deeper groundwater within the weathered sandstone on the site which exceeded environmental guidelines included the following.

Analyte	Maximum Concentration in Perched Groundwater within Landfill (µg/L)
Ammonia as N	228,000
Copper	25
Lead	48
Nickel	124
Zinc	463
TPH C ₁₀ - C ₃₆	730
1,4-Dichlorobenzene	47
2-Methylphenol	225
2,4-Dimethylphenol	4.6
2,4,5-Trichlorophenol	1

Analyte	Maximum Concentration in Groundwater within Weathered Sandstone (µg/L)
Ammonia as N	50,400
Copper	28
Lead	115
Nickel	100
Zinc	359

Logan City Council (LCC) has undertaken an ongoing landfill gas monitoring program (from 2000 to 2008) from monitoring wells installed around the boundary of the site (and not within the landfill). The monitoring program has detected low levels of methane gas (maximum concentration 1.7%) over this time period with concentrations which were well below the lower explosive limit (LEL) for methane

(5%). The monitoring program undertaken by LCC indicates that gas from the landfill is unlikely to pose an unacceptable risk to off-site receptors.

The maximum concentration of methane detected in boreholes which were screened within the landfill was 99.3%. The maximum concentration of methane detected in landfill vents installed on the site was 29%. All other VOCs detected were below human health guidelines.

The maximum concentration of carbon dioxide detected was 15.5%.

The elevated concentrations of methane which are present within the Landfill pose a potential risk to future site users as an asphyxiant and flammable gas. Future development of the site will require the implementation of landfill gas protection measures.

2.0 OBJECTIVES OF THE SITE MANAGEMENT PLAN

The objectives of this Site Management Plan (SMP) are to manage the impacted soils, groundwater and landfill gas on the site in a manner that protects human health and the environment.

3.0 ACHIEVEMENT AND MAINTENANCE OF OBJECTIVES

3.1 Responsibility. The owner of the land (as defined in the *Environmental Protection Act 1994* (EP Act)) is to ensure that this SMP and any variations to the SMP approved or required by the administering authority are complied with. The obligations and conditions set out in this SMP bind the owner, from time to time, of the land.

3.2 Third Party Reviewer. A Third Party Reviewer (TPR) approved by DERM and operating in accordance with the DERM's Terms of Reference for TPR (June 2010) must be appointed for the duration of the site assessment and remediation.

3.3 Site Use. The site is currently used for recreational open space. The site is proposed to be redeveloped into a Greyhound Racing Facility, however, this use must not commence until assessment and remediation works described in the Remediation Action Plan (RAP) for the site attached in Appendix 1 have been completed, and a Statement of Suitability is issued by the QLD DERM specifying that the site is suitable for the intended use.

3.4 Provision of SMP to appropriate persons. The owner must provide all persons involved in building design and planning and all contractors and lessees conducting building and/or excavation works with a copy of the SMP prior to commencement of works. All persons occupying or working on the site must comply with the requirements of the SMP.

3.5 Site Capping. For the majority of the landfill, the capping material is comprised of a layer of silty sand (0-0.1 m thickness) and an underlying clay based material comprised of sandy clay to clayey sand (0.2-0.8 m thickness). The capping material along the eastern embankment of the landfill is comprised of well compacted clayey sand (0.2-0.5 m thickness). Through the implementation of the RAP the capping layer of the eastern embankment must be built up to provide a minimum thickness of 0.5 m using uncontaminated porous fill material which will not impede the venting of landfill gas.

The capping layer is to be maintained in sound condition at all times.

3.6 Soil Excavation and Removal. Any soil excavated on the site must be assessed for contaminants of concern to determine if the material is contaminated and to identify appropriate management and disposal/re-use options. Representative sampling and analysis of soil from any excavation in contaminated areas must be managed by a suitably qualified and experienced person in accordance with

Section 381 of the *Environmental Protection Act 1994* (EP Act). Contaminated soil must not be removed off-site without a disposal permit in accordance with Section 424 of the EP Act (or equivalent).

3.7 Unexpected Contamination. If during any site earthworks or excavation, offensive or noxious odours and/or evidence of gross contamination not previously detected is observed, site works are to cease in that area and action taken to immediately abate the environmental harm. The administering authority is to be notified in writing within two (2) business days of detection and advised of appropriate remedial action.

Any remedial action is to be developed by an appropriately qualified and experienced person in accordance with Section 381 of the EP Act.

3.8 General Environmental Protection. All site redevelopment works must be undertaken in accordance with general environmental protection measures and a Construction Environmental Management Plan (CEMP). These measures include the control of dust, noise, stormwater or sediment runoff, erosion, spillage from haulage trucks and odour releases involving the handling or movement of contaminated material.

3.9 Workplace Health and Safety. A Workplace Health and Safety Plan (WH&S plan), which conforms to the requirements of the *Workplace Health and Safety Act 1995*, is to be developed for any excavation works at the site. The WH&S plan must address site-specific hazards which have been identified in the RAP.

3.10 Underground Services. Where underground service trenches are constructed in contaminated areas, the trenches must be surrounded by a minimum of 0.3m of uncontaminated fill for minor services (<100mm in diameter) and 0.5m of uncontaminated fill for services greater than 100mm in diameter. Clean fill must also be placed above any services to the surface of the site. No services are to penetrate in to the body of the landfill but must be constructed within or above the capping layer. Maintenance of existing services should be conducted in accordance with this SMP.

3.11 Imported Fill Material. Any fill material that may be imported to the site in the future must be sampled and samples submitted for analysis for relevant potential contaminants by a suitably qualified and experienced person prior to delivery to the site. The frequency of the sampling and analysis required, and the acceptance criteria adopted for potential contaminants will depend on the source of the fill.

3.12 Use of Groundwater. Leachate and/or groundwater beneath the site must not be extracted. Use is prohibited.

4.0 MONITORING AND REPORTING

The monitoring of groundwater and landfill gas at the boundary of the site is to be undertaken throughout the duration of construction in accordance with the requirements of the RAP. A review of this SMP will be required following the implementation of the RAP and completion of site redevelopment works to determine groundwater and landfill gas monitoring requirements post-construction. Post-construction monitoring requirements must be agreed with the TPR and DERM prior to the commencement of commercial use of the site and is to include the monitoring of groundwater and landfill gas at the boundary of the site.

Records are to be kept of all inspections, any soil excavation in contaminated areas, disposal permits, validation testing and site management plan compliance for review by the administering authority from time to time.

This Site Management Plan (SMP) has been developed to manage site contamination risks present at the issue date. Subsequent uses of the site may result in the need to review the plan.

This SMP makes reference to an attachment RAP that is available from the Administering Authority if required.

RTI DL RELEASE - NPSR

SUITABILITY STATEMENT

DATE PRINTED: 17/01/2011

OWNER

DEPARTMENT OF EMPLOYMENT,
ECONOMIC DEVELOPMENT
AND INNOVATION
PO BOX 15168
BRISBANE CITY EAST QLD 4002

DATE OF ISSUE : 10/01/2011

PROPERTY DESCRIPTION

LOT : 658 PLAN : SL12298
146-178 KINGSTON RD
SLACKS CREEK 4127

Logan City Council
EMR Site ID: 3350 FILE REFERENCE: 901564

STUDIES UNDERTAKEN BY APPLICANT OR REQUESTED BY DIRECTOR

Preliminary Site Investigation and Management Plan for the former Compton Road Landfill site on Compton Road and Kingston - Beenleigh Road in Slacks Creeks, prepared by the CMPS&F Group of Companies, dated May 1995, (Doc No. RTW.bm/NR951450006 / NB0199.007).

Logan Greyhound Facility for Cronulla Park, Slacks Creek, prepared by Sinclair Knight Merz (SKM), dated June 2010, (Doc No. I:/QENV/Projects/QE09537/Deliverables/Stage 2 Report/Final Report/Cronulla Park Stage 2 Report_H.docx).

Third Party Reviewer Certification Report for Logan Greyhound Facility, Slacks Creek, Queensland (Lot 658 SL12298), prepared by MACH1 Environmental Pty Ltd, dated June 2010, (Doc No. 09-002-017 RP1).

STATEMENT OF SUITABILITY

On the basis of the information supplied to this Department, the subject site is suitable for the following use(s) providing the site is used and managed as per the Site Management Plan attached as Annexure 1.

Parks, recreational open space and playing fields; includes secondary schools.

Other specific uses may be suitable for the site, please contact this Department for further advice. The suitability statement provides information on appropriate land uses at the date of effect. Subsequent uses of the site for notifiable activities or for situations where a hazardous contaminant is released into the soil may result in the need to review suitable uses or amend the attached site management plan.

ENVIRONMENTAL MANAGEMENT REGISTER

LOT : 658 PLAN : SL12298 is recorded on the Environmental Management Register with a Site Management Plan. A copy of the Site Management Plan is attached as Annexure 1.

49-Sch4 - Signature

Delegate of Administering Authority
Environmental Protection Act 1994

RTI DL RELEASE - NPSR

APPENDIX 1

REMEDIATION ACTION PLAN

LOT 658 on Plan SL12298

1 INTRODUCTION

This Remediation Action Plan (RAP) is for Cronulla Park which is located on the corner of Compton Road and Kingston Road, Slacks Creek, Queensland. The land is described as Lot 658 on Plan SL12298 ("the site"). The site was formerly used as a municipal landfill ("the Landfill") between the 1970s and 1980s. The site is currently a grassed open space recreational area and is to be developed as a Greyhound Racing Facility ("the Project").

1.1 Purpose of the RAP

The purpose of this RAP is to provide an outline plan of activities, procedures and objectives to ensure the effective and controlled development of the Project on the site. It describes the methodologies and standards to be followed throughout the construction of the Project to ensure appropriate protection of human health and the environment.

1.2 Objective

The primary objective of the remediation program of the site is to make the site safe for the planned future use. This RAP summarises the current status of the site and provides strategies to remediate or manage impact on the site in a manner that protects human health and the environment.

2 BACKGROUND

2.1 Description of Proposed Development

The site is to be developed as Greyhound Racing Facility. The proposed development includes the construction of a double storey main facility building with a grassed viewing area, kennel blocks and support buildings serviced by two-way internal roads with access for patron car parks, and dedicated parking area for trainers and employees. An inner and outer greyhound race track will be constructed as the main attraction, with a separate trialling track being formed adjacent to the main tracks.

This RAP has been based on the contamination assessment report *Logan Greyhound Facility Cronulla Park Contaminated Site Investigation* (Sinclair Knight Merz, June 2010) ("the Contaminated Site Investigation").

2.2 Site Location & Topography

The site comprises 10.24 hectares of Crown Land located at the corner of Compton Road and Kingston Road, Slacks Creek, Queensland. The land is described as Lot 658 on Plan SL12298. The site is held in trust by Logan City Council (LCC), as gazetted on 25 June 1988. The designated purpose of the site is local government (entertainment and recreation).

The site and surrounding land slopes in an easterly direction towards Slacks Creek. Surface water discharges to Slacks Creek which is located approximately 320 m east of the site. The highest point of the site close to Kingston Road is approximately 34.5 m Australian Height Datum (AHD) and the site level falls to approximately 22.2 m AHD close to the north east corner industrial lots. The average gradients on the site are relatively flat ranging from 0.8 % to 2.0 %. The north east corner is steeper than the majority of the site with grades up to a maximum of 12.5 % towards the east.

2.3 Landfill Operation and Closure

A tributary of Slacks Creek historically ran through site. Prior to the commencement of the construction of the Landfill, the tributary was diverted around the site in an open drain located on the southern and eastern boundaries of the site.

The Landfill was formed using a method which involved the excavation of trenches, and then the placement and compaction of wastes within each trench. The quantity of waste received at the site is not known. The investigation however found the depth of waste to be up to approximately 10 m below ground level (bgl), and waste has been placed directly over natural ground strata including weathered sandstone, and sandstone.

The construction of the Landfill did not include the installation of a liner, or leachate and landfill gas collection system. This was confirmed during the undertaking of the Investigation.

Wastes which were accepted at the Landfill included:

- domestic waste;
- commercial and light industrial solid waste;
- sanitary solid waste; and
- construction and demolition waste.

The Landfill may have also received asbestos, and hazardous domestic wastes (e.g. paints and pesticides). The Landfill received approximately 2,000 to 3,000 animal carcasses including dogs, cats, cows and horses.

Wastes which were not accepted at the Landfill included:

- heavy industrial waste;
- hazardous solid waste;
- medical waste; and
- liquid waste (hazardous and non-hazardous).

The Landfill was capped using a clay based soil (refer to Section 2.3.2) in the 1980s, and additional capping material placed over the landfill in the 1990s. Four landfill gas vents were installed within the landfill following closure in the 1980s.

2.4 Geology

2.4.1 Regional Geology

The regional geology comprises alluvium soils, mainly clay, silt and gravel overlaying shale, siltstone and sandstone (with possible coal seams). The regional geology is part of the tertiary Oxley Group, a subset of the early tertiary continental basins of the area.

2.4.2 Site Conditions

Surface (Capping) Material

For the majority of the site, the surface material (capping layer) comprises a layer of silty sand (0-0.1 m thickness) and an underlying clay based material comprised of sandy clay to clayey sand (0.2-0.8 m thickness). Permeability tests of the clay based material within the surface material indicates that the permeability of this material varies between 10^{-6} and 10^{-8} m/s.

The surface material layer of the eastern embankment of the Landfill was found to be comprised of well compacted clayey sand (0.2-0.5 m thickness).

Waste Material

The thickness of waste materials encountered varied from 1.2 m to 10.5 m. Where encountered, waste materials (30-90%) were found to be mixed in a damp to saturated grey unconsolidated clay or sandy clay matrix (10-70%). The waste intersected in the investigation was domestic in origin, and appeared to contain infrequent (<5%) residual putrescible materials. Common items noted in the waste materials included plastic packaging, plastic bags, metal fragments and glass bottles. No regulated wastes were noted in the waste material intersected.

The waste materials have been placed directly over natural materials in the majority of exploratory boreholes.

Natural Material

The natural material was generally a sandy or silty clay of weathered sandstone. This was underlain by the coarse grained red and white low strength sandstone. The sandstone was incised with a medium strength siltstone in several locations across the site.

In background locations across the site (including in locations within the wooded area along the western portion of the site), the soil profile was a silty sandy clay material consistent with the weathered sandstone.

2.5 Hydrogeology

Two groundwater systems have been observed on the site. These include:

- groundwater within the weathered sandstone beneath the Landfill; and
- perched groundwater (which includes leachate) within the Landfill.

The perched water was observed to be in connection with the groundwater in the weathered sandstone, and these systems combine down-gradient of the site. These groundwater systems flow in a north-easterly direction towards Slacks Creek. Slacks Creek is located approximately 320 m east of the site, and is considered to be the main environmental receptor of groundwater from the site.

No registered operational bores (groundwater users) are located in the vicinity of the Site. The closest operational registered bore is approximately 0.7 km north of the Site (registration number – 134259).

3 EXTENT OF CONTAMINATION

3.1 Surface (Capping) Material

Concentrations of metals in surface (capping) material are not considered to pose a risk to human health or the environment.

The concentrations of all organic analytes, which included total petroleum hydrocarbon (TPH), volatile organic compounds (VOC), polycyclic aromatic hydrocarbons (PAH), phenols, polychlorinated biphenyls (PCB), organochlorine pesticides (OCP), and organophosphate pesticides (OCP), were below laboratory detection limits.

3.2 Groundwater

The maximum concentrations of contaminants observed in the Contaminated Site Investigation from perched groundwater (which includes leachate) within the Landfill, and deeper groundwater within the weathered sandstone on the site which exceeded environmental guidelines included the following.

Analyte	Maximum Concentration in Perched Groundwater within Landfill (µg/L)
Ammonia as N	228,000
Copper	25
Lead	48
Nickel	124
Zinc	463
TPH C10 - C36	730
1,4-Dichlorobenzene	47
2-Methylphenol	225
2,4-Dimethylphenol	4.6
2,4,5-Trichlorophenol	1

Analyte	Maximum Concentration in Groundwater within Weathered Sandstone (µg/L)
Ammonia as N	50,400
Copper	28
Lead	115
Nickel	100
Zinc	359

Metals

Elevated concentrations of copper, lead, nickel and zinc were found in groundwater samples from monitoring wells up-gradient of the Landfill, and within the Landfill. Metals found in groundwater are potentially associated with surrounding industrial land use, naturally occurring background conditions, or a combination of both these sources.

Ammonia

The concentration of ammonia in groundwater at the down-gradient boundary of the site (groundwater at this location includes both perched groundwater from the landfill and groundwater in the weathered sandstone) has attenuated from 39.9 mg/L in 2000 to approximately 10 mg/L in 2008-09 (note that the maximum ammonia concentration detected in perched groundwater (containing leachate) within the landfill was higher at 228 mg/L). Elevated concentrations of ammonia were detected in other monitoring wells along the eastern boundary of the Landfill; therefore the Landfill is the likely source of ammonia at the site. Ammonia can have a deleterious effect on aquatic ecosystem health. However factors such as dilution would lower the concentration of ammonia prior to discharge to the nearest receiving watercourse (Slacks Creek, 320 m east of the site).

Hydrocarbons

Elevated concentrations of hydrocarbons have been consistently detected in perched groundwater within the landfill. The analytical results and interpretation of the source hydrocarbons by the laboratory indicate that the elevated concentrations of hydrocarbons found in groundwater samples are predominately organic substances being produced by the Landfill through the decomposition of putrescible materials rather than petroleum based hydrocarbons (e.g. fuels or oils).

Semi-Volatile Organic Compounds (SVOC)

The majority of SVOCs including PAHs (with the exception of phenanthrene), pesticides (OC/OP), oxygenated compounds, fumigants, and PCB were not detected in any of the groundwater samples tested. Phenanthrene was detected in some of the samples analysed with concentrations which were within acceptable limits.

3.3 Landfill Gas

Historical Monitoring of Site Boundary Monitoring Wells

Logan City Council (LCC) has undertaken an ongoing landfill gas monitoring program (from 2000 to 2008) from monitoring wells installed around the boundary of the site (and not within the landfill). The monitoring program has detected low levels of methane gas (maximum concentration 1.7%) over this time period with concentrations which were well below the lower explosive limit (LEL) for methane (5%). The monitoring program undertaken by LCC indicates that gas from the landfill is unlikely to pose an unacceptable risk to off-site receptors.

Landfill Gas Monitoring During Contaminated Site Investigation

As part of the Contaminated Site Investigation gas monitoring wells were installed beneath the cap and within the Landfill. Six rounds of landfill gas monitoring were undertaken. Elevated concentrations of methane which exceeded the LEL were detected in some of the monitoring wells. The maximum concentration of methane detected in boreholes which were screened within the Landfill was 99.3%. All other VOCs detected were below human health guidelines.

The maximum concentration of carbon dioxide detected was 15.5%.

Landfill Vent Monitoring

Low or non-detectable concentrations of methane and carbon dioxide were detected from the monitoring ports attached to the landfill vents in the Contaminated Site Investigation. This may be attributed to atmospheric dilution in the vents, as evident from measured oxygen concentrations at approximately 21%. In one monitoring round, an elevated concentration of methane (29%) which exceeded the LEL was found in one of the vents; all other vents however had concentrations of methane which were below the LEL or below detection limits.

Implications for Proposed Development

Landfill gas, which includes methane, is considered to pose a potential risk to future site users as an asphyxiant and flammable gas. The primary risk to future site users will be the migration of gases along pathways created by foundations (including piles) and underground services or service trenches into buildings located on the site, or other confined spaces (e.g. service pits). There is also the potential for the development to modify landfill gas regimes (e.g. reduce venting rates at surface, and/or increase lateral gas migration) in areas of the site which are covered with low or semi-permeable surfaces such as car parks, roads and water retaining features. The proposed development requires the implementation of landfill gas protection measures described in Section 5, and the monitoring of landfill gas during construction (refer to Section 8.6).

4 ENVIRONMENTAL GUIDELINES

The remedial activities undertaken at the site must be performed in accordance with the following documents:

- *Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland*, May 1998;
- *Guidelines issued under Schedule B of the National Environment Protection (Assessment of Site Contamination) Measure* (NEPM), National Environment Protection Council, December 1999;
- *Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites* (ANZECC guidelines) published by the Australian and New Zealand Environment and Conservation Council/National Health and Medical Research Council, January 1992;
- *Australian Standard AS4482.1-2005 Guide to the investigation and sampling of sites with potentially contaminated soil - Non-volatile and semi-volatile compounds*; and
- *Australian Standard AS4482.2-1999 Guide to the sampling and investigation of potentially contaminated soil Part 2 - Volatile and semi volatile compounds*.

5 REMEDIATION PROGRAM

5.1 Overview

The key remedial measures required for the redevelopment of the site include:

- the building up of the capping layer in the eastern embankment of the site;
- the inclusion of gas protection measures in buildings
- the inclusion of porous media beneath and to the side of low or semi-permeable surfaces placed on the landfill such as car parks, access roads, and water storage areas to enable the venting of landfill gas;
- the re-construction of gas vents closed during the construction phase for the proposed development;
- the location of services above the capping material where practicable, and the entering of services from the side of buildings rather than through floor slabs;
- the use of sensitive construction and piling measures to minimise disturbance to the capping material;
- the use of low permeability materials or membranes for proposed water storage areas on the site;
- the undertaking of an ongoing landfill gas and groundwater monitoring program at the boundary of the site during and post development of the site; and
- confirmation that the former underground tank on the site has been removed.

These remedial measures are described in further detail as follows.

5.2 Capping Layer

The capping layer of the eastern embankment of the landfill was found to vary from 0.2-0.5 m in thickness. The capping layer of the eastern embankment must be built up to provide a minimum thickness of 0.5 m using uncontaminated porous fill material which will not impede the venting of landfill gas. Prior to the capping of this area additional probing must be undertaken to confirm the extent of capping required within the eastern embankment. A plan showing the extent of the area to be capped must be reviewed and consented to by the Third Party Reviewer (TPR) before submitting to Department of Environment and Resource Management (DERM) prior to construction.

5.3 Gas Protection

Main Facilities Building

The Main Facilities Building must be founded on piles and a slab suspended off-the-ground. An open void must be located between the slab and the ground to allow for the free venting of air beneath the building. This will mitigate the potential for gas ingress into the main building.

As a precautionary measure gas alarm(s) are to be fitted inside the building at appropriate location(s).

Kennel Block and Maintenance Shed

Gas protection measures for the Kennel Block and Maintenance Shed must include:

- well-constructed ground slab located above the capping layer;
- low-permeability gas/vapour membrane;
- the location of services above the capping layer and entering buildings from the side (rather than through floor slabs);
- passive in-ground venting through a granular layer beneath the floor slab and venting pipes, with the venting system being located above the capping layer and beneath the floor slab to allow for the venting of landfill gases; and
- gas alarm(s) at appropriate location(s) within each building.

Design drawings of the proposed gas protection measures must be reviewed and consented to by the TPR before submitting to DERM prior to the construction of buildings.

Boreholes drilled for the Preliminary Geotechnical Investigation within approximately 15 m of the proposed Kennel Block and Maintenance Shed show that ground in the vicinity these proposed structures is unlikely to contain waste materials. During the detailed design phase of the Project, gas monitoring must be undertaken at the location of these proposed buildings to characterise the Landfill gas regime within the shallow ground (i.e. within the cap) at these locations. Gas monitoring must be undertaken through the use of boreholes positioned at the proposed building locations, and the screening of the boreholes within the capping layer. Should the findings of landfill gas monitoring indicate that the gas regime at these locations is of low risk, the protection measures proposed may be amended subject to consent by the Third Party Reviewer (TPR) and DERM.

Low and Semi-Permeable Surfaces

Granular venting layers must be incorporated beneath and to the side of low or semi-permeable surfaces placed on the landfill such as car parks, access roads, and water storage areas. Plans showing the design of the venting layers must be reviewed and consented by the TPR prior to construction.

5.4 Landfill Gas Vents

The proposed development will involve the removal of two of the existing landfill gas vents. Two additional vents must be constructed to replace the vents being removed. Plans of the proposed two additional vents, including the location, design and proposed height must be reviewed and consented to by the Third Party Reviewer (TPR) and DERM prior to construction.

5.5 Services

Plans showing the location and elevation of proposed services must be reviewed and consented by the TPR prior to construction.

Services must be exposed to the atmosphere to vent potential landfill gases prior to a worker entering any confined spaces.

5.6 Construction Methods

Piling Methods

Piles will be founded on the sandstone strata beneath the site. Piling will require disturbance to the capping material. The capping material surrounding the piles must be resealed through packing a low permeability clay based material (e.g. bentonite) around the pile. Appropriate validation testing must be undertaken to confirm the effectiveness of the seal around the pile.

Racing Track

Preloading will be progressively undertaken over the racing area to accelerate the settlement process and stabilise the surrounding ground. Groundwater mounding may occur as a result of preloading, however it is not expected to result in any further risk to human health or the environment. Groundwater and landfill gas monitoring at the boundary of the site must be undertaken (refer to Section 8.6) during preloading to confirm that no unacceptable human health or environmental risk is occurring.

5.7 Stormwater and Surface Drainage

Stormwater collected from the surface of the site must be diverted to vegetated swales to capture litter, suspended solids and other matter prior to discharging into the drainage system. The swales constructed must not penetrate the waste material in the Landfill.

During periods of heavy rainfall, surface water must be captured and temporarily held within retention basins on-site. The retention basin must be lined with high density polyethylene (HDPE) liners or equivalent to prevent vertical seepage into the Landfill.

The drain skirting the south and east of the site is to be managed by LCC as an easement. It is proposed that some restoration of this drain be undertaken by LCC as part of the redevelopment. A plan of the restoration work must be reviewed and consented by the Third Party Reviewer (TPR) prior to undertaking works. The restoration work must not involve disturbance to the Landfill.

5.8 Off-site Disposal of Material

While not expected to be required, any soil material removed from the site is to be undertaken under disposal permit in accordance with S.424 of the EP Act.

An application for *Disposal Permit* must be accompanied by a sampling plan and associated results (including bore logs) clearly indicating the material and depth intended for removal. The *Disposal Permit* application must be reviewed and consented to by the TPR before submitting to DERM for approval.

5.9 Importation of Material to the Site

Imported fill used for the redevelopment of the site must be sampled and appropriately analysed at a rate agreed with the TPR to confirm the suitability of the fill prior to its importation to the site unless the source of the material can be demonstrated to be a clean source (e.g. licensed quarry).

6 HEALTH AND SAFETY

Prior to the works commencing, a Health and Safety Plan must be prepared by the contractor. The Health and Safety Plan must be prepared for the activities to be performed on the site where employees may be exposed to toxic or other hazardous compounds and elements. Specific requirements relating to dermal contact and inhalation as well as public safety, vehicle decontamination, protective clothing, equipment and appropriate safety controls must be addressed. Personnel working on the site must read and understand the Health and Safety Plan. All staff working on the site during remediation works must be inducted and sign relevant forms stating that induction has been carried out.

7 SUITABLY QUALIFIED PERSON TO CONDUCT / SUPERVISE WORKS

A person qualified in accordance with S.381 and S.395 of the *Environmental Protection Act 1994* (EP Act) must conduct all investigations, supervise all remediation works and compile reports required to complete the remediation program for the site.

8 ENVIRONMENTAL MANAGEMENT AND CONTROL

Prior to the works commencing a Construction Environmental Management Plan (CEMP) must be prepared and reviewed and consented to by the TPR before submitting to DERM. The CEMP must include but not be limited to the following.

The remediation program must be conducted with all due regard to the environment and to statutory requirements. In particular, in addition to any statutory compliances required, the contractor must be responsible for conducting remediation works with all due care to ensure compliance with the following conditions:

- Minimal air-borne dust is to be generated from the site. In the event of a dust complaint, mitigation measures such as watering must be used;
- Water containing any suspended matter or contaminants must be managed within the site in such a manner to minimise pollution of adjacent sites and waterways;
- Vehicles must be controlled so that minimal mud, soil or water will fall or be deposited on any public or private roadway or adjacent areas; and
- Noise levels must comply with the required statutory requirements.

The owner must ensure that the contractor's site manager/foreman is conversant with the contents of the RAP, conditions of Planning Approval, the CEMP and Health and Safety Plan. Additionally they must ensure that each employee or subcontractor involved with remediation is inducted into the requirements of the RAP, the CEMP and Health and Safety Plan.

8.1 Control of Stormwater Run-off

Remediation works must comply with requirements for stormwater management as outlined in Schedule B(9) of the NEPM. This includes stockpiling excavated soil/fill in a manner that shall prevent contamination from being transported off-site by stormwater.

The contractor must control surface waters on the site as follows:

- Divert clean stormwater run-off outside the site so that it does not flow through the site;
- Control drainage on the site by interception and redirecting clean run-off in a controlled manner;
- Stormwater collected from the site in trenches and sumps must be appropriately managed; and
- Silt fences must be erected at locations where stormwater may flow from the site.

Stormwater must be managed in accordance with any conditions of the Planning Approval.

8.2 Control of Soil/Fill and Sediment

Sediment released to surface waters must be minimised by the use of sediment controls such as diversion drains, hay bales and silt fencing. In particular, a silt fence must be located around the perimeter of stockpile material.

Soil awaiting off-site removal or reprofiling must be stockpiled in a manner and location so that it is not easily spread by wind or rain action. If adverse weather conditions are anticipated, stockpiles of contaminated soil must be covered. Stockpiles must be tagged and records maintained to track the disposal or reuse of soil from the site.

Any plant or equipment that handles contaminated soils must be inspected prior to leaving the site, and cleaned as necessary.

The requirements for the management of sediment and soil described in Schedule B(9) of the NEPM (from which the above control measures are drawn) must be complied with during remedial works.

8.3 Control of Noise

Noise levels must comply with statutory requirements, and any conditions of the Planning Approval, and with consideration to *Australian Standard AS 2436-1981 Guide to Noise Control on Construction, Maintenance and Demolition Sites*.

8.4 Control of Dust

Generation of dust must be kept to a minimum. Water used for dust suppression is to be managed in accordance with Section 6.3.1 and Section 6.3.2.

8.5 Odour Control

The level of odour generated during remedial activities is not expected to be a concern. However, in the unlikely event that odorous compounds are encountered, the contractor under the supervision of the person qualified in accordance with Section 6.2 must take all precautions to ensure that no obnoxious odours migrate from the site boundaries. To minimise odours, if encountered, only small volumes of the material must be excavated at any one time. Any fill containing significant quantities of odorous compounds must be placed in a bunded area and covered with plastic sheeting and sprayed with an odour suppressant as soon as possible.

8.6 Environmental Monitoring Program

An environmental monitoring program which includes the monitoring of landfill gas and groundwater at the boundary of the site (which includes landfill leachate) is to be undertaken during construction. The frequency of monitoring will be described in the environmental monitoring program and must show consideration to the construction program, with more frequent monitoring of landfill gas and groundwater occurring during sensitive works such as preloading of the racing track. The minimum frequency of monitoring during construction is planned to be monthly for landfill gas, and bi-monthly for groundwater. The results of monitoring are to be provided to the

TPR after each monitoring event. The environmental monitoring program must be reviewed and consented to by the TPR before submitting to DERM prior to the undertaking of any remediation or construction work on the site.

8.6.1 Sample Dispatch and Documentation

Samples must be collected in the appropriate containers and labelled to identify their origins as described by the Australian Standard AS4482.1-2005 and dispatched to the laboratory for analysis within 48 hours of collection. Chain of Custody documentation and handling must be performed in accordance with AS4482.1-2005 and the NEPM guidelines. Sample Receipt Advice documentation must be submitted in the validation report along with Chain of Custody documents.

8.6.2 Quality Assurance/Quality Control (QA/QC) Program

A field QA/QC program must be conducted in accordance with the NEPM, Australian Standard AS4482.1-2005 and EPA recommendations, to measure the precision of the field/laboratory analyses and to determine the accuracy of the primary laboratory's analyses.

Duplicate soil samples must be collected and analysed by the primary laboratory at a rate of one per twenty samples. Duplicate groundwater samples must be collected and analysed by the primary laboratory at a rate of one per sampling event or at a rate of one in twenty whichever is the lesser.

8.6.3 Decontamination Procedures

Decontamination procedures for sampling equipment, personnel and the general site must be in accordance with the Australian Standard AS 4482.1-2005 and the NEPM guidelines (Schedule B (9)).

9 VALIDATION

Prior to the undertaking of remediation a validation sampling program must be reviewed and consented to by the TPR. The validation sampling program must include but not limited to:

- Permeability testing and as built drawings of the capping material placed in the eastern embankment area and in association with piling;
- Imported fill material; and
- Completion reports and as building drawings for the gas protection measures to be installed in buildings.

10 REPORTING REQUIREMENTS

Within 60 days of the completion of all remediation and construction works, a report detailing works must be prepared by a suitably qualified person in accordance with S5.2 and submitted to the TPR for certification and subsequent submission to the DERM. The report must be in accordance with Chapter 7, Part 8 of the *Environmental Protection Act 1994* and the *Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland* May (1998).

The report must include but not be limited to the documentation of the remediation works and construction activities.

The report must also include the results of the QA/QC program, Chain of Custody documentation and Sample Receipt Advices for all samples collected and copies of documentation validating the

appropriate handling, disposal and treatment of any contaminated soil, materials and water in accordance with DERM requirements.

11 STATEMENT OF SUITABILITY

Prior to the commencement of the commercial use of the site, a statement of suitability must be obtained from DERM. The Statement of Suitability must specify that the site is suitable for the intended use(s) and the site can be removed from the EMR or the site is to remain on the EMR and must be managed under a SMP.

12 THIRD PARTY REVIEW (TPR)

The site work and subsequent reporting must be reviewed by a DERM appointed Third Party Reviewer (TPR). All validation requirements must first be confirmed by the TPR and any clarification issues must be referred to the TPR prior to DERM. The TPR must review the CEMP and any other documentation or approval specified in this RAP.

RTI DL RELEASE - NPSP

REFERENCES

Department of Environment (Queensland Environmental Protection Agency) (May 1998). *Draft Guidelines for the Assessment and Management of Contaminated Land in Queensland*.

National Environment Protection Council (1999). *National Environment Protection (Assessment of Site Contamination) Measure Schedule B (2) Guideline on Data Collection, Sample Design and Reporting*.

Standards Australia (2005). *Australian Standard AS4482.1-2005 Guide to the investigation and sampling of sites with potentially contaminated soil, Part 1: Non-volatile and semi-volatile compounds*.

Standards Australia (1999). *AS4482.2-1999 Guide to the sampling and investigation of potentially contaminated soil, Part 2: Volatile substances*.

RTI DL RELEASE - NPSR

2011-07



Hon Tim Mulherin MP
Member for Mackay



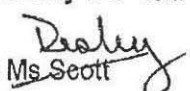
Queensland
Government

Reference: CTS02338/11

Minister for Agriculture, Food
and Regional Economies

10 MAY 2011

Ms Desley Scott MP
Member for Woodridge
PO Box 2486
Logan City DC Qld 4114


Dear Ms Scott

Thank you for your letter of 7 March 2011 regarding the greyhound racing industry and the proposal for the development of a greyhound facility in Logan City.

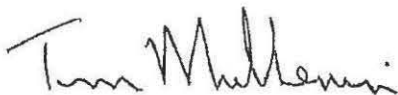
I have also received your correspondence of 9 February 2011 to Mr Bob Bentley, Chairman of Racing Queensland, which you forwarded to the former Minister responsible for racing, Mr Peter Lawlor MP, on this issue.

Racing Queensland has been established as the single control body for the three codes of racing in Queensland.

I am advised that the draft Racing Industry Infrastructure Plan released by Racing Queensland does propose a range of infrastructure developments for the broader racing sector. Racing Queensland has yet to submit the final version of the Industry Infrastructure Plan and as such, the Government has not given any formal consideration to the Plan.

I thank you for taking the time to write to me about this matter.

Yours sincerely



TIM MULHERIN, MP
Minister for Agriculture, Food
and Regional Economies
Member for Mackay

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2011-09

From: Lowndes, Ciaran
Sent: Monday, 8 August 2011 4:12 PM
To: Zuj, Pat
Cc: Matthew, Pooja; Albuquerque, Lynette
Subject: RE: Preliminary Meeting Outcomes
Pat

Agreed. This is what I was communicating to you via the explanation for Phase 1 (amount paid of \$27,390); Phase 2 (amount paid of 120,967). The compensation balancing amount remains in the ledger subject to the publication of the annual report and finalisation of the MoG transfer.

Regards

Ciaran

From: Zuj, Pat
Sent: Monday, 8 August 2011 3:57 PM
To: Lowndes, Ciaran
Cc: Matthew, Pooja; Albuquerque, Lynette
Subject: RE: Preliminary Meeting Outcomes

Hi Ciaran

Thanks for your email.

With regard to the \$10M compensation payment, \$200,000 funding was made available to which only two amounts were paid, being for Phase 1 and Phase 2, the remainder of the \$200,000 was not drawn down, leaving a balance of \$9,851,643 to be drawn down on.

Regards

Pat Zuj
Principal Compliance Officer
Office of Racing

=====

Department of Employment, Economic Development & Innovation
Level 15, 111 George Street, Brisbane, City East, Qld 4002
Ph: 323 41419
email: pat.zuj@racing.qld.gov.au

From: Lowndes, Ciaran
Sent: Monday, 8 August 2011 3:17 PM
To: Zuj, Pat
Cc: Dunne, Kym; Matthew, Pooja; Albuquerque, Lynette
Subject: Preliminary Meeting Outcomes

Pat

It was good to catch up with you and Kym last week. I appreciate the Office of Racing summary that you provided at the meeting, which is a good outline for Pooja and Lynette to help them understand the Racing business dynamics.

I know that Lynette has provided you with the 2011-12 budget spilt and confirmed the Savings Target

methodology (which excluded the Training Track Subsidy Scheme). The \$2M is provided to Racing Queensland without 7.5% savings deductions.

In relation to the \$10M compensation payment, funding for Phase 1 was paid for an amount of \$27,390. Phase 2 funding was paid for an amount of 120,967 (funding of \$200,000 was available), which represented the total agreed to by the Treasurer for this purpose. My understanding is that there are potentially other expenses associated with this transaction and that the final balance could be diluted by Financial Accounting Services when all the MoG related payment issues are fully resolved.

At this stage, the compensation balancing amount remains in the ledger subject to the publication of the annual report and finalisation of the MoG transfer.

Pooja will keep you advised of any developments in this area and she is also looking into the delay in obtaining access to financial systems together with the 2010-11 quarterly payment accrual (in association with Financial Accounting Services - Chris Dunbar).

In the meantime, if you have any other issues or concerns, please feel free to contact Pooja or Lynette for resolution.

Regards

Ciaran Lowndes
A/Account Manager, Science, Agriculture, Food and Regional Services (SAFRS)
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2011-10

From: Smith, Tristan E
Sent: Tuesday, 1 November 2011 1:51 PM
To: Zuj, Pat; Perrett, Carol
Cc: Albuquerque, Lynette
Subject: FW: Compensation Payment for vacating Parklands venue

Hi Pat and Carol

FYI - The funding for the new Greyhound Racing Track is still with Treasury. DEEDI have however recognised a liability for \$9.852M based a payment being made once a suitable site has been identified.

We are investigating internally whether a corresponding cash receivable to Treasury has been raised to obtain the cash (funding).

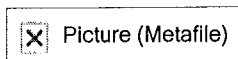
Regards

Tristan

From: Robertson, Kaylene
Sent: Friday, 28 October 2011 1:09 PM
To: Cameron.Emslie@dpi.qld.gov.au
Cc: Smith, Tristan E; Sands, Debbie
Subject: FW: Compensation Payment for vacating Parklands venue

Hi Cameron,

Could you please look into whether DEEDI has a matching Accrued Asset (Receivable) to the Accrued Expense of \$9,851,643 which is currently under G/L account 200105 Accrued Othr Supplies and Services in Coy 1061?



Many thanks

Regards

Kaylene

From: Robertson, Kaylene
Sent: Friday, 28 October 2011 1:00 PM
To: Smith, Tristan E
Cc: Sands, Debbie
Subject: RE: Compensation Payment for vacating Parklands venue

Hi Tristan,

Here is what I have ascertained from Micheal Buckby, one of our Treasury Analysts, regarding the \$10M for the building of a new Greyhound Racing Track:

1. DEEDI is not currently holding any funds. Treasury still has the funding, which now stands at

\$9,851,643. (Apparently around \$148K was spent on preliminary investigations for purchase of a site at Logan, which was not proceeded with).

2 The agreement was not for compensation but was for purchase and development of a replacement greyhound racetrack, and in order to obtain the money a suitable site must be located and a proper business case developed and submitted to Treasury for approval prior to any funds being released.

3. The agreement was originally between Qld Treasury and Greyhounds Queensland which no longer exists and has been amalgamated into Racing Queensland.

4. Apparently the payment of any further funding from this pool is caught up in some other issues in dispute between Queensland Treasury and Racing Queensland, and the result is that the whole matter is at present in a state of stalemate.

6. Treasury advice is that Carol Perret Director Investigations and Compliance (X41408) of the Office of Racing knows all about the arrangements and the issues in dispute.

7. The contact people in Treasury Finance are: Karen Thompson Ph 3035-3322 and Stewart Saini
49-Sch4

8. DEEDI has accrued a liability for the amount to be paid (as detailed by Robert Broadfoot in the earlier email you forwarded to me), however this raises the issue of whether there is a matching accrual for an Asset (cash receivable) to match it, and in this regard Financial Accounting would need to investigate this.

Hope this is of assistance.

Kind regards

Kaylene

From: Smith, Tristan E
Sent: Tuesday, 25 October 2011 9:41 AM
To: Robertson, Kaylene
Cc: Albuquerque, Lynette; Tan, Siew
Subject: FW: Compensation Payment for vacating Parklands venue

Hi Kaylene

Can you confirm where this funding is sitting within DEEDI. I believe it has been provided as equity. Are you able to check and advise.

Regards

Tristan

From: Zuj, Pat
Sent: Tuesday, 25 October 2011 9:22 AM
To: Smith, Tristan E
Cc: Perrett, Carol
Subject: FW: Compensation Payment for vacating Parklands venue

Hi Tristan

Details of the \$10M compensation payment below which was provided by Robert Broadfoot.

Regards

Pat Zuj

Principal Compliance Officer

Office of Racing

Department of Employment, Economic Development & Innovation

Level 15, 111 George Street, Brisbane, City East, Qld 4002

p: +61 7 3234 1419

e: pat.zuj@racing.qld.gov.au

From: Broadfoot, Robert

Sent: Wednesday, 27 July 2011 2:49 PM

To: Zuj, Pat

Cc: Paterson, John; Lowndes, Ciaran

Subject: RE: Compensation Payment for vacating Parklands venue

Hi Pat

The money is on the SAP ECC% company 1061 ledger in account 200105. See entries below.

<< OLE Object: Picture (Device Independent Bitmap) >>

Regards

Robert Broadfoot, Manager Financial Systems

Finance, Finance & ICT Group

Department of Employment, Economic Development and Innovation

Level 8, 30 Mary St, Brisbane Queensland 4000

PO Box 15168, City East Queensland 4002

T+61 7 3405 6236 F +61 7 3224 2452

E robert.broadfoot@deedi.qld.gov.au or

robert.broadfoot@qld.gov.au

www.deedi.qld.gov.au

From: Zuj, Pat

Sent: Tuesday, 26 July 2011 11:46 AM

To: Broadfoot, Robert

Subject: Compensation Payment for vacating Parklands venue

Hi Robert

I am currently looking after financial information within the Office of Racing.

John Paterson, who currently works in our office, has suggested I contact you re \$10M which was provided as compensation payment for Greyhounds Queensland Limited vacating the Parklands venue in order for works

to commence on the Gold Coast University Hospital. I understand you had some involvement in this process when we were in the Treasury department (refer to email below).

To date \$.148M has been drawn down, leaving a balance of \$9.85M. We are likely to draw down on this amount for this financial year and was wondering where this amount is currently sitting. I was given the impression it was sitting on the DEEDI balance sheet.

When we were part of Liquor, Gaming, Racing and Fair Trading, Ian McComiskie was our Finance Manager. Ian has since moved across to Department of Justice as our directorate was split up, Liquor, Gaming and Fair Trading being mogged across to Department of Justice and Racing staying with DEEDI. Chris Seen took over from Ian and has since left the department 49-Sch4 Ciaran Lowndes has now taken over the role of Finance Manager looking after the SAFRS area which Office of Racing are now part of.

The government has committed 50% of wagering tax over 4 years for the Racing Industry Capital Development Scheme (RICDS) which will provide in excess of \$80M for infrastructure upgrades until 2013-14.

Due to ongoing litigation re Albion Park venue, a revised Industry Infrastructure Plan was submitted and the government approved a one year extension to the current wagering tax arrangements as well as approving the \$10M compensation payment for the industry's loss of the Parkland racing venue, providing in excess of \$110M for the RICDS.

Your assistance in this matter would be greatly appreciated.

Regards

Pat Zuj

Principal Compliance Officer
Office of Racing

=====

Department of Employment, Economic Development & Innovation
Level 15, 111 George Street, Brisbane, City East, Qld 4002
GPO Box 46, Brisbane, Qld 4001
Ph: 323 41419
Fax: 323 41411
email: pat.zuj@racing.qld.gov.au
web: <http://www.racing.qld.gov.au>

Customer Call Centre 13 13 04

www.deedi.qld.gov.au

From: John Paterson <john.paterson@racing.qld.gov.au>

Sent: Monday, 3 August 2009 9:54 AM

To: "Broadfoot, Robert" <Robert.Broadfoot@deedi.qld.gov.au>

Cc: Carol Perrett/OR/QTreasury@QTreasury

Subject: Re: Parklands

Robert

The provision of the \$10 million grant to Greyhounds Queensland Limited (Greyhounds Queensland), as compensation for vacating the greyhound racing facilities at the Parklands venue that is required for the new Gold Coast University Hospital, is conditional upon Greyhounds Queensland applying the funds towards the development of new facilities.

Greyhounds Queensland has developed a proposal to develop a 'stand-alone' greyhound racing facility at Logan.

The Treasurer, as the then Minister responsible for racing, approved a payment of up to \$200,000 from the total \$10 million compensation to allow Greyhounds Queensland to undertake initial site assessments on the proposed greyhound racing site at Logan.

On 4 March 2009, the Under Treasurer wrote to the Chair of Greyhounds Queensland to advise that funding would be provided under separate funding agreements for Phase 1 and 2, and that Phase 1 funding would be for the amount of \$24,900 (as quoted by company SKM, which is undertaking site assessment work for Greyhounds Queensland). Phase 2 funding would be for an amount of up to \$175,100, representing the \$200,000 total agreed to by the Treasurer.

Phase 2 has not yet been finalised.

The payment of the remainder of the \$10 million compensation payment is dependent on Greyhounds Queensland presenting to government a financially viable proposal for the development of new facilities.

On 27 July 2009, Greyhounds Queensland announced that it has finalised the environmental study on the Logan site (undertaken by SKM) and was now proceeding to have costings and plans finalised for submission to Logan City Council for planning approval. We expect to shortly receive an invoice from Greyhounds Queensland in relation to the amount of \$24,900.

Taking the above into account, I believe it probable that the balance of the \$10 million will be paid during 2009/10.

Regards

John Paterson

Principal Compliance Officer

Office of Liquor, Gaming and Racing

Ph: 07 3234 1404

Fax: 3234 1411

Mob49-Sch4 - Mobile phone

Web: www.racing.qld.gov.au

Mailto: john.paterson@racing.qld.gov.au

"Broadfoot, Robert" <Robert.Broadfoot@deedi.qld.gov.au>03/08/2009 08:05 AM

To "Paterson, John" <John.Paterson@deedi.qld.gov.au>

cc

Subject Parklands

Hi John

Would you be able to refresh my memory on when the \$10m is being paid. Will it all be paid out during 2009-10?

Regards

Robert Broadfoot, Manager, Financial Operations

Employment, Industry Development and Innovation

Department of Employment, Economic Development and Innovation

Level 22, 111 George St, Brisbane Queensland 4000

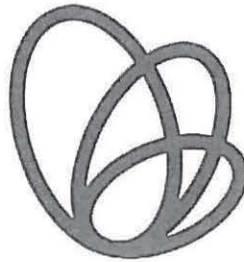
PO Box 15168, City East Queensland 4002

T+61 7 3405 6236 F +61 7 3225 8676

E robert.broadfoot@dttrdi.qld.gov.au or

robert-broadfoot@qld.gov.au

www.dtrdi.qld.gov.au



RACING
QUEENSLAND

Industry Infrastructure Plan – Business Case for Cronulla Park, Logan

Details

Author: R. G. Bentley, Chairman

Date: 3 November 2011

Contents

1. Background	2
2. Rationale and Development Overview	3
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B. Project Plans	
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RTI DL RELEASE - NPSP

1. Background

Greyhounds Queensland Limited initiated an application with the Logan City Council in the early part of 2010 for the development of a two track greyhound racing facility on 146 - 178 Kingston Road, Slacks Creek.

Upon the amalgamation of the three codes on 1st July 2010 Racing Queensland Limited assumed the responsibility of the application and completed the application in February 2011.

As part of the industry asset review undertaken by Racing Queensland Limited after the amalgamation the Logan facility was discounted as an option in favour of developing multi use facilities such as the proposed Deagon facility that will house both harness and greyhound.

RTI DL RELEASE - NPSR

2. Rationale and Development Overview

X With the closure of the greyhound facility at Parklands on the Gold Coast in 2008 in favour
X of the new University Hospital, the State Government, by way of compensation, offered to
X Greyhound Queensland Limited a monetary sum of \$10m and the land situated at 146 – 178
Kingston Road, Slacks Creek. Greyhound Queensland Limited intended to relocate from
X Albion Park Raceway as the greyhound race track at Albion Park is currently situated inside
the harness track, making it difficult for the greyhound stakeholders to operate at that
facility.

The site at Logan was considered by Greyhounds Queensland Limited as an ideal location between Brisbane and the Gold Coast for a new facility. The proposed development cost was approximately \$24m.

The land area is 10.24ha in size, and it is currently zoned public open space and is owned by the State Government. The site was previously used as a general purpose refuse (dump), and has been left in a predominantly open state with no built form or significant improvements aside from fencing of the property to Compton and Kingston Roads and the creation of internal sealed pathways across the site from Kingston Road.

The site includes a number of gas monitoring devices which are used to provide readings of the type and amount of gas being released by the decomposing landfill.

As part of the industry asset review undertaken by Racing Queensland Limited after 1st July 2010 it was resolved that the Logan facility was uneconomical for the overall industry and the intention moving forward was to utilise multi use facilities such as Deagon to accommodate this code of racing.

Racing Queensland Limited made the decision to finalise the approval with the Logan City Council, rather than letting the application lapse as the amount invested in the process to date would be lost. The approval, now complete, is current for 4 years from February 2011, should the industry ever need to revisit this option.

3. Facility Issues

The primary issues for the greyhound code on facilities are as follows:

- The Parklands facility was closed to allow for the construction of the University Hospital at Southport.
- The Albion Park facility does not suit the needs of the code being located inside the harness track.

RTI DL RELEASE - NPSR

4. Stakeholder Management

Greyhound racing and training will continue at Albion Park Raceway until the completion of the Deagon facility which is due July 2013.

RTI DL RELEASE - NPSR

5. Scope of Works

The works that were to be undertaken as part of the Industry Infrastructure Plan are detailed as the follows:

- Main Facility building of 2,400m²
- Kennel Block of 363m²
- Training Kennels of 170m²
- Maintenance Shed of 270m²
- 640m Outer Race Track
- 450m Inner Race Track
- 275m Trialling Track
- Track Lighting
- 163 Space Car Park
- 50 Space Trailer Park

RTI DL RELEASE - NPSR

6. Works Delivery Program

The intention by Greyhounds Queensland Limited was to complete the approval in early 2011 and to construct the facility during the course of 2011. The project has been terminated and the timing no longer applies.

RTI DL RELEASE - NPSR

7. Cash Flow/Budget

The costs incurred on the project to date are \$667,913.92, \$120,967.00 was recovered by Greyhound^S Queensland Limited from the Parklands—money which leaves \$546,942.92 (inclusive of GST) yet to be reimbursed to Racing Queensland Limited. The details pertaining to the invoices and charges that make up this amount are attached to this report in appendix A.

RTI DL RELEASE - NPSR

8. Next Step

The next step for this project is the lodgement of this business case with Treasury to facilitate the approval for the reimbursement of the costs to date on the project now that the project has been terminated.

9. Appendices

- A. Project Costs to Date

RTI DL RELEASE - NPSR

Appendix A – Expenditure to Date

Racing Queensland Limited
Proposed Logan Greyhound Racing Facility
Financial Year Ended 30 June 2010

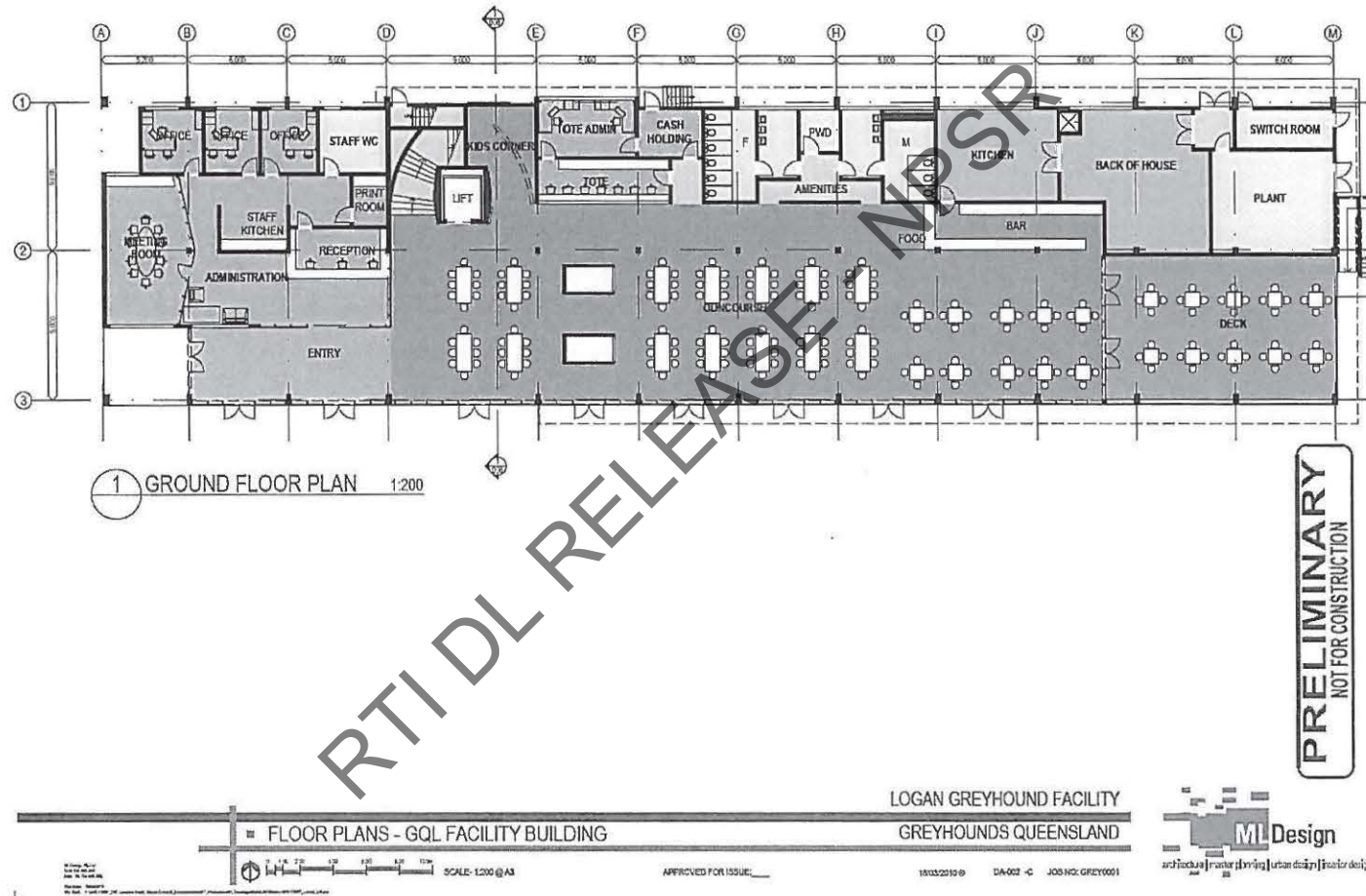


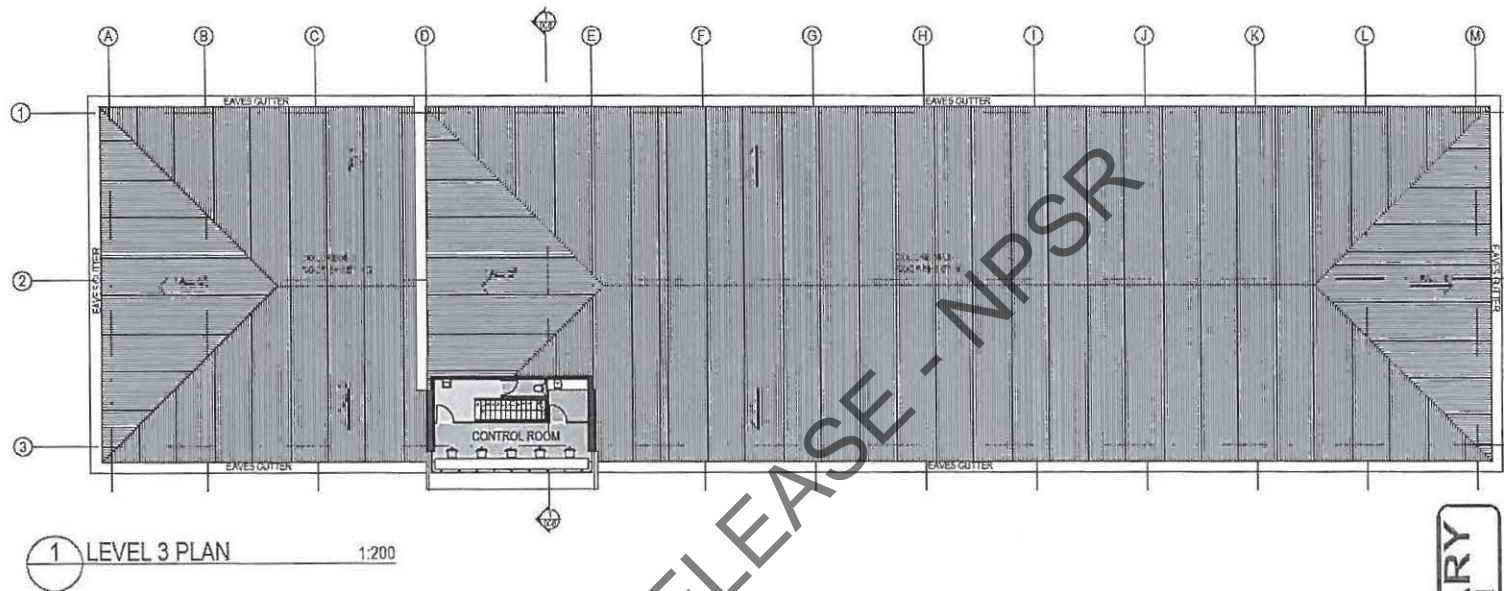
Organisation	Invoice Date	Net Amount	Gst	Gross Amount	Reimbursed	Particulars
1 ML Design Pty Ltd	26-Aug-09					Schematic Design
	30-Sep-09					Schematic Design
	30-Sep-09					Town Planning Services
	29-Oct-09					Town Planning Services
	30-Oct-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Town Planning Services
	15-Dec-09					Town Planning Services
	23-Dec-09					Schematic Design & Development Application Lodgement
	29-Jan-10					Design to DA - Level 2 Restaurant & Function Room
	25-Feb-10					Design to DA - Level 2 Restaurant & Function Room
	23-Mar-10					Design to DA - Level 2 Restaurant & Function Room
	31-Mar-10					Town Planning Services
	31-May-10					DA Processing
	30-Jun-10					
	30-Jun-10					
	25-Nov-10					
2 MJ Richardson & Associates Pty Ltd	27-Oct-09					Surveying Services
3 Rider Levett Bucknall (Qld) Pty Ltd	26-Nov-09					Cost estimate for the main building works, Cost estimate for the civil works & attendance at meetings and cost estimate advice on alternative structural design.
						Indicative cost estimate for the main building works.
4 Webb Australia Group (Qld) Pty Ltd	30-Nov-09					Greyhound race track feasibility study and DA submission.
	29-Mar-10					Electrical and Mechanical Consultancy Services
						Greyhound race track feasibility study and DA submission.
						Electrical and Mechanical Consultancy Services.
5 WSP Environmental Pty Ltd	31-Jul-09					Landfill site study
	31-Aug-09					Review of interim summary report
6 Sinclair Knight Merz	20-Aug-09					Contaminated Land Consultancy
	21-Aug-09					Groundwater Monitoring Rounds 1 & 2, Landfill Cap Integrity Review, Interim Report, Remediation Strategy, Costs Estimates, GQL & TPR Meeting, SKM Expenses & Contracting Charges.
	21-Aug-09					Completion of Stage 1 Site Investigation, Preliminary Water Quality Monitoring & attendance at meetings with GQL & QLD Treasury.
	29-Oct-09					Supplementary Site Investigation & Geotechnical Investigation.
	18-Oct-09					Feasibility, Masterplanning and Development Application
	9-Nov-09					Civil & Traffic Consultancy.
	11-Dec-09					Feasibility, Masterplanning and Development Application
	11-Dec-09					Civil & Traffic Consultancy.
	14-Dec-09					Feasibility, Masterplanning and Development Application
	15-Dec-09					Civil & Traffic Consultancy.
	18-Mar-10					Supplementary Site Investigation & Geotechnical Investigation.
	22-Mar-10					Feasibility, Masterplanning and Development Application
	16-Jul-10					Feasibility, Masterplanning and Development Application
	9-Aug-10					Civil & Traffic Consultancy.
7 Logan City Council	19-Mar-10					Outdoor entertainment & restaurant operational works (vegetation clearing) and building works (preliminary approval)
8 Cardno (QLD) Pty Ltd	9-Mar-10					Conduct field survey, preparation of a property vegetation management plan and other costs.
9 Mach 1 Environmental Pty Ltd	28-Jan-10					Review LCC Data and SKM Stage 1 & Stage 2 Report.
10 Department of Environment & Resource Management	10-Dec-09					Application fee to purchase/ transfer land to GQL.
	31-Mar-10					Material change of use for outdoor entertainment (Greyhound racing facility) & restaurant, operational works (vegetation clearing) and preliminary approval for building works.
11 RPS	14-Sep-10					
12 Mannix Group Pty Ltd	31-Aug-10					
13 Mannix Group Pty Ltd	30-Jul-10					
14 Mannix Group Pty Ltd	2-Jul-10					
Total		\$608,489.37	\$59,424.55	\$667,913.92	\$120,967.00	
Amount paid by GQL for the Logan Site facility during the year ended 30 June 2010				\$667,913.92		
Amount recovered from the State Government as per funding deed				\$120,967.00		
Variance				\$546,946.92		

1. There are no further costs to be reimbursed by the State Government for Phase 2. A budget of \$200,000 was allowed for in the completion of Phase 2. As per SKM proposal dated 31 March 2009 the costs for phase 2 did not amount to \$200,000. The Government were only at this stage prepared to release funds for geotechnical studies in allowing GQL to determine if the site was suitable for construction. Once these studies were completed SKM advised that the site was suitable to construct a greyhound racing facility. Costs incurred subsequent to Phase 1 and 2 have been paid for by GQL and recorded in the budget of \$10mill. It was expected that these costs would be reimbursed to GQL by the state government from the \$10mill compensation.

2. Costs incurred to 30 June and subsequent costs post 1 July are expected to be reimbursed by the State Government from the \$10mill compensation.

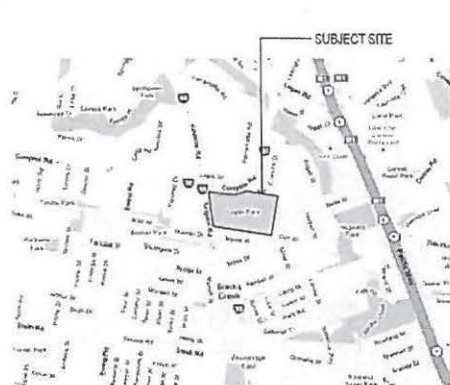
Appendix B - Project Plans



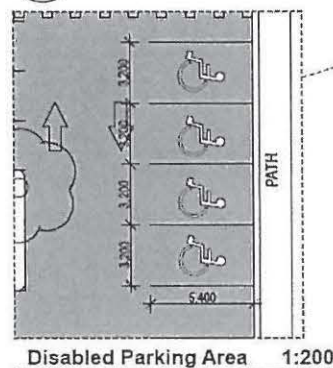
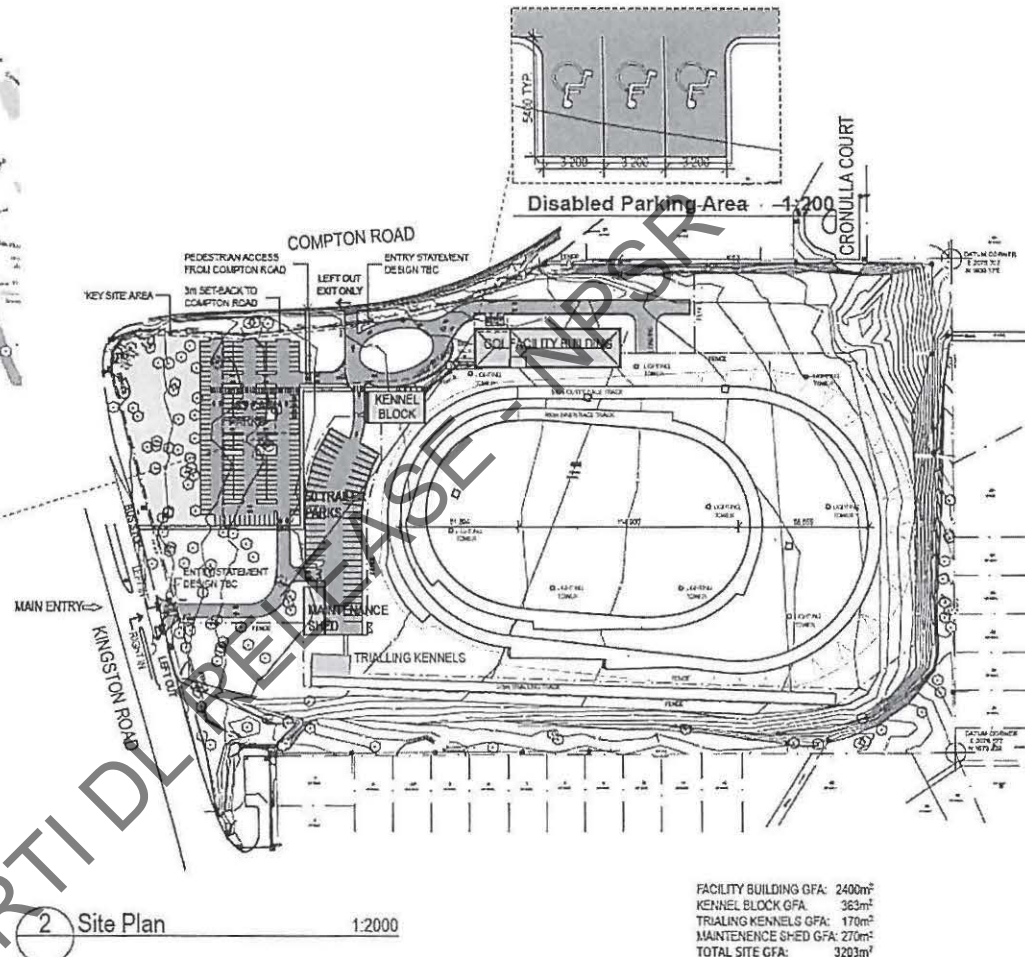


PRELIMINARY
NOT FOR CONSTRUCTION

<p>1:200</p> <p>0 1' 2' 3' 4' 5' 6' 7' 8' 9' 10'</p> <p>SCALE: 1:200 @ A3</p> <p>APPROVED FOR ISSUE: _____</p> <p>13/05/2010 @ DA-005 -C JOB NO: GREY0001</p>	<p>LOGAN GREYHOUND FACILITY</p> <p>GREYHOUNDS QUEENSLAND</p>	<p>ML Design</p> <p>architecture interior design urban design landscape design</p>
---	--	---



1 Location Plan



FACILITY BUILDING GFA: 2400m²
 KENNEL BLOCK GFA: 363m²
 TRAILING KENNELS GFA: 170m²
 MAINTENANCE SHED GFA: 270m²
 TOTAL SITE GFA: 3203m²

PRELIMINARY
 NOT FOR CONSTRUCTION

LOGAN GREYHOUND FACILITY

GREYHOUNDS QUEENSLAND

ML Design

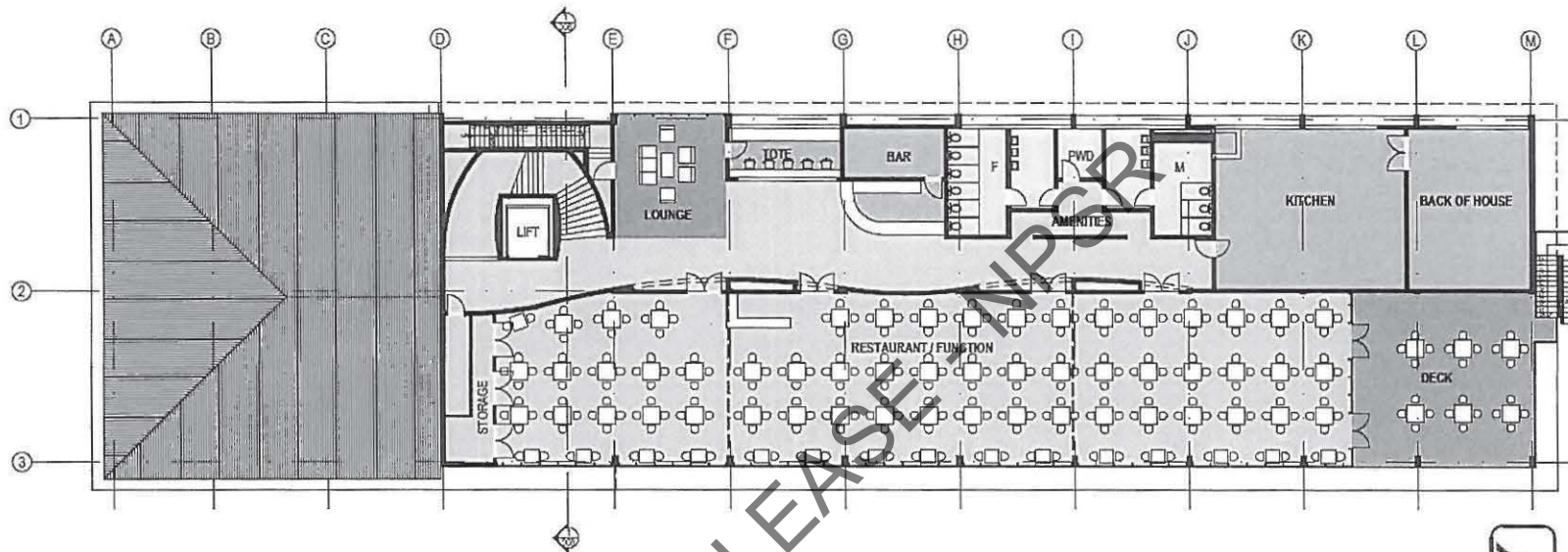
architects | interior planners | urban designers | landscape architects

25/06/2019 @ DA-001 - E JOB NO: GREY001

SCALE: 1:2000 @ A3

APPROVED FOR ISSUE

25/06/2019 @ DA-001 - E JOB NO: GREY001



1 LEVEL 1 PLAN 1:200

PRELIMINARY
NOT FOR CONSTRUCTION

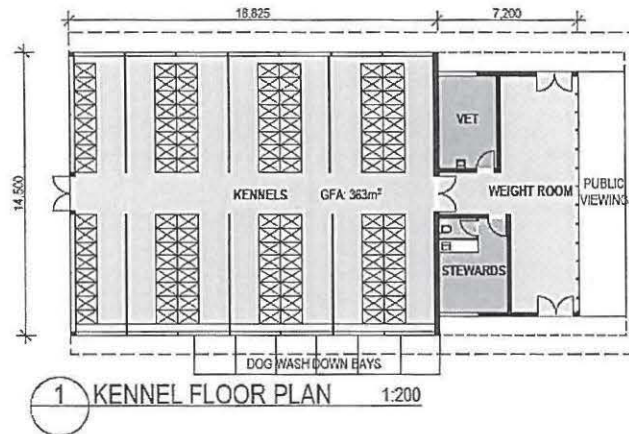
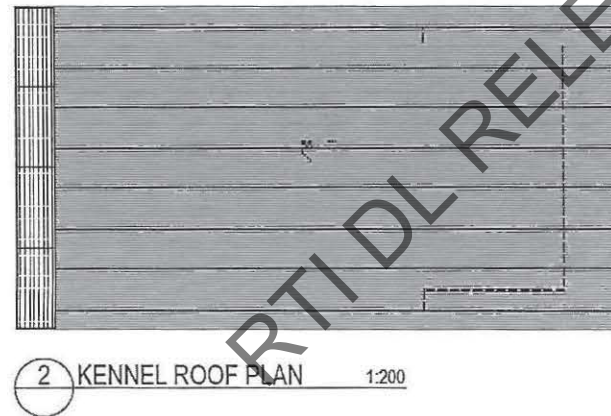
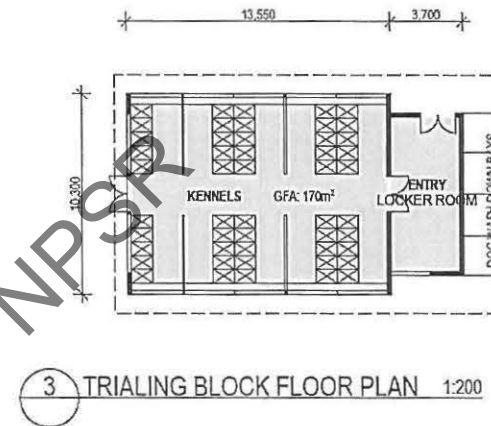
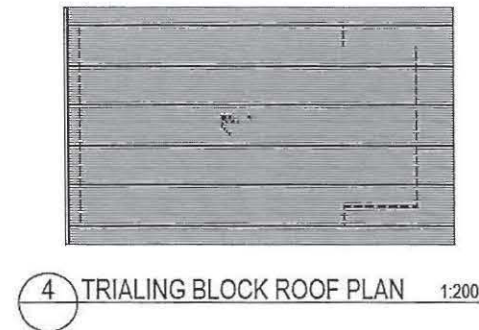
FLOOR PLANS - GQL FACILITY BUILDING

SCALE: 1:200 @ A1

10/03/2010 © DA-023 -C JOB NO: GREY0001

LOGAN GREYHOUND FACILITY
GREYHOUNDS QUEENSLAND

ML Design
architecture | interior planning | urban design | interior design



PRELIMINARY
NOT FOR CONSTRUCTION



LOGAN GREYHOUND FACILITY
GREYHOUNDS QUEENSLAND



LOGAN
CITY OF UTAH

APPLICANT:	GREYHOUNDS QUEENSLAND LTD	
APPLICATION NUMBER:	MCUC/130/2010	
TYPE & DESCRIPTION:	Development Permit	Material Change of Use for Outdoor Entertainment (Grayhound Racing Facility) & Restaurant
	Development Permit	Operational Works (Vegetation Clearing)
	Preliminary Approval	Building Works
PROPERTY LOCATION:	146-178 Kingston Road, SLACKS CREEK QLD 4127	

The Assessment Manager for this application is:

LAND

Development Permit to apply to the following land:

CONDITIONS OF DEVELOPMENT:

1.1 The development of the premises must comply with the provision of Council's Local Laws, Planning Scheme Rules, Planning Scheme and Planning Scheme Codes to the extent they have not been varied by this approval.

1.2 Comply with all conditions of this development approval at no cost to Council and prior to the commencement of the use unless otherwise stated in a specific condition

Undertake development generally in accordance with the following approved plans of development and documents except as altered by other conditions of this development approval including any amendments wherever made in red on the plans.

Plan Number	Rev / Amd't	Title	Date	Prepared by
DA-001	E	Site Plan	28-6-2010	ML Design
DA-001	F	Site Plan - Indicative Landscaping Area	27-8-2010	ML Design
DA-002	C	Floor Plans - GQL Facility Building (Ground Floor Plan)	18-3-2010	ML Design
DA-003	C	Floor Plans - GQL Facility Building (Level 1	18-3-2010	ML Design

Plan Number	Rev / Amd't	Title	Date	Prepared by
		Plan)		
DA-004	C	Floor Plans - GQL Facility Building (Level 2 Plan)	18-3-2010	ML Design
DA-005	C	Floor Plans - GQL Facility Building (Level 3 Plan)	18-3-2010	ML Design
DA-006	C	Roof Plans - GQL Facility Building	18-3-2010	ML Design
DA-007	C	Floor Plans - Kennel and Trailing Blocks	18-3-2010	ML Design
DA-008	C	Site Section	18-3-2010	ML Design
DA-009	C	Elevations - GQL Facility Building (South and West Elevations)	18-3-2010	ML Design
DA-010	C	Elevations - GQL Facility Building (North and East Elevations)	18-3-2010	ML Design
DA-011	C	Elevations - Kennel Block	18-3-2010	ML Design
DA-012	C	Elevations - Trailing Block	18-3-2010	ML Design
DA-013	C	Perspectives - 01	18-3-2010	ML Design
DA-014	C	Perspectives - 02	18-3-2010	ML Design
DA-015	C	Perspectives - 03	18-3-2010	ML Design
DA-016	C	Perspectives - 04	18-3-2010	ML Design
DA-017	C	Perspectives - 05	18-3-2010	ML Design

Document Number	Rev / Amd't	Title	Date	Prepared by
QB10035	.	Infrastructure Servicing Plan and Site Based Stormwater Management Plan	March 2010	Sinclair Knight Merz (SKM)

3. INFRASTRUCTURE CONTRIBUTIONS

- 3.1. Pay a monetary contribution in accordance with the relevant planning instrument or infrastructure charges schedule applicable at the time of payment prior to the issuing of a Compliance Certificate for any part of the development under the *Plumbing and Drainage Act 2002* or commencement of the use, towards the cost of providing the following infrastructure. The contribution is to be calculated based on the following demand units:

Infrastructure	Demand Units
Water Supply	108.07 EP
Sewerage	57.65 EP
Road Transport	264 VTPD

Further Advice:

On 2 December 2010 the above monetary contributions were calculated to be the following amounts. It is important to note that;

- these amounts are not fixed and vary until the date of payment in accordance with the applicable cost indexation factor identified in the relevant planning instrument or infrastructure charges schedule;
- payments cannot be made without an invoice issued that remains current;
- an invoice will not be issued until the time for payment trigger has been achieved in the relevant condition of approval;

Infrastructure	District and Sub-District	Amount
Water Supply	Springwood Low Level	\$192,148.46
Sewerage	Springwood	\$68,661.15
Road Transport	Sector 12 Underwood	\$116,632.74

4. CONCURRENCE AGENCY RESPONSE

- 4.1. Department of Transport and Main Roads concurrence agency response, as attached
- 4.2. Department of Environment and Resource Management concurrence agency response, as attached.

MATERIAL CHANGE OF USE - OUTDOOR ENTERTAINMENT (GREYHOUND RACING FACILITY) & RESTAURANT

DEVELOPMENT PERMIT CONDITIONS

5. BUILDING AND DESIGN

- 5.1. Ensure that the Greyhounds Facility Building has a high quality finish; in particular the northern elevation must include variations in materials, colours or textures in order to provide visual interest and a high quality streetscape outcome.
- 5.2. Do not include large images (of any kind, including Greyhounds) on the northern elevation.
- 5.3. Provide two (2) entry feature statements as identified on the approved plans of development. The entry statements are to be architecturally designed in order to reflect the prominent nature of the site within the locality

6. OPERATION OF THE USE

- 6.1. Undertake activities associated with the Greyhound Racing Facility and Restaurant in the following manner:
 - 6.1.1. Not more than 5 race meetings per week and Restaurant between the hours of 12:00pm (midday) to 10:00pm, Monday to Saturday.
 - 6.1.2. Administrative function of the facility between the hours of 9:00am to 5:00pm, Monday to Saturday.
 - 6.1.3. General training, including the use of the main tracks and trailing track, between the hours of 7:00am to 10:00pm, Monday to Friday and 9:00am to 5:00pm on Saturday and Sunday.
- 6.2. Ensure loading, unloading, deliveries and waste collection activities associated with the operation of the use only occur between the hours of 7:00am to 5:00pm, Monday to Saturday.

7. SOCIAL AMENITY MANAGEMENT PLAN

- 7.1. Prepare a Social Amenity Management Plan for submission and endorsement by Council in writing prior to the commencement of use.
- 7.2. The Management Plan must incorporate details of the development, administration, re-sourcing, partnerships and implementation involved, to be negotiated between the owner and Council, with written endorsement of the final management plan by Council to be in place prior to the commencement of use and thereafter.
- 7.3. The Management Plan must incorporate an action plan describing specific strategies, activities, and measures that will undertake to implement the policies outlined in Greyhounds Queensland Code of Practice including:
 - 7.3.1 Public safety;
 - 7.3.2 Minimising harm from gambling; and
 - 7.3.3 Responsible citizenship.
- 7.4. Carry out the functions as stated within the Management Plan for the life of this approval.

8. ROADS & TRANSPORTATION

- 8.1. Dedicate, at no cost to Council, land depicted by Council's Logan, Central Bikeway Network Compton Road - Kingston Road to Allgas Street Compton Road Proposed Acquisition Plan dated 23 November 2009 for road reserve purposes.
- 8.2. Design and construct a minimum 3.0 metre wide reinforced concrete bikeway in accordance with Council standards along the full length of the Compton Road frontage of the site.
- 8.3. Provide a minimum of 160 car parking spaces including a minimum of seven (7) disabled car parking spaces on the site.
- 8.4. Provide a minimum of five (5) motorcycle spaces on the site.
- 8.5. Provide a minimum of five (5) bicycle parking spaces, including rail-type locking facilities for each parked bicycle, on site. The spaces are to be located a maximum of 25 metres from any pedestrian entrance into the development.
- 8.6. Design all access driveways, circulation driveways, parking aisles and car parking spaces in accordance with Australian Standard 2890.1 - Parking Facilities - Off Street Car Parking except where stated otherwise in the planning scheme.

9. ACCESS

- 9.1. Locate vehicular access to and from the site as shown in the plans of the development.
- 9.2. Remove existing access crossover, namely from Kingston Road to the site from the road verge, and reinstate road verge.
- 9.3. Design and construct a matching kerb and channel and a minor underground drainage system to stormwater flow from Kingston Road section in to the existing open channel along the Southern boundary.
- 9.4. Design and construct a minimum 1.2 metre wide reinforced concrete pedestrian footpath along the full length of the Kingston Road frontage of the site.
- 9.5. Provide pedestrian access to the development from Kingston Road and Compton Road.
- 9.6. Construct a vehicular access to the site which incorporates a reinforced concrete industrial crossover as shown in the approved plans of development. Council Technical Officer must inspect and approve the driveway slab prior to placing of concrete.
- 9.7. Design and construct a left turn only egress from the site to Compton Road.
- 9.8. Ensure access to car parking spaces, bicycle spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.

- 9.9. Provide loading bay facilities for a Heavy Rigid Vehicle in the location generally shown on the approved plans of development that are designed in accordance with Australian Standard 2890.2 – *Off-street commercial vehicle facilities* except where stated otherwise in the planning scheme.
- 9.10. Demonstrate turning movements for a Heavy Rigid Vehicle on any drawings or plans submitted to the Council as a part of a development application for operational works.

10. SEWER

- 10.1. Connect the development to the reticulation sewer network.
- 10.2. Obtain approval from Allconnex Water for the connection point to the existing sewer prior to the making any development applications for operational work (works for infrastructure) or for plumbing and drainage work, whichever occurs first.
- 10.3. Ensure that a suitable connection servicing the entire development is installed by Allconnex Water at the owner's expense.
- 10.4. Ensure that any redundant sewer and sewer connections within the site or servicing the development are decommissioned by Allconnex Water at the owner's expense.
- 10.5. Ensure that the maintenance hole (MH) is raised or lowered, if necessary, by Allconnex Water at the owner's expense.

11. WATER SUPPLY

- 11.1. Connect the site to the reticulation water supply.
- 11.2. Ensure that the complete property service connection that includes the meter installation and tapping of the main is installed by Allconnex Water at the owner's expense.
- 11.3. Connect the development into the 150mm main in the North West corner of the site.
- 11.4. Ensure that any redundant water meter connection within the site or servicing the development is removed by Allconnex Water at the owner's expense.

12. STORMWATER DRAINAGE/QUANTITY MANAGEMENT

- 12.1. Provide a stormwater drainage easement in any approval for operational works to the benefit of Council that includes:
- 12.1.1. all stormwater overland flow paths traversing the land; and
- 12.1.2. any stormwater main existing or proposed to traverse the land centrally located within the easement.
- 12.2. Design and construct a stormwater system generally in accordance with the recommendation in the approved document, subject to the following amendments and submit the final Site Based Stormwater Management Plan (SBSMP) with the operational works application;
- 12.2.1. Stormwater flow from Kingston Road section to be diverted to the existing open channel along Southern boundary via a minor underground drainage system.
- 12.2.2. Existing open channel to be upgraded as a vegetated trapezoidal channel. Provide sections showing batter slopes.
- 12.2.3. Internal batter slope of the detention basin to be no steeper than 1 in 6.
- 12.3. Provide long sections and cross sections of the proposed detention basin showing the low flow and high flow levels in the operational works application.

13. STORMWATER QUALITY

- 13.1. Implement the recommendations in the approved document, subject to detailed design.

- 13.2. Submit a Detailed Stormwater Quality Management Plan (DSQMP) including all stormwater infrastructure, relevant landscaping and engineering designs with an operational works application. The Detailed Stormwater Quality Management Plan and designs are to be in accordance with the *Water Sensitive Urban Design Technical Design Guidelines for South East Queensland* (WSUD TDG), the *Construction and Establishment Guidelines: Swales, Bioretention Systems and Wetlands* (C&E guidelines) and IPWEAQ Standard Drawings numbers WSUD-001 to WSUD-012 and must include:
- 13.2.1. detailed calculations for each treatment measure and completed copies of the applicable Design Calculation Summary checklists from the WSUD TDG.
 - 13.2.2. a completed copy of the relevant design assessment checklist from the WSUD TDG for each treatment measure certified by the stormwater quality system designer.
- 13.3. All drainage swales and vegetated areas are to have a minimum gradient of 1%.
- 13.4. Submit an Operational Management and Maintenance Plan (OMMP) as a separable section of the DSQMP to provide an outline of the proposed long term operational management and maintenance requirements of the stormwater system on the site. Include a plan showing the location of the individual components of the system.
- 13.5. Implement the approved DSWMP and OMMP in perpetuity. Maintain copies of the DSWMP and OMMP on site and regular inspection records and make available to Council upon request. Make all necessary improvements immediately upon awareness of any deficiencies in the treatment measures.
- 14. EARTHWORKS, EROSION AND SEDIMENT CONTROL, RETAINING WALLS**
- 14.1. Do not carry out earthworks or building works prior to obtaining a permit for operational works.
 - 14.2. Carry out earthworks in accordance with AS 3798-1996, *Guidelines on earthworks for commercial and residential developments*.
 - 14.3. Do not carry out earth filling against the property boundaries of surrounding properties, unless the fill is adequately retained. Ensure that those properties are not impacted by changes to the existing natural drainage in the area.
 - 14.4. Provide an Erosion and Sediment Control Management Plan prepared in accordance with Soil Erosion and Sediment Control Engineering Guidelines for Queensland Institution of Engineers Australia (QIEA) in conjunction with the operational works application.
- 15. LANDSCAPING PLANS**
- 15.1. Submit and have approved by Council a landscape plan and documentation, prepared by a Corporate Member of the Australian Institute of Landscape Architects (or other suitably qualified and experienced professional deemed suitable on demonstration of project experience and document skills to Council) as part of an application for Compliance Assessment - Landscaping.
 - 15.2. The landscape plan and documentation must reflect the approved layout and must be prepared in accordance with the provisions of the Landscaping Code, the Landscape Development Manual and must include the following:
 - 15.2.1. Landscape areas are to be at natural ground level except where it is proposed to import soil with suitable retaining works;
 - 15.2.2. Car park shade trees in accordance with Council requirements. Some tree locations have been shown in red on the approved drawings however, additional planting areas are required to accommodate shade trees to Council requirements;
 - 15.2.3. Provide landscaping areas as shown in red on the approved drawings;
 - 15.2.4. A detailed plant schedule listing all the proposed species. Plants to be predominantly native species; and
 - 15.2.5. An automatic in ground irrigation system to all new garden areas that while water restrictions are in place uses harvested stormwater or recycled water.

- 15.3. Any fencing along the Kingston Road and Compton Road frontages must be a maximum 1.8 metres in height with a minimum 80% transparency for passive surveillance of the street.
- 15.4. The location of the entry statement must not be located within the road reserve and must not impede sight lines when exiting/entering any road.
- 15.5. All trees that are to be retained must be protected during the course of construction in accordance with AS4970 *Protection of trees on development sites*.
- 15.6. Provide fencing or bollards with suitable maintenance and emergency access that prevents unauthorised vehicles from entering the track and building area.
- 15.7. All batters and disturbed areas are to be grassed.
- 15.8. Remove all weeds and rubbish from the site including the drainage channel along the southern and eastern boundaries.
- 15.9. Maintenance must be in accordance with the Landscape Development Manual.

16. KENNEL WASTE MANAGEMENT

- 16.1. All waste (including waste water) generated as part of the kennel operations must be disposed of in a safe and sanitary manner.
- 16.2. Waste waters from animals from washing down the floors, surfaces, enclosures and other areas must be collected and drained to an approved pre-treatment device before discharge to the sewage system.

17. ACOUSTICS

- 17.1. All external speakers are to be directed away from noise sensitive places (i.e. residential dwellings).
- 17.2. Onsite noise must comply with the noise level limits outlined in Table 1:

Table 1: Noise Level Limits

Time	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest noise sensitive place	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest non-noise sensitive place
7:00am to 6:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
6:00pm to 10:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
10:00pm to 7:00am	Background LA _{90,T} + 3dB(A)	Background LA _{90,T} + 8dB(A)

- 17.1. Animal noise must comply with the noise level limits outlined in Table 2:

Table 2: Noise Level Limits for the Greyhounds

Time	Maximum Noise Level	Location- Noise Sensitive Receptor
7:00am to 8:00pm	Background LA _{90,T} + 10dB(A) or Ambient LA _{10,T} + 10dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997
8:00pm to 7:00am	Background LA _{90,T} + 5dB(A) or Ambient LA _{10,T} + 5dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997

- 17.2. Prepare and submit a Transitional Environmental Plan (TEP) to Council for approval within one month of a validated noise complaint being received. The TEP will address sections 330, 331 and 332 of the *Environmental Protection Act 1994*. The TEP must include, but is not restricted to:

- 17.2.1. Objectives of the plan.
- 17.2.2. Measures to be implemented to achieve the objectives
- 17.2.3. Appropriate performance indicators at intervals of less than 6 months.
- 17.2.4. Provisions for monitoring and compliance recording.
- 17.2.5. The TEP must demonstrate how compliance with the noise emission criteria outlined above will be achieved, and include a timetabled implementation plan.
- 17.2.6. Once approved, the use is to operate in accordance with the approved TEP.

18. LIGHTING EMISSIONS

- 18.1. Provide certification from a suitably qualified lighting installation technician/engineer that all on site lighting (particularly outdoor lighting) complies with *AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting* and Schedule 3 Part 1 Table 1.3 of the *Logan Planning Scheme 2005*.
- 18.2. All track lighting must be turned off after 10:00pm.

19. GENERAL

- 19.1. Be responsible for the full cost of any alteration necessary to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.
- 19.2. Do not commence on works which will ultimately revert to Council or on adjacent roads or drainage schemes until Council has been advised in writing, of the name of the responsible contractor and that the contractor has received from Council a notice of appointment of principal contractor under the provisions of the *Workplace Health and Safety Act 1989*.
- 19.3. Provide written authority at the time of submission of Operational Works plans to allow Council officers to enter the land at all reasonable times in order to carry out inspections in relation to this approval

OPERATIONAL WORKS (VEGETATION CLEARING)

DEVELOPMENT PERMIT CONDITIONS

20. VEGETATION CLEARING

- 20.1. Undertake vegetation clearing in accordance with the approved plans of development only. No additional clearing is permitted other than permitted exemptions in accordance with the applicable Planning Scheme.
 - 20.2. Ensure all vegetation removed as a result of this development approval and requiring disposal is disposed of:
 - 20.2.1. On the premises for landscaping and sediment and erosion control purposes (for example as mulch); and/or
 - 20.2.2. At a waste disposal facility operated by Council provided that the waste is delivered to the waste disposal facility in a manner and form which allows it to be mulched at the facility, and/or
 - 20.2.3. In such other environmentally responsible manner as meets with the written approval of the Council.
- Ensure any vegetation removed as a result of this development approval is not burnt or incinerated on the subject site.

BUILDING WORKS

PRELIMINARY APPROVAL CONDITIONS

There are no planning conditions relating to the Preliminary Approval for Building Works. An assessment against the Building Code of Australia has not been undertaken and prior to any building work commencing a Development Permit for Building Works must be obtained.

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FURTHER ADVICE TO APPLICANT

In relation to the application, the applicant is further advised:

1. The relevant period for this approval is in accordance with Section 341 of the *Sustainable Planning Act 2009*.
2. Authorised persons of the Council may enter the premises the subject of this approval at any reasonable time to ascertain whether the above conditions have been complied with (and/or whether the above requirements have been carried out).
3. Documentation in relation to any land required to be registered to the benefit of Council is required to be prepared and carried out by Council's solicitors at the owner's expense.

The applicant and owner be further advised:-

It is the owner's and occupants responsibility under the *Environmental Protection Act 1994* to advise the Chief Executive of the Department of Environment and Resource Management, of any Notifiable Activity conducted on the site or contamination or suspected contamination which may cause a hazard to human health or the environment within 30 days of becoming aware of the operation of a Notifiable Activity on the site or of any contamination or suspected contamination. The Chief Executive, pursuant to the Act, is empowered to require that the development complies with the provisions of the Act, including the preparation of site investigation reports and if necessary the remediation of the site at the owner's expense.

FURTHER DEVELOPMENT PERMITS OR COMPLIANCE PERMITS REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

- Building Works
- Plumbing and Drainage Works
- Operational Works
 - Civil Engineering Works (stormwater drainage, access, external road works and foot path)
 - Electrical Engineering works

FURTHER COMPLIANCE CERTIFICATES REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

Documents or works requiring compliance assessment	Matters or things against which the document or work must be assessed	Compliance assessor	When the request for compliance assessment must be made
Landscaping Plan and Works	Landscaping Code Landscape Development Manual Landscaping Conditions of Approval	Development Assessment Logan City Council	Prior to Building Works approval

DECISION

That in accordance with delegation to the Development Assessment Manager under section 277 of the *Local Government Act 2009* it is recommended that in accordance with the matters set out in the submission to the Delegate and the recommendation of the officer, I am satisfied that the conditions accord with relevant standards and the *Sustainable Planning Act 2009* where applicable and as such approve the above conditions.

Dated the 2nd day of February 2011

49-Sch4 - Signature

Christian Parks
Development Assessment Co-ordinator
Strategy and Outcomes
AS DELEGATE OF THE COUNCIL

RTI DL RELEASE - NPSR

2011-12

Perrett, Carol

From: Perrett, Carol
Sent: Friday, 25 November 2011 3:45 PM
To: 'Mark Snowdon'
Subject: Logan Business Case

Attachments: 20111125153143478.pdf



2011112515314347
8.pdf (3 MB)

Mark

I have written some comments on the attached. Hope you can read my writing.

Regards Carol

RTI DL RELEASE - NPSR

Perrett, Carol

From: Mark Snowdon [msnowdon@racingqueensland.com.au]
Sent: Tuesday, 22 November 2011 4:18 PM
To: Perrett, Carol
Subject: Logan Business Case
Attachments: image001.png; Industry Infrastructure Plan - Business Case for Cronulla Park, Logan 2-11-11.pdf

Hi Carol

Please see attached the business case for Logan which has been approved by the Industry Infrastructure Plan Control Group and the board of Racing Queensland Limited. Could you please review at your convenience and advise any changes/amendments prior to lodging with Treasury.

Thanks

Mark Snowdon

Project Director



PO Box 63, Sandgate QLD 4017

P +61 7 38699402

F +61 7 32699043

M 49-Sch4 - Mobile phone

E msnowdon@racingqueensland.com.au

W www.racingqueensland.com.au

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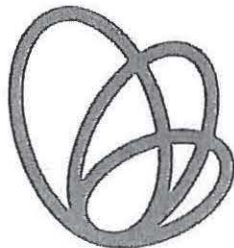
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Unless expressly attributed, the views expressed in this email do not necessarily represent the views of Racing Queensland Limited.

*Evidence of payments
needed →*

*Copy of all
Invoices to
be attached*



RACING
QUEENSLAND

Industry Infrastructure Plan – Business Case for Cronulla Park, Logan

Details

Author: R. G. Bentley, Chairman

Date: 3 November 2011

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B. Project Plans	
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1. Background

Greyhounds Queensland Limited initiated an application with the Logan City Council in the early part of 2010 for the development of a two track greyhound racing facility on 146 - 178 Kingston Road, Slacks Creek.

Upon the amalgamation of the three codes on 1st July 2010 Racing Queensland Limited assumed ~~the~~ responsibility of the application and completed the application in February 2011. *for*

As part of the industry asset review undertaken by Racing Queensland Limited after the amalgamation, the Logan facility was discounted as an option in favour of developing multi use facilities such as the proposed Deagon facility that will house both harness and greyhounds.

The purpose of this Business Case is to seek reimbursement of monies spent on the development of application.

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2. Rationale and Development Overview

X With the closure of the greyhound facility at Parklands on the Gold Coast in 2008 in favour of the new University Hospital, the State Government, by way of compensation, offered to Greyhounds Queensland Limited a monetary sum of \$10m and the land situated at 146 – 178 Kingston Road, Slacks Creek. Greyhounds Queensland Limited intended to relocate from Albion Park Raceway as the greyhound race track at Albion Park is currently situated inside the harness track, making it difficult for the greyhound stakeholders to operate at that facility.

The site at Logan was considered by Greyhounds Queensland Limited as an ideal location between Brisbane and the Gold Coast for a new facility. The proposed development cost was approximately \$24m.

The land area is 10.24ha in size, and it is currently zoned public open space and is owned by the State Government. The site was previously used as a general purpose refuse (dump), and has been left in a predominantly open state with no built form or significant improvements aside from fencing of the property to Compton and Kingston Roads and the creation of internal sealed pathways across the site from Kingston Road.

The site includes a number of gas monitoring devices which are used to provide readings of the type and amount of gas being released by the decomposing landfill.

As part of the industry asset review undertaken by Racing Queensland Limited after 1st July 2010 it was resolved that the Logan facility was uneconomical for the overall industry and the intention moving forward was to utilise multi use facilities such as Deagon to accommodate this code of racing.

Racing Queensland Limited made the decision to finalise the approval with the Logan City Council, rather than letting the application lapse as the amount invested in the process to date would be lost. The approval, now complete, is current for 4 years from February 2011, should the industry ever need to revisit this option.

3. Facility Issues

The primary issues for the greyhound code on facilities are as follows:

- The Parklands facility was closed to allow for the construction of the University Hospital at Southport.
- The Albion Park facility does not suit the needs of the code being located inside the harness track.

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4. Stakeholder Management

Greyhound racing and training will continue at Albion Park Raceway until the completion of the Deagon facility which is due July 2013.

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5. Scope of Works

The works that were ^{proposed} to be undertaken ~~as part of the Industry Infrastructure Plan~~ are detailed as follows:

- Main Facility building of 2,400m²
- Kennel Block of 363m²
- Training Kennels of 170m²
- Maintenance Shed of 270m²
- 640m Outer Race Track
- 450m Inner Race Track
- 275m Trialling Track
- Track Lighting
- 163 Space Car Park
- 50 Space Trailer Park

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6. Works Delivery Program

The intention by Greyhounds Queensland Limited was to complete the approval in early 2011 and to construct the facility during the course of 2011. The project has been terminated and the timing no longer applies.

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7. Cash Flow/Budget

X The costs incurred on the project to date are \$667,913.92, \$120,967.00 was recovered by Greyhounds Queensland Limited from the Parklands money which leaves \$546,942.92 (inclusive of GST) yet to be reimbursed to Racing Queensland Limited. The details pertaining to the invoices and charges that make up this amount are attached to this report in appendix A.

\$10M ~~compensation~~ offered as
compensation for the greyhound
code vacating Parklands

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8. Next Step

The next step for this project is the lodgement of this business case with Treasury to facilitate the approval for the reimbursement of the costs to date on the project now that the project has been terminated.

9. Appendices

- A. Project Costs to Date
- B. Project Plans
- C. Decision Notice.

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Appendix A – Expenditure to Date

Racing Queensland Limited
Proposed Logan Greyhound Racing Facility
Financial Year ended 30 June 2010

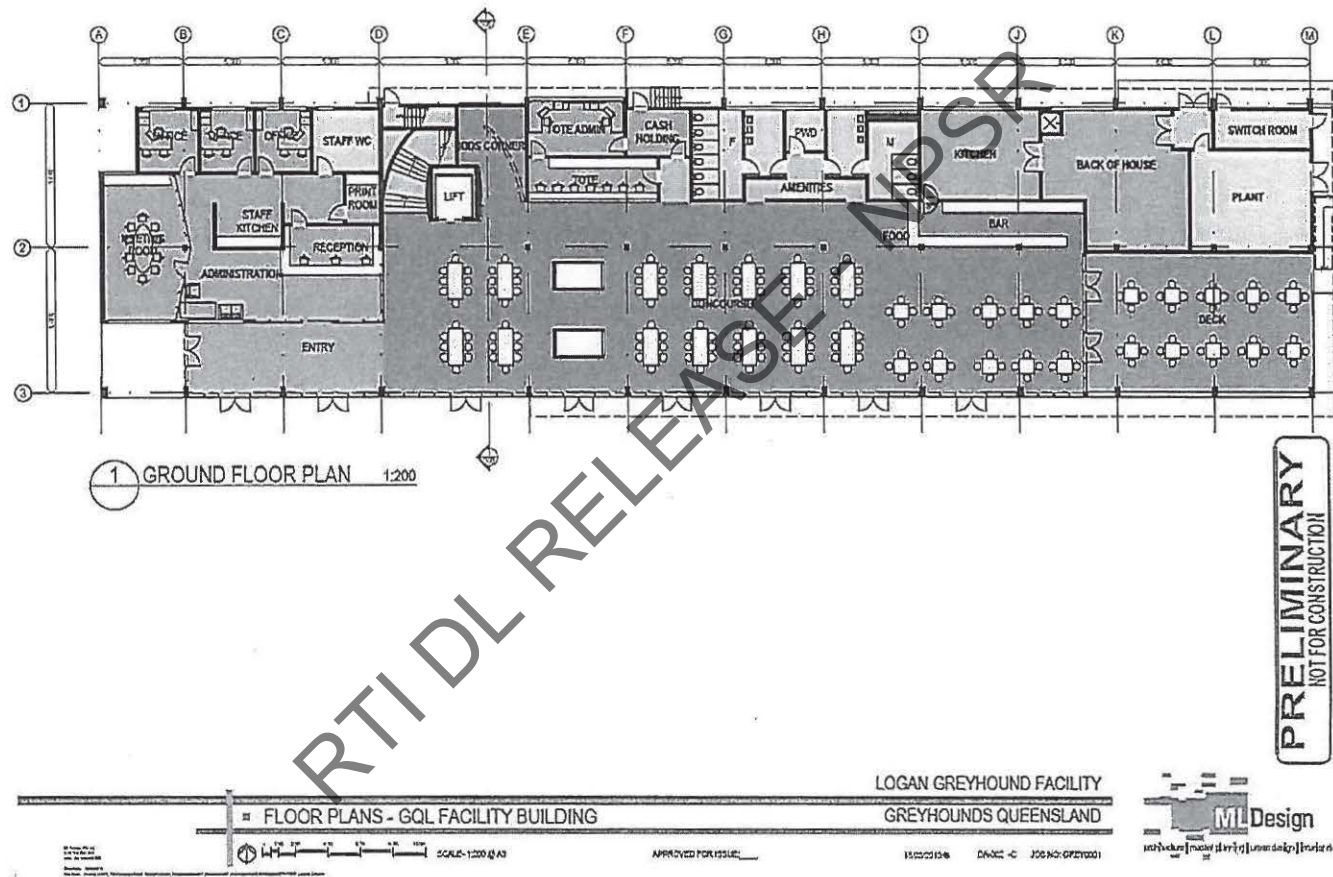


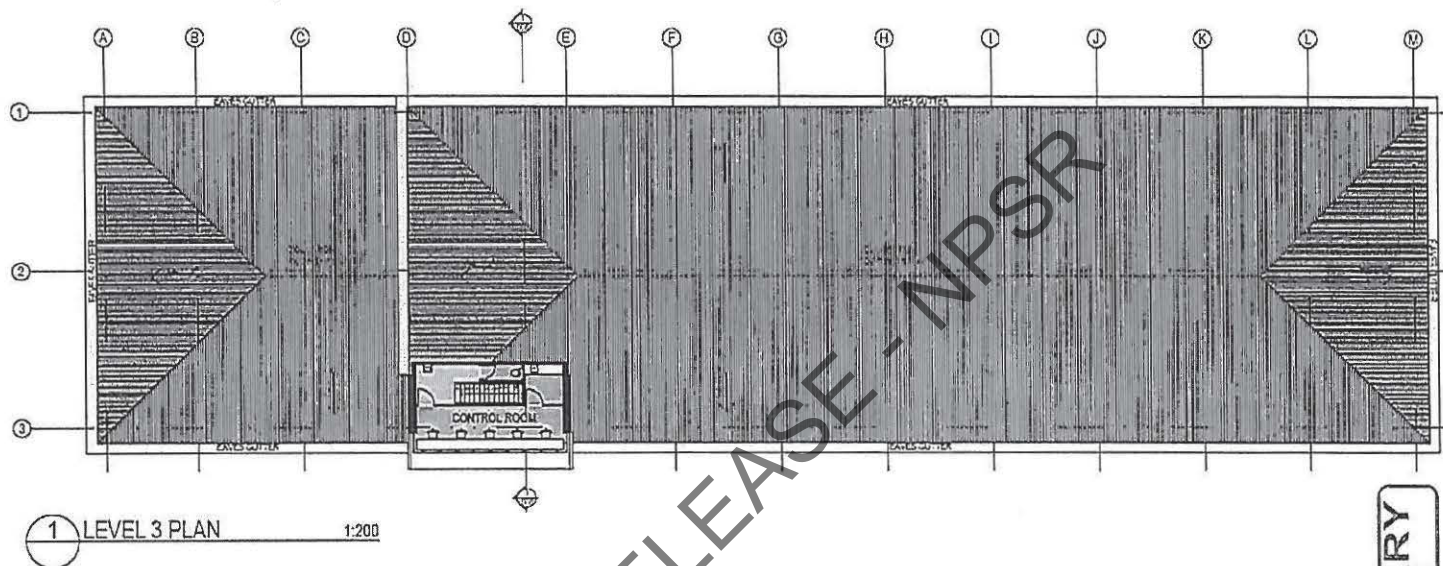
Organisation	Invoice Date	Net		Gross		Particulars
		Amount	Gst	Amount	Reimbursed	
1. M.J. Design Pty Ltd	28-Aug-09					Schematic Design
	30-Sep-09					Schematic Design
	30-Sep-09					Town Planning Services
	23-Oct-09					Town Planning Services
	30-Oct-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Town Planning Services
	15-Dec-09					Town Planning Services
	22-Dec-09					Schematic Design & Development Application Lodgement
	29-Jan-10					Design to DA - Level 2 Restaurant & Function Room
	25-Feb-10					Design to DA - Level 2 Restaurant & Function Room
	23-Mar-10					Design to DA - Level 2 Restaurant & Function Room
	31-Mar-10					Town Planning Services
	31-May-10					DA Processing
	30-Jun-10					
	30-Jun-10					
	25-Nov-10					
2. M.J. Richardson & Associates Pty Ltd	27-Oct-09					Surveying Services
3. Robert Levent Bucknall (QLD) Pty Ltd	26-Nov-09					Cost estimate for the main building works, Cost estimate for the civil works & attendance at meetings and cost estimate advice on alternative structural designs. Includes cost estimate for the main building works.
4. Webb Australia Group (QLD) Pty Ltd	30-Nov-09					Greyhound race track feasibility study and DA submission. Electrical and Mechanical Consultancy Services.
	29-Mar-10					Greyhound race track feasibility study and DA submission. Electrical and Mechanical Consultancy Services.
5. WSP Environmental Pty Ltd	31-Jul-09					Landfill site study
	31-Aug-09					Review of Interim summary report
6. Sinclair Knight Merz	20-Aug-09					Contaminated Land Consultancy
	21-Aug-09					Groundwater Monitoring Rounds 1 & 2, Landfill Cap Integrity Review, Interim Report, Remediation Strategy, Costs Estimates, CGL & IPR Meeting, SKM Expenses & Contracting Charges.
	21-Aug-09					Completion of Stage 1 Site Investigation, Preliminary Water Quality Monitoring & attendance at meetings with GQL & QLD Treasury.
	23-Oct-09					Supplementary Site Investigation & Geotechnical Investigation
	15-Oct-09					Feasibility, Masterplanning and Development Application
	9-Nov-09					Civil & Traffic Consultancy
	9-Nov-09					Feasibility, Masterplanning and Development Application
	11-Dec-09					Civil & Traffic Consultancy
	11-Dec-09					Feasibility, Masterplanning and Development Application
	14-Dec-09					Civil & Traffic Consultancy
	15-Dec-09					Supplementary Site Investigation & Geotechnical Investigation
	18-Mar-10					Feasibility, Masterplanning and Development Application
	23-Mar-10					Civil & Traffic Consultancy
	16-Jul-10					Supplementary Site Investigation & Geotechnical Investigation
	9-Aug-10					Feasibility, Masterplanning and Development Application
7. Logan City Council	19-Mar-10					Outdoor entertainment & restaurant operational works (vegetation clearing) and building works (preliminary approval)
8. Cardno (QLD) Pty Ltd	9-Mar-10					Conduct field survey, preparation of a property, vegetation management plan and other costs
9. March Environmental Pty Ltd	26-Jan-10					Review LCC Data and SKM Stage 1 & Stage 2 Report
10. Department of Environment & Resource Management	10-Dec-09					Application fee to purchase transferred to GQL.
	31-Mar-10					Material change of use for outdoor entertainment (Greyhound racing facility) & restaurant, operational works (vegetation clearing) and preliminary approval for building works.
11. RPS	14-Sep-10					
12. Minnick Group Pty Ltd	31-Aug-10					
13. Minnick Group Pty Ltd	30-Jul-10					
14. Minnick Group Pty Ltd	2-Jul-10					
Total		\$608,459.37	\$59,424.55	\$667,883.92	\$120,967.00	
Amount paid by GQL for the Logan Site Study during the year ended 30 June 2010						\$667,883.92
Amount recovered from the State Government as per funding deed						\$120,967.00
Variance						\$546,916.92

1. There are no further costs to be reimbursed by the State Government for Phase 2. A budget of \$200,000 was allowed for the completion of Phase 2. As per SKM proposal dated 31 March 2009 the costs for phase 2 did not amount to \$200,000. The Government were only at this stage prepared to release funds for geotechnical studies in allowing GQL to determine if the site was suitable for construction. Once these studies were completed SKM advised that the site was suitable to construct a greyhound racing facility. Costs incurred subsequent to Phase 1 and 2 have been paid for by GQL and recorded in the budget of \$10m. It was expected that these costs would be reimbursed to GQL by the state government from the \$10m compensation.

2. Costs incurred to 30 June and subsequent costs post 1 July are expected to be reimbursed by the State Government from the \$10m compensation.

Appendix B - Project Plans

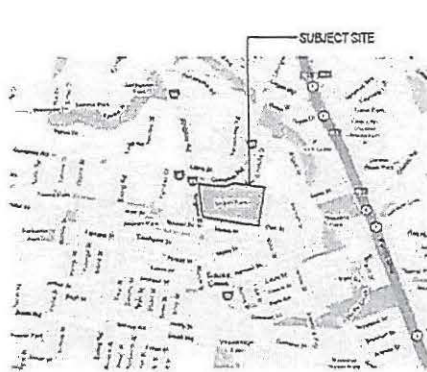




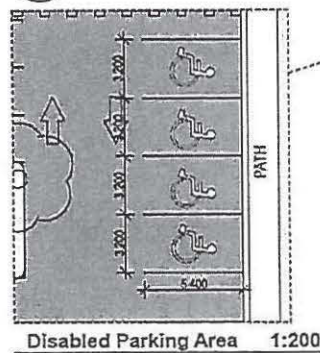
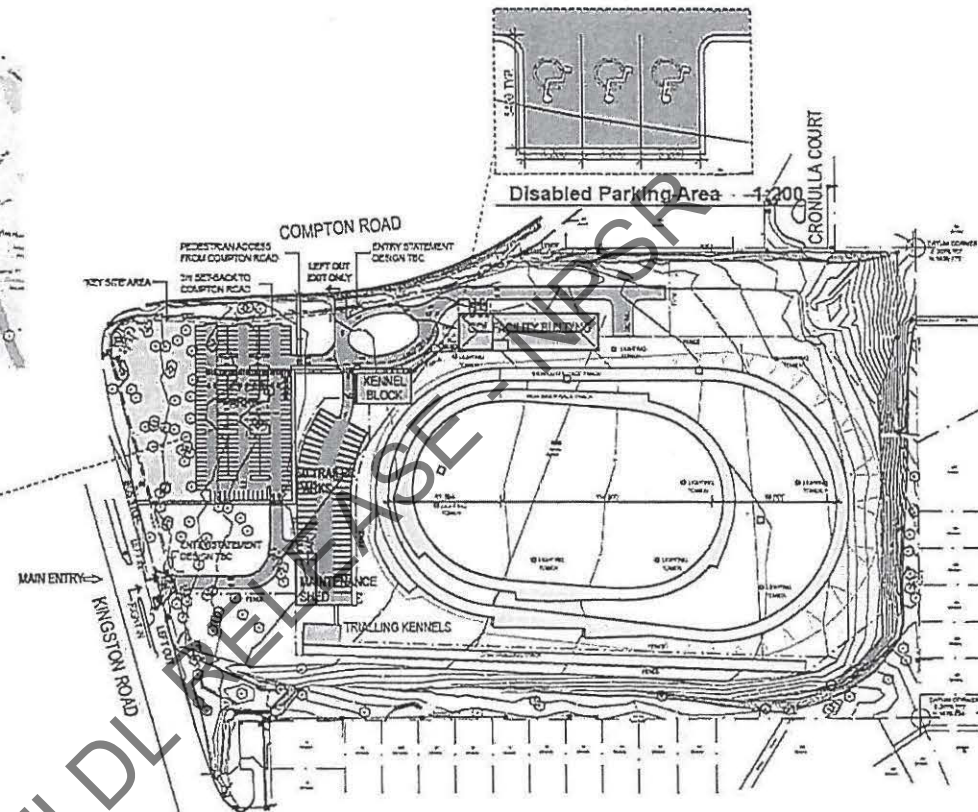
RTI DL RELEASE - NPSR

PRELIMINARY
NOT FOR CONSTRUCTION

<p>FLOOR PLANS - GQL FACILITY BUILDING</p> <p>SCALE: 1:200 @ A3</p> <p>APPROVED FOR ISSUE: _____</p>	<p>LOGAN GREYHOUND FACILITY</p> <p>GREYHOUNDS QUEENSLAND</p> <p>18/05/2018 © DA-005 - C JOB NO: GREY0001</p>	<p>ML Design</p> <p>architectural engineering interior design urban design landscape design</p>
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1 Location Plan

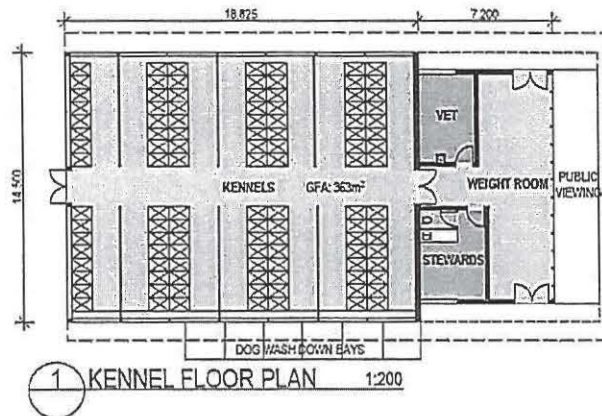
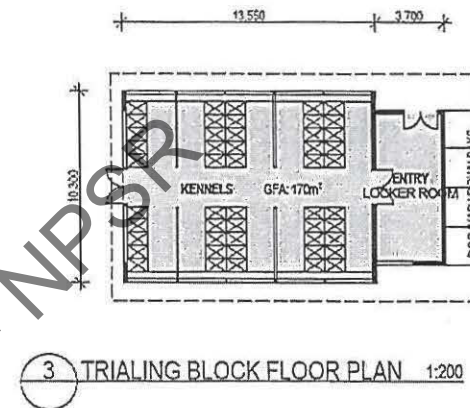
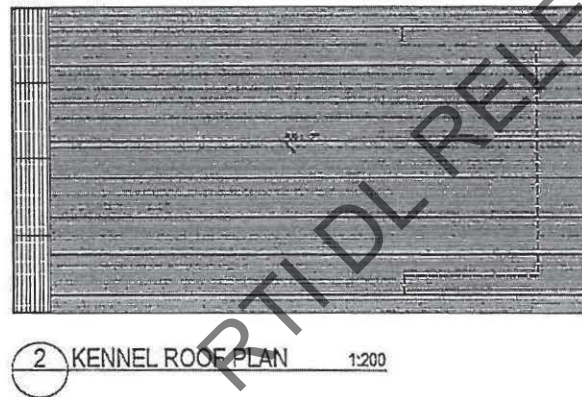
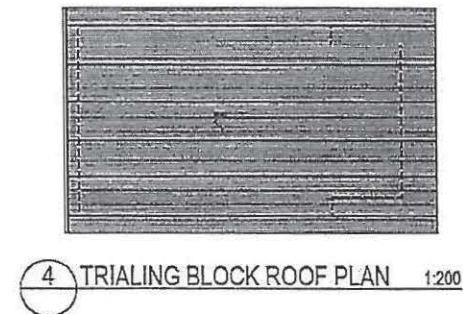


2 Site Plan 1:2000

FACILITY BUILDING GFA: 2400m²
KENNEL BLOCK GFA: 363m²
TRAINING KENNELS GFA: 170m²
MAINTENANCE SHED GFA: 270m²
TOTAL SITE GFA: 3203m²

PRELIMINARY
NOT FOR CONSTRUCTION





PRELIMINARY
NOT FOR CONSTRUCTION



Appendix C - Decision Notice



CONDITIONS OF APPROVAL

APPLICANT: GREYHOUNDS QUEENSLAND LTD
APPLICATION NUMBER: MCUC/130/2010
TYPE & DESCRIPTION: Development Permit Material Change of Use for Outdoor Entertainment (Greyhound Racing Facility) & Restaurant
 Development Permit Operational Works (Vegetation Clearing)
 Preliminary Approval Building Works
PROPERTY LOCATION: 146-178 Kingston Road, SLACKS CREEK QLD 4127

OFFICER DETAILS

The Assessment Manager for this application is:

Officer Name: Maria Osipowicz
Contact Number: (07) 3412 5269
Please Quote: MCUC/130/2010
Document Number: 6970645

LAND

Development Permit to apply to the following land

Street Address: 146-178 Kingston Road, SLACKS CREEK QLD 4127
Real Property Description: Lot 658 on SL12298

CONDITIONS OF DEVELOPMENT

1. PARAMETERS OF APPROVAL

- 1.1 The development of the premises must comply with the provision of Council's Local Laws, Planning Scheme Policies, Planning Scheme and Planning Scheme Codes to the extent they have not been varied by this approval.
- 1.2 Comply with all conditions of this development approval at no cost to Council and prior to the commencement of the use unless otherwise stated in a specific condition

2. PLAN OF DEVELOPMENT

- 2.1 Undertake development generally in accordance with the following approved plans of development and documents except as altered by other conditions of this development approval including any amendments wherever made in red on the plans

Plan Number	Rev / Am'd	Title	Date	Prepared by
DA-001	E	Site Plan	28-6-2010	ML Design
DA-001	F	Site Plan - Indicative Landscaping Area	27-8-2010	ML Design
DA-002	C	Floor Plans - GOL Facility Building (Ground Floor Plan)	18-3-2010	ML Design
DA-003	C	Floor Plans - GOL Facility Building (Level 1)	18-3-2010	ML Design

Plan Number	Rev / And't	Title	Date	Prepared by
		Plan)		
DA-004	C	Floor Plans - GQL Facility Building (Level 2 Plan)	18-3-2010	ML Design
DA-005	C	Floor Plans - GQL Facility Building (Level 3 Plan)	18-3-2010	ML Design
DA-006	C	Roof Plans - GQL Facility Building	18-3-2010	ML Design
DA-007	C	Floor Plans - Kennel and Trailing Blocks	18-3-2010	ML Design
DA-008	C	Site Section	18-3-2010	ML Design
DA-009	C	Elevations - GQL Facility Building (South and West Elevations)	18-3-2010	ML Design
DA-010	C	Elevations - GQL Facility Building (North and East Elevations)	18-3-2010	ML Design
DA-011	C	Elevations - Kennel Block	18-3-2010	ML Design
DA-012	C	Elevations - Trailing Block	18-3-2010	ML Design
DA-013	C	Perspectives - 01	18-3-2010	ML Design
DA-014	C	Perspectives - 02	18-3-2010	ML Design
DA-015	C	Perspectives - 03	18-3-2010	ML Design
DA-016	C	Perspectives - 04	18-3-2010	ML Design
DA-017	C	Perspectives - 05	18-3-2010	ML Design

Document Number	Rev / And't	Title	Date	Prepared by
QB10035		Infrastructure Servicing Plan and Site Based Stormwater Management Plan	March 2010	Sindair Knight Merz (SKM)

3. INFRASTRUCTURE CONTRIBUTIONS

- 3.1. Pay a monetary contribution in accordance with the relevant planning instrument or infrastructure charges schedule applicable at the time of payment prior to the issuing of a Compliance Certificate for any part of the development under the *Plumbing and Drainage Act 2002* or commencement of the use, towards the cost of providing the following infrastructure. The contribution is to be calculated based on the following demand units:

Infrastructure	Demand Units
Water Supply	108.07 EP
Sewerage	57.65 EP
Road Transport	264 VTPD

Further Advice:

On 2 December 2010 the above monetary contributions were calculated to be the following amounts. It is important to note that:

- these amounts are not fixed and vary until the date of payment in accordance with the applicable cost indexation factor identified in the relevant planning instrument or infrastructure charges schedule;
- payments cannot be made without an invoice issued that remains current;
- an invoice will not be issued until the time for payment trigger has been achieved in the relevant condition of approval.

Infrastructure	District and Sub-District	Amount
Water Supply	Springwood Low Level	\$192,148.46
Sewerage	Springwood	\$68,661.15
Road Transport	Sector 12 Underwood	\$116,632.74

4. CONCURRENCE AGENCY RESPONSE

- 4.1. Department of Transport and Main Roads concurrence agency response, as attached
- 4.2. Department of Environment and Resource Management concurrence agency response, as attached.

MATERIAL CHANGE OF USE - OUTDOOR ENTERTAINMENT (GREYHOUND RACING FACILITY) & RESTAURANT

DEVELOPMENT PERMIT CONDITIONS

5. BUILDING AND DESIGN

- 6.1. Ensure that the Greyhounds Facility Building has a high quality finish; in particular the northern elevation must include variations in materials, colours or textures in order to provide visual interest and a high quality streetscape outcome.
- 6.2. Do not include large images (of any kind, including Greyhounds) on the northern elevation.
- 6.3. Provide two (2) entry feature statements as identified on the approved plans of development. The entry statements are to be architecturally designed in order to reflect the prominent nature of the site within the locality.

6. OPERATION OF THE USE

- 6.1. Undertake activities associated with the Greyhound Racing Facility and Restaurant in the following manner:
 - 6.1.1. Not more than 5 race meetings per week and Restaurant between the hours of 12:00pm (midday) to 10:00pm, Monday to Saturday.
 - 6.1.2. Administrative function of the facility between the hours of 9:00am to 5:00pm, Monday to Saturday.
 - 6.1.3. General training, including the use of the main tracks and trailing track, between the hours of 7:00am to 10:00pm, Monday to Friday and 9:00am to 5:00pm on Saturday and Sunday.
- 6.2. Ensure loading, unloading, deliveries and waste collection activities associated with the operation of the use only occur between the hours of 7:00am to 5:00pm, Monday to Saturday.

7. SOCIAL AMENITY MANAGEMENT PLAN

- 7.1. Prepare a Social Amenity Management Plan for submission and endorsement by Council in writing prior to the commencement of use.
- 7.2. The Management Plan must incorporate details of the development, administration, re-sourcing, partnerships and implementation involved, to be negotiated between the owner and Council, with written endorsement of the final management plan by Council to be in place prior to the commencement of use and thereafter.
- 7.3. The Management Plan must incorporate an action plan describing specific strategies, activities, and measures that will undertake to implement the policies outlined in Greyhounds Queensland Code of Practice including:
 - 7.3.1. Public safety;
 - 7.3.2. Minimising harm from gambling; and
 - 7.3.3. Responsible citizenship.
- 7.4. Carry out the functions as stated within the Management Plan for the life of this approval.

8. ROADS & TRANSPORTATION

- 8.1. Dedicate, at no cost to Council, land depicted by Council's *Logan Central Bikeway Network Compton Road - Kingston Road to Allgas Street Compton Road Proposed Acquisition Plan* dated 23 November 2009 for road reserve purposes.
- 8.2. Design and construct a minimum 3.0 metre wide reinforced concrete bikeway in accordance with Council standards along the full length of the Compton Road frontage of the site.
- 8.3. Provide a minimum of 160 car parking spaces including a minimum of seven (7) disabled car parking spaces on the site.
- 8.4. Provide a minimum of five (5) motorcycle spaces on the site.
- 8.5. Provide a minimum of five (5) bicycle parking spaces, including rail-type locking facilities for each parked bicycle, on site. The spaces are to be located a maximum of 25 metres from any pedestrian entrance into the development.
- 8.6. Design all access driveways, circulation driveways, parking aisles and car parking spaces in accordance with Australian Standard 2890.1 - *Parking Facilities - Off Street Car Parking* except where stated otherwise in the planning scheme.

9. ACCESS

- 9.1. Locate vehicular access to and from the site as shown in the plans of the development.
- 9.2. Remove existing access crossover, namely from Kingston Road to the site from the road verge, and reinstate road verge.
- 9.3. Design and construct a matching kerb and channel and a minor underground drainage system to stormwater flow from Kingston Road section in to the existing open channel along the Southern boundary.
- 9.4. Design and construct a minimum 1.2 metre wide reinforced concrete pedestrian footpath along the full length of the Kingston Road frontage of the site.
- 9.5. Provide pedestrian access to the development from Kingston Road and Compton Road.
- 9.6. Construct a vehicular access to the site which incorporates a reinforced concrete industrial crossover as shown in the approved plans of development. Council Technical Officer must inspect and approve the driveway slab prior to placing of concrete.
- 9.7. Design and construct a left turn only egress from the site to Compton Road.
- 9.8. Ensure access to car parking spaces, bicycle spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.

- 9.9. Provide loading bay facilities for a Heavy Rigid Vehicle in the location generally shown on the approved plans of development that are designed in accordance with Australian Standard 2890.2 – *Off-street commercial vehicle facilities* except where stated otherwise in the planning scheme.
 - 9.10. Demonstrate turning movements for a Heavy Rigid Vehicle on any drawings or plans submitted to the Council as a part of a development application for operational works.
- 10. SEWER**
- 10.1. Connect the development to the reticulation sewer network.
 - 10.2. Obtain approval from Alconnex Water for the connection point to the existing sewer prior to the making any development applications for operational work (works for infrastructure) or for plumbing and drainage work, whichever occurs first.
 - 10.3. Ensure that a suitable connection servicing the entire development is installed by Alconnex Water at the owner's expense.
 - 10.4. Ensure that any redundant sewer and sewer connections within the site or servicing the development are decommissioned by Alconnex Water at the owner's expense.
 - 10.5. Ensure that the maintenance hole (MH) is raised or lowered, if necessary, by Alconnex Water at the owner's expense.
- 11. WATER SUPPLY**
- 11.1. Connect the site to the reticulation water supply.
 - 11.2. Ensure that the complete property service connection that includes the meter installation and tapping of the main is installed by Alconnex Water at the owner's expense.
 - 11.3. Connect the development into the 150mm main in the North West corner of the site.
 - 11.4. Ensure that any redundant water meter connection within the site or servicing the development is removed by Alconnex Water at the owner's expense.
- 12. STORMWATER DRAINAGE/QUANTITY MANAGEMENT**
- 12.1. Provide a stormwater drainage easement in any approval for operational works to the benefit of Council that includes:
 - 12.1.1. all stormwater overland flow paths traversing the land; and
 - 12.1.2. any stormwater main existing or proposed to traverse the land centrally located within the easement.
 - 12.2. Design and construct a stormwater system generally in accordance with the recommendation in the approved document, subject to the following amendments and submit the final Site Based Stormwater Management Plan (SBSMP) with the operational works application:
 - 12.2.1. Stormwater flow from Kingston Road section to be diverted to the existing open channel along Southern boundary via a minor underground drainage system.
 - 12.2.2. Existing open channel to be upgraded as a vegetated trapezoidal channel. Provide sections showing batter slopes.
 - 12.2.3. Internal batter slope of the detention basin to be no steeper than 1 in 6.
 - 12.3. Provide long sections and cross sections of the proposed detention basin showing the low flow and high flow levels in the operational works application.
- 13. STORMWATER QUALITY**
- 13.1. Implement the recommendations in the approved document, subject to detailed design.

- 13.2. Submit a Detailed Stormwater Quality Management Plan (DSQMP) including all stormwater infrastructure, relevant landscaping and engineering designs with an operational works application. The Detailed Stormwater Quality Management Plan and designs are to be in accordance with the *Water Sensitive Urban Design Technical Design Guidelines for South East Queensland* (WSUD TDG), the *Construction and Establishment Guidelines: Swales, Bioretention Systems and Wetlands* (C&E guidelines) and IPWEAQ Standard Drawings numbers WSUD-001 to WSUD-012 and must include:
- 13.2.1. detailed calculations for each treatment measure and completed copies of the applicable Design Calculation Summary checklists from the WSUD TDG;
 - 13.2.2. a completed copy of the relevant design assessment checklist from the WSUD TDG for each treatment measure certified by the stormwater quality system designer.
- 13.3. All drainage swales and vegetated areas are to have a minimum gradient of 1%.
- 13.4. Submit an Operational Management and Maintenance Plan (OMMP) as a separable section of the DSQMP to provide an outline of the proposed long term operational management and maintenance requirements of the stormwater system on the site. Include a plan showing the location of the individual components of the system.
- 13.5. Implement the approved DSWMP and OMMP in perpetuity. Maintain copies of the DSWMP and OMMP on site and regular inspection records and make available to Council upon request. Make all necessary improvements immediately upon awareness of any deficiencies in the treatment measures.
- 14. EARTHWORKS, EROSION AND SEDIMENT CONTROL, RETAINING WALLS**
- 14.1. Do not carry out earthworks or building works prior to obtaining a permit for operational works.
 - 14.2. Carry out earthworks in accordance with AS 3798-1996, *Guidelines on earthworks for commercial and residential developments*.
 - 14.3. Do not carry out earth filling against the property boundaries of surrounding properties, unless the fill is adequately retained. Ensure that those properties are not impacted by changes to the existing natural drainage in the area.
 - 14.4. Provide an Erosion and Sediment Control Management Plan prepared in accordance with Soil Erosion and Sediment Control Engineering Guidelines for Queensland Institution of Engineers Australia (QIE) in conjunction with the operational works application.
- 15. LANDSCAPING PLANS**
- 15.1. Submit and have approved by Council a landscape plan and documentation, prepared by a Corporate Member of the Australian Institute of Landscape Architects (or other suitably qualified and experienced professional deemed suitable on demonstration of project experience and document skills to Council) as part of an application for Compliance Assessment - Landscaping.
 - 15.2. The landscape plan and documentation must reflect the approved layout and must be prepared in accordance with the provisions of the Landscaping Code, the Landscape Development Manual and must include the following:
 - 15.2.1. Landscape areas are to be at natural ground level except where it is proposed to import soil with suitable retaining works;
 - 15.2.2. Car park shade trees in accordance with Council requirements. Some tree locations have been shown in red on the approved drawings however, additional planting areas are required to accommodate shade trees to Council requirements;
 - 15.2.3. Provide landscaping areas as shown in red on the approved drawings;
 - 15.2.4. A detailed plant schedule listing all the proposed species. Plants to be predominantly native species; and
 - 15.2.5. An automatic in ground irrigation system to all new garden areas that while water restrictions are in place uses harvested stormwater or recycled water.

- 15.3. Any fencing along the Kingston Road and Compton Road frontages must be a maximum 1.8 metres in height with a minimum 80% transparency for passive surveillance of the street.
- 15.4. The location of the entry statement must not be located within the road reserve and must not impede sight lines when exiting/entering any road.
- 15.5. All trees that are to be retained must be protected during the course of construction in accordance with AS4970 *Protection of trees on development sites*.
- 15.6. Provide fencing or bollards with suitable maintenance and emergency access that prevents unauthorised vehicles from entering the track and building area.
- 15.7. All batters and disturbed areas are to be grassed.
- 15.8. Remove all weeds and rubbish from the site including the drainage channel along the southern and eastern boundaries.
- 15.9. Maintenance must be in accordance with the Landscape Development Manual.

16. KENNEL WASTE MANAGEMENT

- 16.1. All waste (including waste water) generated as part of the kennel operations must be disposed of in a safe and sanitary manner.
- 16.2. Waste waters from animals from washing down the floors, surfaces, enclosures and other areas must be collected and drained to an approved pre-treatment device before discharge to the sewage system.

17. ACOUSTICS

- 17.1. All external speakers are to be directed away from noise sensitive places (i.e. residential dwellings).
- 17.2. Onsite noise must comply with the noise level limits outlined in Table 1:

Table 1: Noise Level Limits

Time	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest noise sensitive place	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest non-noise sensitive place
7:00am to 6:00pm	Background LA _{90,T} + 6dB(A)	Background LA _{90,T} + 10dB(A)
6:00pm to 10:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
10:00pm to 7:00am	Background LA _{90,T} + 3dB(A)	Background LA _{90,T} + 8dB(A)

- 17.1. Animal noise must comply with the noise level limits outlined in Table 2:

Table 2: Noise Level Limits for the Greyhounds

Time	Maximum Noise Level	Location- Noise Sensitive Receptor
7:00am to 8:00pm	Background LA _{90,T} + 10dB(A) or Ambient LA _{10,T} + 10dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997
8:00pm to 7:00am	Background LA _{90,T} + 5dB(A) or Ambient LA _{10,T} + 5dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997

- 17.2. Prepare and submit a Transitional Environmental Plan (TEP) to Council for approval within one month of a validated noise complaint being received. The TEP will address sections 330, 331 and 332 of the *Environmental Protection Act 1994*. The TEP must include, but is not restricted to:

- 17.2.1. Objectives of the plan.
- 17.2.2. Measures to be implemented to achieve the objectives
- 17.2.3. Appropriate performance indicators at intervals of less than 6 months.
- 17.2.4. Provisions for monitoring and compliance recording
- 17.2.5. The TEP must demonstrate how compliance with the noise emission criteria outlined above will be achieved, and include a timetabled implementation plan.
- 17.2.6. Once approved, the use is to operate in accordance with the approved TEP.

18. LIGHTING EMISSIONS

- 18.1. Provide certification from a suitably qualified lighting installation technician/engineer that all on site lighting (particularly outdoor lighting) complies with *AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting* and Schedule 3 Part 1 Table 1.3 of the *Logan Planning Scheme 2006*.
- 18.2. All track lighting must be turned off after 10:00pm.

19. GENERAL

- 19.1. Be responsible for the full cost of any alteration necessary to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.
- 19.2. Do not commence on works which will ultimately revert to Council or on adjacent roads or drainage schemes until Council has been advised in writing, of the name of the responsible contractor and that the contractor has received from Council a notice of appointment of principal contractor under the provisions of the *Workplace Health and Safety Act 1989*.
- 19.3. Provide written authority at the time of submission of Operational Works plans to allow Council officers to enter the land at all reasonable times in order to carry out inspections in relation to this approval.

OPERATIONAL WORKS (VEGETATION CLEARING)

DEVELOPMENT PERMIT CONDITIONS

20. VEGETATION CLEARING

- 20.1. Undertake vegetation clearing in accordance with the approved plans of development only. No additional clearing is permitted other than permitted exemptions in accordance with the applicable Planning Scheme.
 - 20.2. Ensure all vegetation removed as a result of this development approval and requiring disposal is disposed of:
 - 20.2.1. On the premises for landscaping and sediment and erosion control purposes (for example as mulch); and/or
 - 20.2.2. At a waste disposal facility operated by Council provided that the waste is delivered to the waste disposal facility in a manner and form which allows it to be mulched at the facility, and/or
 - 20.2.3. In such other environmentally responsible manner as meets with the written approval of the Council.
- Ensure any vegetation removed as a result of this development approval is not burnt or incinerated on the subject site.

BUILDING WORKS

PRELIMINARY APPROVAL CONDITIONS

There are no planning conditions relating to the Preliminary Approval for Building Works. An assessment against the Building Code of Australia has not been undertaken and prior to any building work commencing a Development Permit for Building Works must be obtained.

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FURTHER ADVICE TO APPLICANT

In relation to the application, the applicant is further advised.

1. The relevant period for this approval is in accordance with Section 341 of the *Sustainable Planning Act 2009*.
2. Authorised persons of the Council may enter the premises the subject of this approval at any reasonable time to ascertain whether the above conditions have been complied with (and/or whether the above requirements have been carried out).
3. Documentation in relation to any land required to be registered to the benefit of Council is required to be prepared and carried out by Council's solicitors at the owner's expense.

The applicant and owner be further advised:-

It is the owner's and occupants responsibility under the *Environmental Protection Act 1994* to advise the Chief Executive of the Department of Environment and Resource Management, of any Notifiable Activity conducted on the site or contamination or suspected contamination which may cause a hazard to human health or the environment within 30 days of becoming aware of the operation of a Notifiable Activity on the site or of any contamination or suspected contamination. The Chief Executive, pursuant to the Act, is empowered to require that the development complies with the provisions of the Act, including the preparation of site investigation reports and if necessary the remediation of the site at the owners expense.

FURTHER DEVELOPMENT PERMITS OR COMPLIANCE PERMITS REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

- Building Works
- Plumbing and Drainage Works
- Operational Works
 - Civil Engineering Works (stormwater drainage, access, external road works and foot path)
 - Electrical Engineering works

FURTHER COMPLIANCE CERTIFICATES REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

Documents or works requiring compliance assessment	Matters or things against which the document or work must be assessed	Compliance assessor	When the request for compliance assessment must be made
Landscaping Plan and Works	Landscaping Code Landscape Development Manual Landscaping Conditions of Approval	Development Assessment Logan City Council	Prior to Building Works approval

DECISION

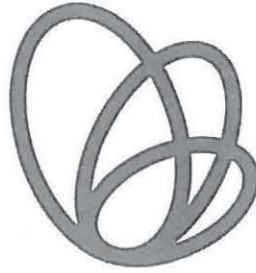
That in accordance with delegation to the Development Assessment Manager under section 277 of the *Local Government Act 2009* it is recommended that in accordance with the matters set out in the submission to the Delegate and the recommendation of the officer, I am satisfied that the conditions accord with relevant standards and the *Sustainable Planning Act 2009* where applicable and as such approve the above conditions.

Dated the 2nd day of February 2011

49-Sch4 - Signature

Christian Parks
Development Assessment Co-ordinator
Strategy and Outcomes
AS DELEGATE OF THE COUNCIL

RTI DL RELEASE - NPSR



RACING
QUEENSLAND

Industry Infrastructure Plan – Business Case for Cronulla Park, Logan

Details

Author: R. G. Bentley, Chairman

Date: 2 December 2011

Contents

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1. Background

Greyhounds Queensland Limited initiated an application with the Logan City Council in the early part of 2010 for the development of a two track greyhound racing facility on 146 - 178 Kingston Road, Slacks Creek.

Upon the amalgamation of the three codes on 1st July 2010 Racing Queensland Limited assumed responsibility for the application and completed the application in February 2011.

As part of the industry asset review undertaken by Racing Queensland Limited after the amalgamation, the Logan facility was discounted as an option in favour of developing multi use facilities such as the proposed Deagon facility that will house both harness and greyhound. S

The purpose of this Business Case is to seek reimbursement of monies spent on the development application.

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2. Rationale and Development Overview

With the closure of the greyhound facility at Parklands on the Gold Coast in 2008 in favour of the new University Hospital, the State Government, by way of compensation, offered to Greyhounds Queensland Limited a monetary sum of \$10m and the land situated at 146 – 178 Kingston Road, Slacks Creek. Greyhounds Queensland Limited intended to relocate from Albion Park Raceway as the greyhound race track at Albion Park is currently situated inside the harness track, making it difficult for the greyhound stakeholders to operate at that facility.

The site at Logan was considered by Greyhounds Queensland Limited as an ideal location between Brisbane and the Gold Coast for a new facility. The proposed development cost was approximately \$24m.

The land area is 10.24ha in size, and it is currently zoned public open space and is owned by the State Government. The site was previously used as a general purpose refuse (dump), and has been left in a predominantly open state with no built form or significant improvements aside from fencing of the property to Compton and Kingston Roads and the creation of internal sealed pathways across the site from Kingston Road.

The site includes a number of gas monitoring devices which are used to provide readings of the type and amount of gas being released by the decomposing landfill.

As part of the industry asset review undertaken by Racing Queensland Limited after 1st July 2010 it was resolved that the Logan facility was uneconomical for the overall industry and the intention moving forward was to utilise multi use facilities such as Deagon to accommodate this code of racing.

Racing Queensland Limited made the decision to finalise the approval with the Logan City Council, rather than letting the application lapse as the amount invested in the process to date would be lost. The approval, now complete, is current for 4 years from February 2011, should the industry ever need to revisit this option.

3. Facility Issues

The primary issues for the greyhound code on facilities are as follows:

- The Parklands facility was closed to allow for the construction of the University Hospital at Southport.
- The Albion Park facility does not suit the needs of the code being located inside the harness track.

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4. Stakeholder Management

Greyhound racing and training will continue at Albion Park Raceway until the completion of the Deagon facility which is due July 2013.

to be completed in

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5. Scope of Works

The works that were proposed to be undertaken are detailed as follows:

- Main Facility building of 2,400m²
- Kennel Block of 363m²
- Training Kennels of 170m²
- Maintenance Shed of 270m²
- 640m Outer Race Track
- 450m Inner Race Track
- 275m Trialling Track
- Track Lighting
- 163 Space Car Park
- 50 Space Trailer Park

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6. Works Delivery Program

The intention by Greyhounds Queensland Limited was to complete the approval in early 2011 and to construct the facility during the course of 2011. The project has been terminated and the timing no longer applies.

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7. Cash Flow/Budget

The costs incurred on the project to date are \$667,913.92, \$120,967.00 was recovered by Greyhounds Queensland Limited from the \$10 million offered as compensation for the greyhound code vacating Parklands which leaves \$546,942.92 (inclusive of GST) yet to be reimbursed to Racing Queensland Limited. The details pertaining to the invoices and charges that make up this amount are attached to this report in appendix A.

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8. Next Step

The next step for this project is the lodgement of this business case with Treasury to facilitate the approval for the reimbursement of the costs to date on the project now that the project has been terminated.

9. Appendices

- A. Expenditure to Date
- B. Project Plans
- C. Decision Notice

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Appendix A – Expenditure to Date

Racing Queensland Limited
Proposed Logan Greyhound Racing Facility
Financial Year Ended 30 June 2010

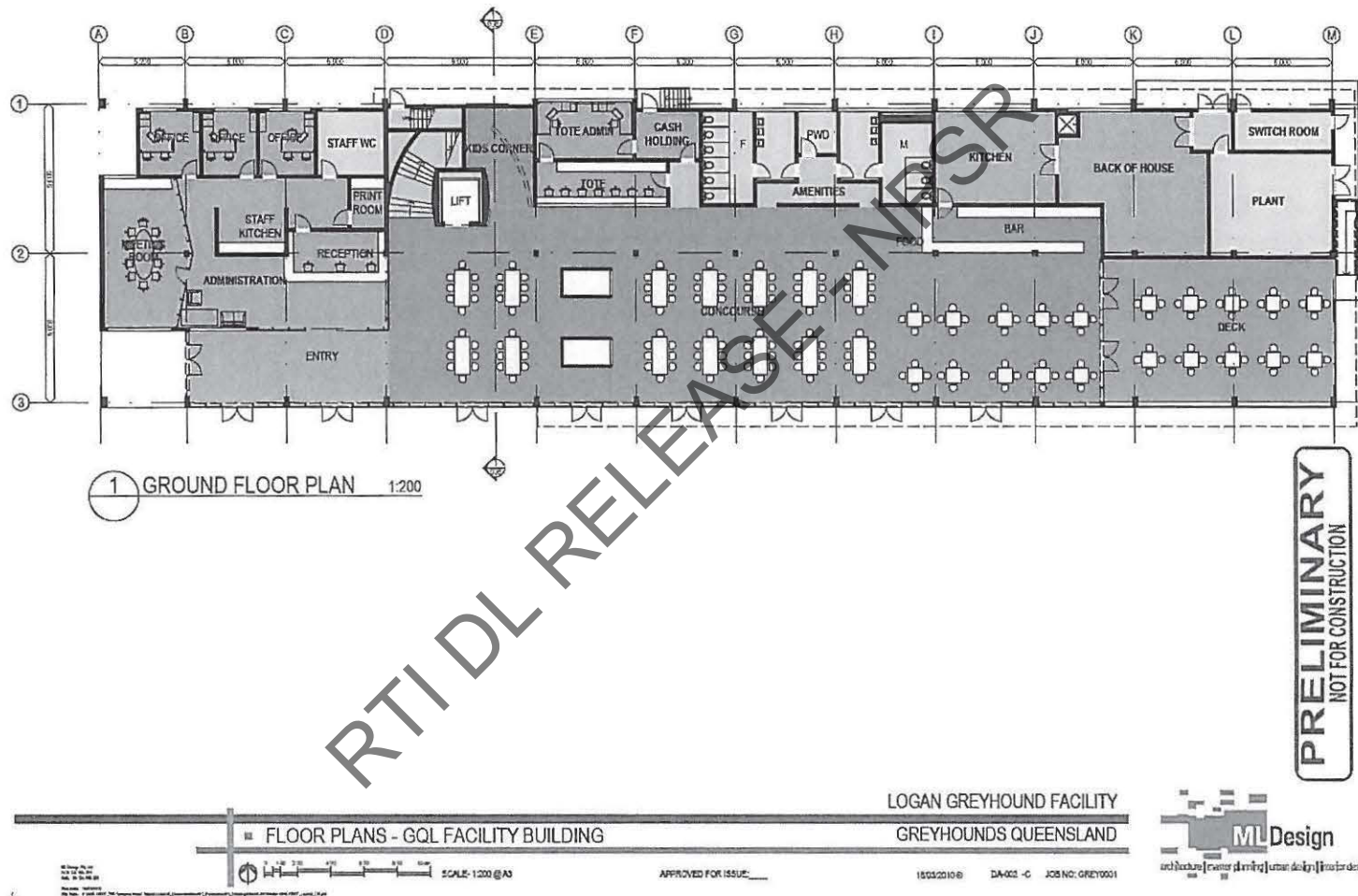


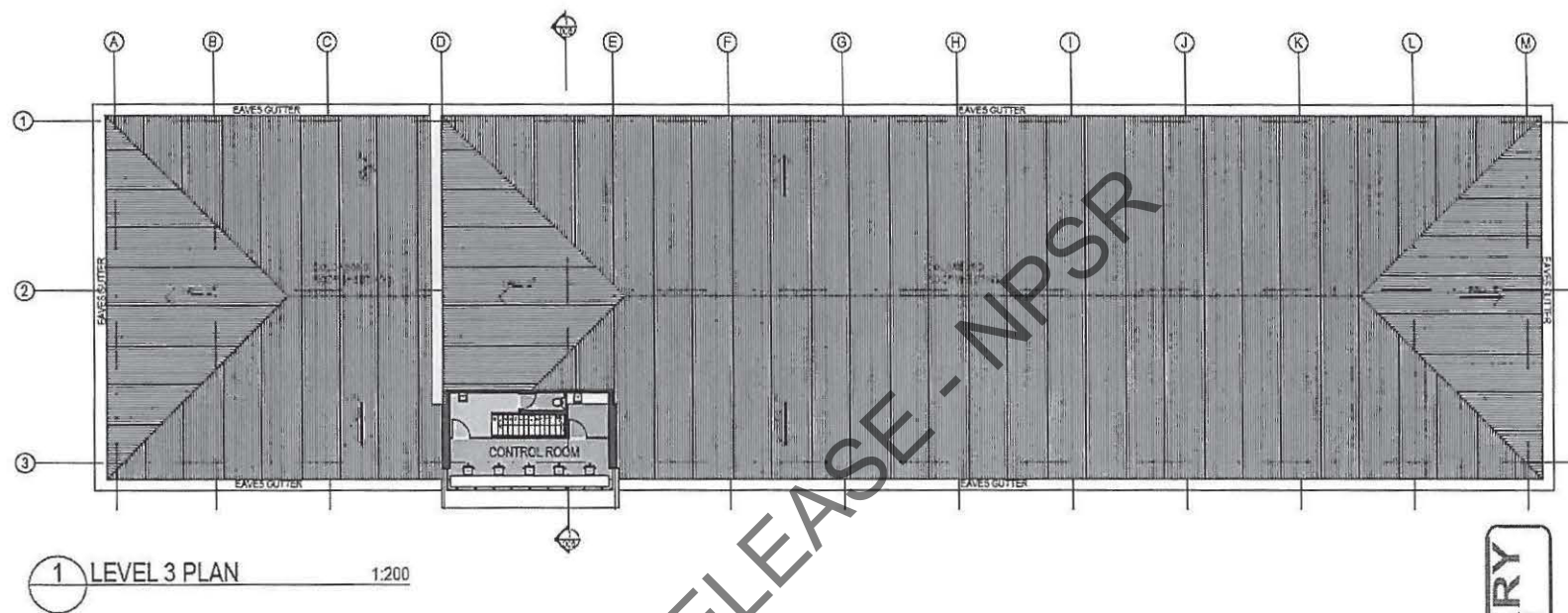
Organisation	Invoice Date	Net Amount	Gst	Gross Amount	Reimbursed	Particulars
1 ML Design Pty Ltd	28-Aug-09					Schematic Design
	30-Sep-09					Schematic Design
	30-Sep-09					Town Planning Services
	29-Oct-09					Town Planning Services
	30-Oct-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Town Planning Services
	15-Dec-09					Town Planning Services
	22-Dec-09					Schematic Design & Development Application Lodgement
	29-Jan-10					Design to DA - Level 2 Restaurant & Function Room
	25-Feb-10					Design to DA - Level 2 Restaurant & Function Room
	23-Mar-10					Design to DA - Level 2 Restaurant & Function Room
	31-Mar-10					Town Planning Services
	31-May-10					DA Processing
	30-Jun-10					
	30-Jun-10					
	25-Nov-10					
2 MJ Richardson & Associates Pty Ltd	27-Oct-09					Surveying Services
3 Rider Levett Bucknall (Qld) Pty Ltd	26-Nov-09					Cost estimate for the main building works, Cost estimate for the civil works & attendance at meetings and cost estimate advice on alternative structural design. Indicative cost estimate for the main building works.
4 Webb Australia Group (Qld) Pty Ltd	30-Nov-09					Greyhound race track feasibility study and DA submission.
	29-Mar-10					Electrical and Mechanical Consultancy Services. Greyhound race track feasibility study and DA submission. Electrical and Mechanical Consultancy Services.
5 WSP Environmental Pty Ltd	31-Jul-09					Landfill site study
	31-Aug-09					Review of Interim summary report
6 Sinclair Knight Merz	20-Aug-09					Contaminated Land Consultancy
	21-Aug-09					Groundwater Monitoring Rounds 1 & 2, Landfill Cap Integrity Review, Interim Report, Remediation Strategy, Costs Estimates, QGL & TFR Meeting, SKM Expenses & Contracting Charges.
	21-Aug-09					Completion of Stage 1 Site Investigation, Preliminary Water Quality Monitoring & attendance at meetings with GQL & QLD Treasury.
	29-Oct-09					Supplementary Site Investigation & Geotechnical Investigation.
	18-Oct-09					Feasibility, Masterplanning and Development Application
	9-Nov-09					Civil & Traffic Consultancy.
	11-Dec-09					Feasibility, Masterplanning and Development Application
	14-Dec-09					Civil & Traffic Consultancy.
	15-Dec-09					Feasibility, Masterplanning and Development Application
	18-Mar-10					Civil & Traffic Consultancy.
	22-Mar-10					Supplementary Site Investigation & Geotechnical Investigation.
	16-Jul-10					Feasibility, Masterplanning and Development Application
	9-Aug-10					Civil & Traffic Consultancy.
7 Logan City Council	19-Mar-10					Outdoor entertainment & restaurant, operational works (vegetation clearing) and building works (preliminary approval)
8 Cardno (QLD) Pty Ltd	9-Mar-10					Conduct field survey, preparation of a property vegetation management plan and other costs.
9 Mach 1 Environmental Pty Ltd	22-Jan-10					Review LCC Data and SKM Stage 1 & Stage 2 Report.
10 Department of Environment & Resource Management	10-Dec-09					Application fee to purchase/ transfer land to GQL.
	31-Mar-10					Material change of use for outdoor entertainment (Greyhound racing facility) & restaurant, operational works (vegetation clearing) and preliminary approval for building works.
11 RPS	14-Sep-10					
12 Mannix Group Pty Ltd	31-Aug-10					
13 Mannix Group Pty Ltd	30-Jul-10					
14 Mannix Group Pty Ltd	2-Jul-10					
Total		\$608,489.37	\$59,424.55	\$667,913.92	\$120,967.00	
Amount paid by GQL for the Logan Site facility during the year ended 30 June 2010					\$667,913.92	
Amount recovered from the State Government as per funding deed					\$120,967.00	
Variance					\$546,946.92	

1. There are no further costs to be reimbursed by the State Government for Phase 2. A budget of \$200,000 was allowed for in the completion of Phase 2. As per SKM proposal dated 31 March 2009 the costs for phase 2 did not amount to \$200,000. The Government were only at this stage prepared to release funds for geotechnical studies in allowing GQL to determine if the site was suitable for construction. Once these studies were completed SKM advised that the site was suitable to construct a greyhound racing facility. Costs incurred subsequent to Phase 1 and 2 have been paid for by GQL and recorded in the budget of \$10mill. It was expected that these costs would be reimbursed to GQL by the state government from the \$10mill compensation.

2. Costs incurred to 30 June and subsequent costs post 1 July are expected to be reimbursed by the State Government from the \$10mill compensation.

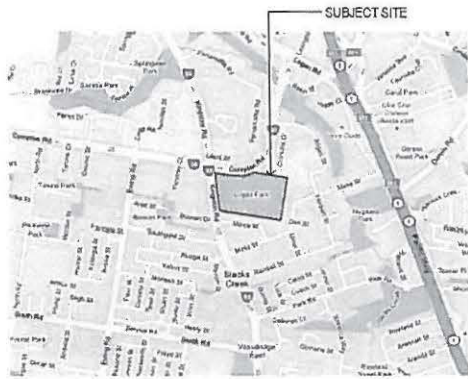
Appendix B - Project Plans



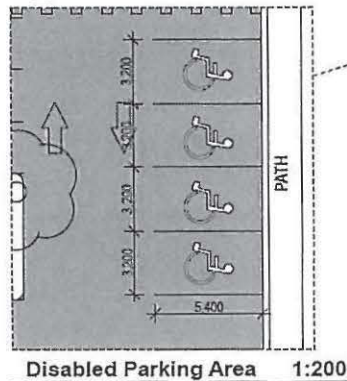


PRELIMINARY
NOT FOR CONSTRUCTION

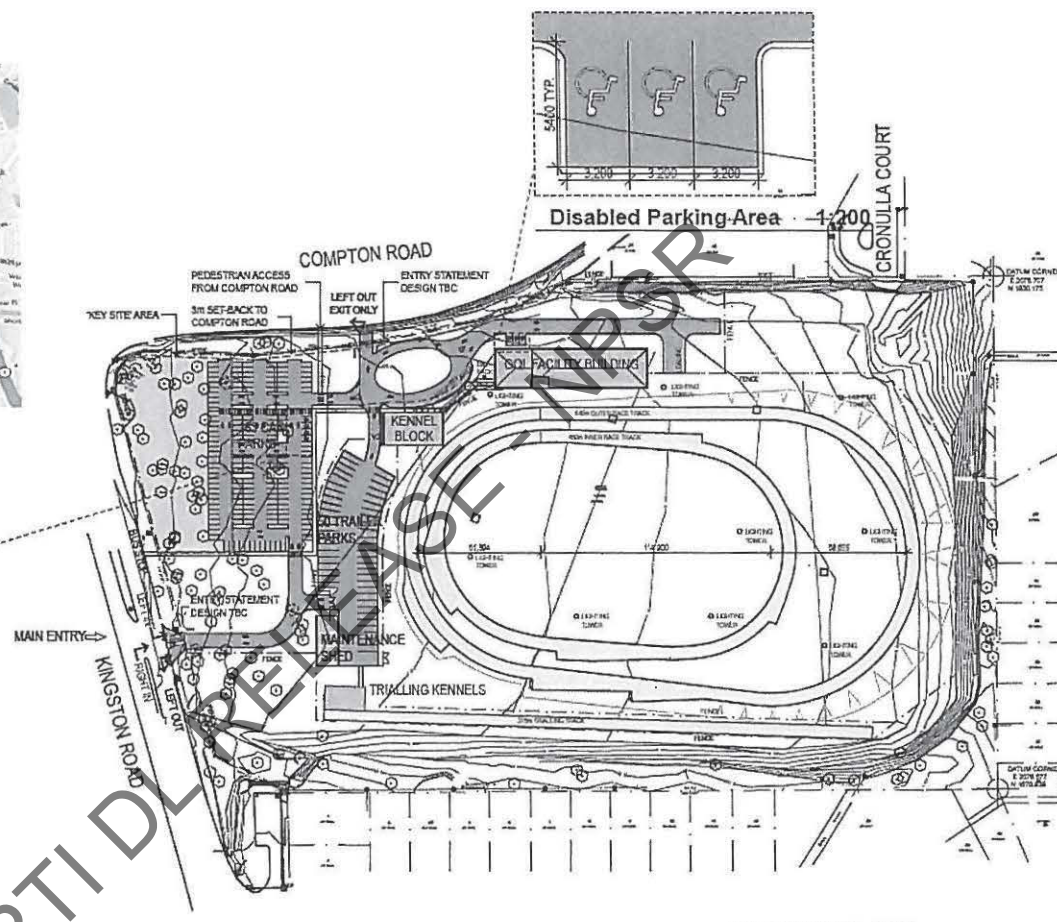
FLOOR PLANS - GQL FACILITY BUILDING		LOGAN GREYHOUND FACILITY GREYHOUNDS QUEENSLAND
<small> M. Greyhound 10/10/2010 10/10/2010 </small>	SCALE: 1:200 @ A3	APPROVED FOR ISSUE: _____ 16/03/2010 © DA-005 - C JOB NO: GREY001
<small> All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without prior written permission from the publisher. </small>		ML Design <small>architecture interior design urban design landscape design</small>



1 Location Plan



Disabled Parking Area 1:200



2 Site Plan

1:2000

FACILITY BUILDING GFA: 2400m²
 KENNEL BLOCK GFA: 363m²
 TRAINING KENNELS GFA: 170m²
 MAINTENANCE SHED GFA: 270m²
 TOTAL SITE GFA: 3203m²

PRELIMINARY
 NOT FOR CONSTRUCTION

ML Design Pty Ltd
 1/100-110/112 Commercial Road, Sydney NSW 1585
 P.O. Box 1000
 Tel: 02 9550 1100

SITE PLAN -

SCALE: 1:2000 @ A3

APPROVED FOR ISSUE: _____

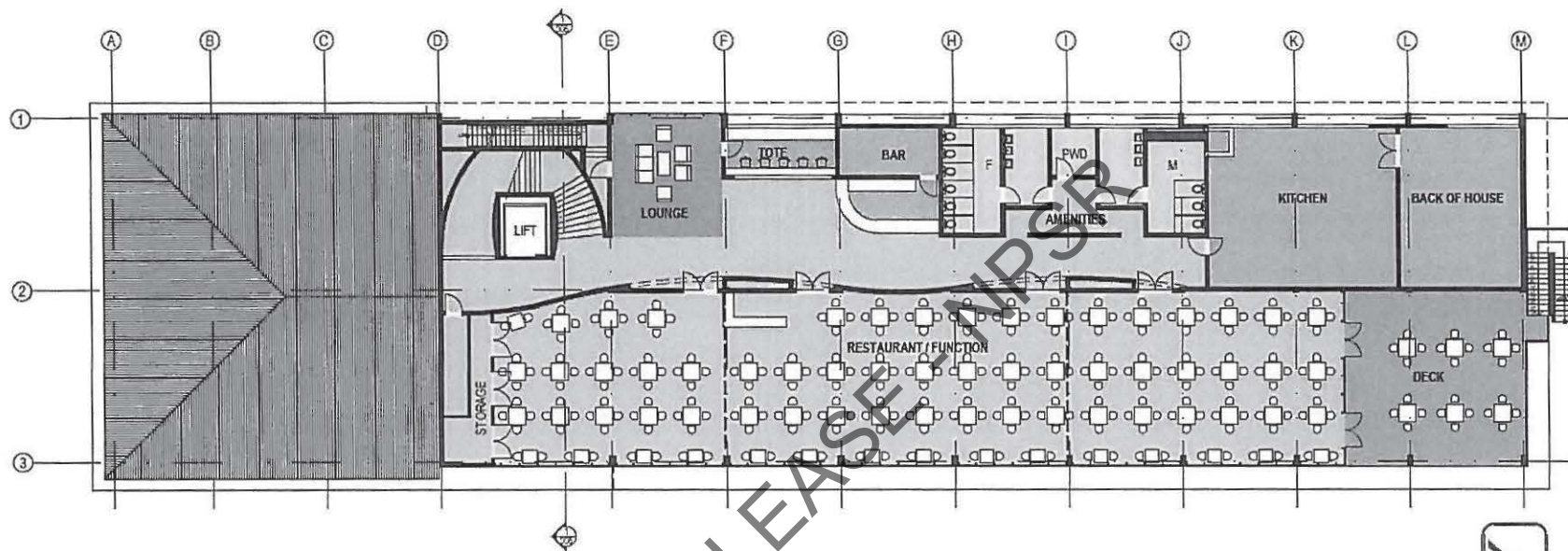
28/05/2010 @ 0A-001 - E JOB NO: GREY001

LOGAN GREYHOUND FACILITY

GREYHOUNDS QUEENSLAND

ML Design

architecture | master planning | urban design | interior design



1 LEVEL 1 PLAN 1:200

PRELIMINARY
NOT FOR CONSTRUCTION

■ FLOOR PLANS - GQL FACILITY BUILDING

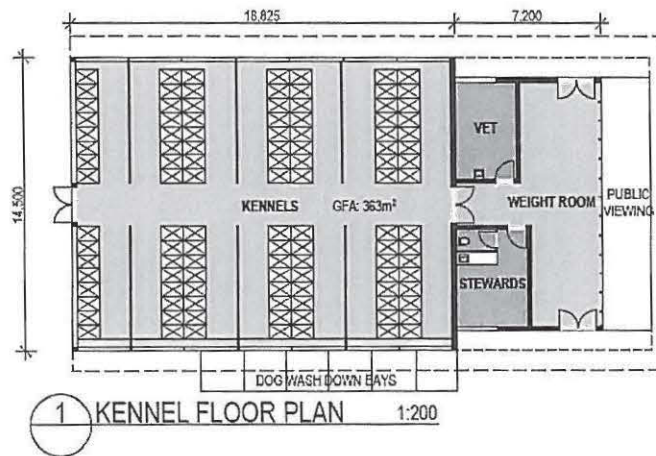
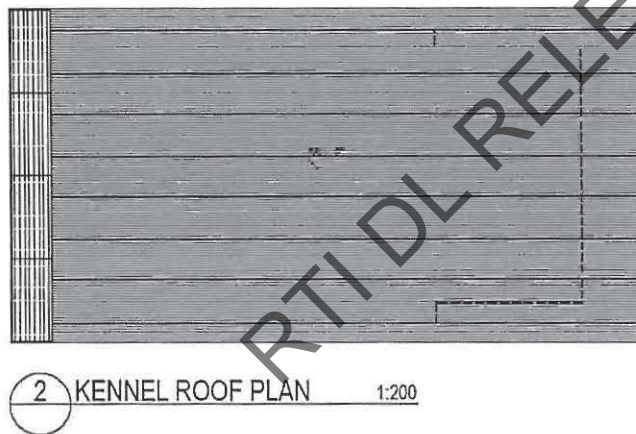
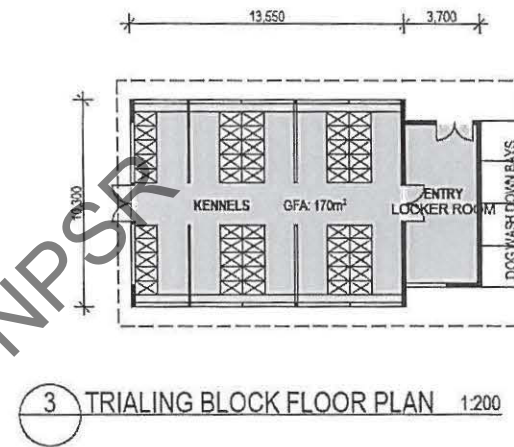
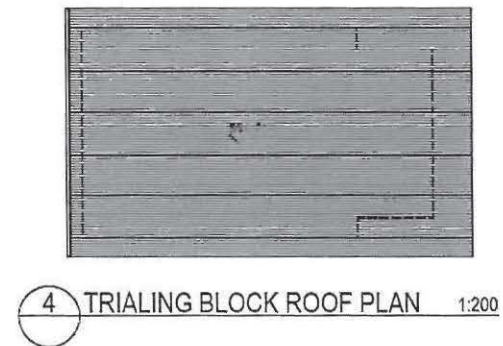
SCALE: 1:200 @ A3

LOGAN GREYHOUND FACILITY
GREYHOUNDS QUEENSLAND

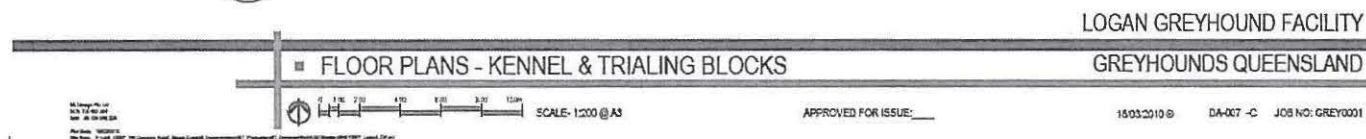
APPROVED FOR ISSUE: _____

18/03/2010 © DA-003 -C JOB NO: GREY0001





PRELIMINARY
NOT FOR CONSTRUCTION





CONDITIONS OF APPROVAL

APPLICANT: GREYHOUNDS QUEENSLAND LTD
APPLICATION NUMBER: MCUC/130/2010
TYPE & DESCRIPTION: Development Permit Material Change of Use for Outdoor Entertainment (Greyhound Racing Facility) & Restaurant
 Development Permit Operational Works (Vegetation Clearing)
 Preliminary Approval Building Works
PROPERTY LOCATION: 146-178 Kingston Road, SLACKS CREEK QLD 4127

OFFICER DETAILS

The Assessment Manager for this application is:

Officer Name: Maria Oslpawicz
Contact Number: (07) 3412 5269
Please Quote: MCUC/130/2010
Document Number: 6979645

LAND

Development Permit to apply to the following land:

Street Address: 146-178 Kingston Road, SLACKS CREEK QLD 4127
Real Property Description: Lot 658 on SL12298

CONDITIONS OF DEVELOPMENT

1. PARAMETERS OF APPROVAL

- 1.1. The development of the premises must comply with the provision of Council's Local Laws, Planning Scheme Policies, Planning Scheme and Planning Scheme Codes to the extent they have not been varied by this approval.
- 1.2. Comply with all conditions of this development approval at no cost to Council and prior to the commencement of the use unless otherwise stated in a specific condition.

2. PLAN OF DEVELOPMENT

- 2.1. Undertake development generally in accordance with the following approved plans of development and documents except as altered by other conditions of this development approval including any amendments wherever made in red on the plans:

Plan Number	Rev / Amd't	Title	Date	Prepared by
DA-001	E	Site Plan	28-6-2010	ML Design
DA-001	F	Site Plan - Indicative Landscaping Ares	27-8-2010	ML Design
DA-002	C	Floor Plans - GQL Facility Building (Ground Floor Plan)	18-3-2010	ML Design
DA-003	C	Floor Plans - GQL Facility Building (Level 1	18-3-2010	ML Design

Plan Number	Rev / Amd't	Title	Date	Prepared by
		Plan)		
DA-004	C	Floor Plans - GQL Facility Building (Level 2 Plan)	18-3-2010	ML Design
DA-005	C	Floor Plans - GQL Facility Building (Level 3 Plan)	18-3-2010	ML Design
DA-006	C	Roof Plans - GQL Facility Building	18-3-2010	ML Design
DA-007	C	Floor Plans - Kennel and Trailing Blocks	18-3-2010	ML Design
DA-008	C	Site Section	18-3-2010	ML Design
DA-009	C	Elevations - GQL Facility Building (South and West Elevations)	18-3-2010	ML Design
DA-010	C	Elevations - GQL Facility Building (North and East Elevations)	18-3-2010	ML Design
DA-011	C	Elevations - Kennel Block	18-3-2010	ML Design
DA-012	C	Elevations - Trailing Block	18-3-2010	ML Design
DA-013	C	Perspectives - 01	18-3-2010	ML Design
DA-014	C	Perspectives - 02	18-3-2010	ML Design
DA-015	C	Perspectives - 03	18-3-2010	ML Design
DA-016	C	Perspectives - 04	18-3-2010	ML Design
DA-017	C	Perspectives - 05	18-3-2010	ML Design

Document Number	Rev / Amd't	Title	Date	Prepared by
QB10035	-	Infrastructure Servicing Plan and Site Based Stormwater Management Plan	March 2010	Sinclair Knight Merz (SKM)

3. INFRASTRUCTURE CONTRIBUTIONS

- 3.1. Pay a monetary contribution in accordance with the relevant planning instrument or infrastructure charges schedule applicable at the time of payment prior to the issuing of a Compliance Certificate for any part of the development under the *Plumbing and Drainage Act 2002* or commencement of the use, towards the cost of providing the following infrastructure. The contribution is to be calculated based on the following demand units:

Infrastructure	Demand Units
Water Supply	108.07 EP
Sewerage	57.65 EP
Road Transport	264 VTPD

Further Advice:

On 2 December 2010 the above monetary contributions were calculated to be the following amounts. It is important to note that:

- * these amounts are not fixed and vary until the date of payment in accordance with the applicable cost indexation factor identified in the relevant planning instrument or infrastructure charges schedule;
- * payments cannot be made without an invoice issued that remains current;
- * an invoice will not be issued until the time for payment trigger has been achieved in the relevant condition of approval.

Infrastructure	District and Sub-District	Amount
Water Supply	Springwood Low Level	\$192,148.46
Sewerage	Springwood	\$68,661.15
Road Transport	Sector 12 Underwood	\$116,632.74

4. CONCURRENCE AGENCY RESPONSE

- 4.1. Department of Transport and Main Roads concurrence agency response, as attached.
- 4.2. Department of Environment and Resource Management concurrence agency response, as attached.

MATERIAL CHANGE OF USE - OUTDOOR ENTERTAINMENT (GREYHOUND RACING FACILITY) & RESTAURANT

DEVELOPMENT PERMIT CONDITIONS

5. BUILDING AND DESIGN

- 5.1. Ensure that the Greyhounds Facility Building has a high quality finish; in particular the northern elevation must include variations in materials, colours or textures in order to provide visual interest and a high quality streetscape outcome.
- 5.2. Do not include large images (of any kind, including Greyhounds) on the northern elevation.
- 5.3. Provide two (2) entry feature statements as identified on the approved plans of development. The entry statements are to be architecturally designed in order to reflect the prominent nature of the site within the locality.

6. OPERATION OF THE USE

- 6.1. Undertake activities associated with the Greyhound Racing Facility and Restaurant in the following manner:
 - 6.1.1. Not more than 5 race meetings per week and Restaurant between the hours of 12:00pm (midday) to 10:00pm, Monday to Saturday.
 - 6.1.2. Administrative function of the facility between the hours of 9:00am to 5:00pm, Monday to Saturday.
 - 6.1.3. General training, including the use of the main tracks and trailing track, between the hours of 7:00am to 10:00pm, Monday to Friday and 8:00am to 5:00pm on Saturday and Sunday.
- 6.2. Ensure loading, unloading, deliveries and waste collection activities associated with the operation of the use only occur between the hours of 7:00am to 5:00pm, Monday to Saturday.

7. SOCIAL AMENITY MANAGEMENT PLAN

- 7.1. Prepare a Social Amenity Management Plan for submission and endorsement by Council in writing prior to the commencement of use.
- 7.2. The Management Plan must incorporate details of the development, administration, re-sourcing, partnerships and implementation involved, to be negotiated between the owner and Council, with written endorsement of the final management plan by Council to be in place prior to the commencement of use and thereafter.
- 7.3. The Management Plan must incorporate an action plan describing specific strategies, activities, and measures that will undertake to implement the policies outlined in Greyhounds Queensland Code of Practice including:
 - 7.3.1. Public safety;
 - 7.3.2. Minimising harm from gambling; and
 - 7.3.3. Responsible citizenship.
- 7.4. Carry out the functions as stated within the Management Plan for the life of this approval.

8. ROADS & TRANSPORTATION

- 8.1. Dedicate, at no cost to Council, land depicted by Council's *Logan Central Bikeway Network Compton Road - Kingston Road to Allgas Street Compton Road Proposed Acquisition Plan* dated 23 November 2009 for road reserve purposes.
- 8.2. Design and construct a minimum 3.0 metre wide reinforced concrete bikeway in accordance with Council standards along the full length of the Compton Road frontage of the site.
- 8.3. Provide a minimum of 160 car parking spaces including a minimum of seven (7) disabled car parking spaces on the site.
- 8.4. Provide a minimum of five (5) motorcycle spaces on the site.
- 8.5. Provide a minimum of five (5) bicycle parking spaces, including rail-type locking facilities for each parked bicycle, on site. The spaces are to be located a maximum of 25 metres from any pedestrian entrance into the development.
- 8.6. Design all access driveways, circulation driveways, parking aisles and car parking spaces in accordance with Australian Standard 2890.1 - *Parking Facilities - Off Street Car Parking* except where stated otherwise in the planning scheme.

9. ACCESS

- 9.1. Locate vehicular access to and from the site as shown in the plans of the development.
- 9.2. Remove existing access crossover, namely from Kingston Road to the site from the road verge, and reinstate road verge.
- 9.3. Design and construct a matching kerb and channel and a minor underground drainage system to stormwater flow from Kingston Road section in to the existing open channel along the Southern boundary.
- 9.4. Design and construct a minimum 1.2 metre wide reinforced concrete pedestrian footpath along the full length of the Kingston Road frontage of the site.
- 9.5. Provide pedestrian access to the development from Kingston Road and Compton Road.
- 9.6. Construct a vehicular access to the site which incorporates a reinforced concrete industrial crossover as shown in the approved plans of development. Council Technical Officer must inspect and approve the driveway slab prior to placing of concrete.
- 9.7. Design and construct a left turn only egress from the site to Compton Road.
- 9.8. Ensure access to car parking spaces, bicycle spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.

- 9.9. Provide loading bay facilities for a Heavy Rigid Vehicle in the location generally shown on the approved plans of development that are designed in accordance with Australian Standard 2890.2 – *Off-street commercial vehicle facilities* except where stated otherwise in the planning scheme.
- 9.10. Demonstrate turning movements for a Heavy Rigid Vehicle on any drawings or plans submitted to the Council as a part of a development application for operational works.
- 10. SEWER**
- 10.1. Connect the development to the reticulation sewer network.
- 10.2. Obtain approval from Allconnex Water for the connection point to the existing sewer prior to the making any development applications for operational work (works for infrastructure) or for plumbing and drainage work, whichever occurs first.
- 10.3. Ensure that a suitable connection servicing the entire development is installed by Allconnex Water at the owner's expense.
- 10.4. Ensure that any redundant sewer and sewer connections within the site or servicing the development are decommissioned by Allconnex Water at the owner's expense.
- 10.5. Ensure that the maintenance hole (MH) is raised or lowered, if necessary, by Allconnex Water at the owner's expense.
- 11. WATER SUPPLY**
- 11.1. Connect the site to the reticulation water supply.
- 11.2. Ensure that the complete property service connection that includes the meter installation and tapping of the main is installed by Allconnex Water at the owner's expense.
- 11.3. Connect the development into the 150mm main in the North West corner of the site;
- 11.4. Ensure that any redundant water meter connection within the site or servicing the development is removed by Allconnex Water at the owner's expense.
- 12. STORMWATER DRAINAGE/QUANTITY MANAGEMENT**
- 12.1. Provide a stormwater drainage easement in any approval for operational works to the benefit of Council that includes:
- 12.1.1. all stormwater overland flow paths traversing the land; and
- 12.1.2. any stormwater main existing or proposed to traverse the land centrally located within the easement.
- 12.2. Design and construct a stormwater system generally in accordance with the recommendation in the approved document, subject to the following amendments and submit the final Site Based Stormwater Management Plan (SBSMP) with the operational works application;
- 12.2.1. Stormwater flow from Kingston Road section to be diverted to the existing open channel along Southern boundary via a minor underground drainage system.
- 12.2.2. Existing open channel to be upgraded as a vegetated trapezoidal channel. Provide sections showing batter slopes.
- 12.2.3. Internal batter slope of the detention basin to be no steeper than 1 in 6.
- 12.3. Provide long sections and cross sections of the proposed detention basin showing the low flow and high flow levels in the operational works application.
- 13. STORMWATER QUALITY**
- 13.1. Implement the recommendations in the approved document, subject to detailed design.

- 13.2. Submit a Detailed Stormwater Quality Management Plan (DSQMP) including all stormwater infrastructure, relevant landscaping and engineering designs with an operational works application. The Detailed Stormwater Quality Management Plan and designs are to be in accordance with the *Water Sensitive Urban Design Technical Design Guidelines for South East Queensland (WSUD TDG)*, the *Construction and Establishment Guidelines: Swales, Bioretention Systems and Wetlands* (C&E guidelines) and IPWEAQ Standard Drawings numbers WSUD-001 to WSUD-012 and must include:
 - 13.2.1. detailed calculations for each treatment measure and completed copies of the applicable Design Calculation Summary checklists from the WSUD TDG;
 - 13.2.2. a completed copy of the relevant design assessment checklist from the WSUD TDG for each treatment measure certified by the stormwater quality system designer.
 - 13.3. All drainage swales and vegetated areas are to have a minimum gradient of 1%.
 - 13.4. Submit an Operational Management and Maintenance Plan (OMMP) as a separable section of the DSQMP to provide an outline of the proposed long term operational management and maintenance requirements of the stormwater system on the site. Include a plan showing the location of the individual components of the system.
 - 13.5. Implement the approved DSWMP and OMMR in perpetuity. Maintain copies of the DSWMP and OMMR on site and regular inspection records and make available to Council upon request. Make all necessary improvements immediately upon awareness of any deficiencies in the treatment measures.
- 14. EARTHWORKS, EROSION AND SEDIMENT CONTROL, RETAINING WALLS**
- 14.1. Do not carry out earthworks or building works prior to obtaining a permit for operational works.
 - 14.2. Carry out earthworks in accordance with AS 3799:1996, *Guidelines on earthworks for commercial and residential developments*
 - 14.3. Do not carry out earth filling against the property boundaries of surrounding properties, unless the fill is adequately retained. Ensure that those properties are not impacted by changes to the existing natural drainage in the area.
 - 14.4. Provide an Erosion and Sediment Control Management Plan prepared in accordance with Soil Erosion and Sediment Control Engineering Guidelines for Queensland Institution of Engineers Australia (Qld) in conjunction with the operational works application.
- 15. LANDSCAPING PLANS**
- 15.1. Submit and have approved by Council a landscape plan and documentation, prepared by a Corporate Member of the Australian Institute of Landscape Architects (or other suitably qualified and experienced professional deemed suitable on demonstration of project experience and document skills to Council) as part of an application for Compliance Assessment - Landscaping.
 - 15.2. The landscape plan and documentation must reflect the approved layout and must be prepared in accordance with the provisions of the Landscaping Code, the Landscape Development Manual and must include the following:
 - 15.2.1. Landscape areas are to be at natural ground level except where it is proposed to import soil with suitable retaining works;
 - 15.2.2. Car park shade trees in accordance with Council requirements. Some tree locations have been shown in red on the approved drawings however, additional planting areas are required to accommodate shade trees to Council requirements;
 - 15.2.3. Provide landscaping areas as shown in red on the approved drawings;
 - 15.2.4. A detailed plant schedule listing all the proposed species. Plants to be predominantly native species; and
 - 15.2.5. An automatic in ground irrigation system to all new garden areas that while water restrictions are in place uses harvested stormwater or recycled water;

- 15.3. Any fencing along the Kingston Road and Compton Road frontages must be a maximum 1.8 metres in height with a minimum 80% transparency for passive surveillance of the street.
- 15.4. The location of the entry statement must not be located within the road reserve and must not impede sight lines when exiting/entering any road.
- 15.5. All trees that are to be retained must be protected during the course of construction in accordance with AS4870 *Protection of trees on development sites*.
- 15.6. Provide fencing or bollards with suitable maintenance and emergency access that prevents unauthorised vehicles from entering the track and building area.
- 15.7. All batters and disturbed areas are to be grassed.
- 15.8. Remove all weeds and rubbish from the site including the drainage channel along the southern and eastern boundaries.
- 15.9. Maintenance must be in accordance with the Landscape Development Manual.

16. KENNEL WASTE MANAGEMENT

- 16.1. All waste (including waste water) generated as part of the kennel operations must be disposed of in a safe and sanitary manner.
- 16.2. Waste waters from animals from washing down the floors, surfaces, enclosures and other areas must be collected and drained to an approved pre-treatment device before discharge to the sewage system.

17. ACOUSTICS

- 17.1. All external speakers are to be directed away from noise sensitive places (i.e. residential dwellings).
- 17.2. Onsite noise must comply with the noise level limits outlined in Table 1:

Table 1: Noise Level Limits

Time	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest noise sensitive place	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest non-noise sensitive place
7:00am to 6:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
6:00pm to 10:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
10:00pm to 7:00am	Background LA _{90,T} + 3dB(A)	Background LA _{90,T} + 8dB(A)

- 17.1. Animal noise must comply with the noise level limits outlined in Table 2:

Table 2: Noise Level Limits for the Grayhounds

Time	Maximum Noise Level	Location- Noise Sensitive Receptor
7:00am to 8:00pm	Background LA _{90,T} + 10dB(A) or Ambient LA _{10,T} + 10dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997
8:00pm to 7:00am	Background LA _{90,T} + 5dB(A) or Ambient LA _{10,T} + 5dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997

- 17.2. Prepare and submit a Transitional Environmental Plan (TEP) to Council for approval within one month of a validated noise complaint being received. The TEP will address sections 330, 331 and 332 of the *Environmental Protection Act 1994*. The TEP must include, but is not restricted to:
- 17.2.1. Objectives of the plan.
 - 17.2.2. Measures to be implemented to achieve the objectives.
 - 17.2.3. Appropriate performance indicators at intervals of less than 6 months.
 - 17.2.4. Provisions for monitoring and compliance recording.
 - 17.2.5. The TEP must demonstrate how compliance with the noise emission criteria outlined above will be achieved, and include a timetabled implementation plan.
 - 17.2.6. Once approved, the use is to operate in accordance with the approved TEP.

18. LIGHTING EMISSIONS

- 18.1. Provide certification from a suitably qualified lighting installation technician/engineer that all on site lighting (particularly outdoor lighting) complies with *AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting* and Schedule 3 Part 1 Table 1.3 of the *Logan Planning Scheme 2006*.
- 18.2. All track lighting must be turned off after 10:00pm.

19. GENERAL

- 19.1. Be responsible for the full cost of any alteration necessary to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.
- 19.2. Do not commence on works which will ultimately revert to Council or on adjacent roads or drainage schemes until Council has been advised in writing, of the name of the responsible contractor and that the contractor has received from Council a notice of appointment of principal contractor under the provisions of the *Workplace Health and Safety Act 1989*.
- 19.3. Provide written authority at the time of submission of Operational Works plans to allow Council officers to enter the land at all reasonable times in order to carry out inspections in relation to this approval.

OPERATIONAL WORKS (VEGETATION CLEARING)

DEVELOPMENT PERMIT CONDITIONS

20. VEGETATION CLEARING

- 20.1. Undertake vegetation clearing in accordance with the approved plans of development only. No additional clearing is permitted other than permitted exemptions in accordance with the applicable Planning Scheme.
 - 20.2. Ensure all vegetation removed as a result of this development approval and requiring disposal is disposed of:
 - 20.2.1. On the premises for landscaping and sediment and erosion control purposes (for example as mulch); and/or
 - 20.2.2. At a waste disposal facility operated by Council provided that the waste is delivered to the waste disposal facility in a manner and form which allows it to be mulched at the facility, and/or
 - 20.2.3. In such other environmentally responsible manner as meets with the written approval of the Council.
- Ensure any vegetation removed as a result of this development approval is not burnt or incinerated on the subject site.

BUILDING WORKS

PRELIMINARY APPROVAL CONDITIONS

There are no planning conditions relating to the Preliminary Approval for Building Works. An assessment against the Building Code of Australia has not been undertaken and prior to any building work commencing a Development Permit for Building Works must be obtained.

RTI DL RELEASE - NPSR

FURTHER ADVICE TO APPLICANT

In relation to the application, the applicant is further advised:

1. The relevant period for this approval is in accordance with Section 341 of the *Sustainable Planning Act 2009*.
2. Authorised persons of the Council may enter the premises the subject of this approval at any reasonable time to ascertain whether the above conditions have been complied with (and/or whether the above requirements have been carried out).
3. Documentation in relation to any land required to be registered to the benefit of Council is required to be prepared and carried out by Council's solicitors at the owner's expense.

The applicant and owner be further advised:-

It is the owner's and occupants responsibility under the *Environmental Protection Act 1994* to advise the Chief Executive of the Department of Environment and Resource Management, of any Notifiable Activity conducted on the site or contamination or suspected contamination which may cause a hazard to human health or the environment within 30 days of becoming aware of the operation of a Notifiable Activity on the site or of any contamination or suspected contamination. The Chief Executive, pursuant to the Act, is empowered to require that the development complies with the provisions of the Act, including the preparation of site investigation reports and if necessary the remediation of the site at the owners expense.

FURTHER DEVELOPMENT PERMITS OR COMPLIANCE PERMITS REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

- Building Works
- Plumbing and Drainage Works
- Operational Works
 - Civil Engineering Works (stormwater drainage, access, external road works and foot path)
 - Electrical Engineering works

FURTHER COMPLIANCE CERTIFICATES REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

Documents or works requiring compliance assessment	Matters or things against which the document or work must be assessed	Compliance assessor	When the request for compliance assessment must be made
Landscaping Plan and Works	Landscaping Code Landscape Development Manual Landscaping Conditions of Approval	Development Assessment Logan City Council	Prior to Building Works approval

DECISION

That in accordance with delegation to the Development Assessment Manager under section 277 of the *Local Government Act 2009* it is recommended that in accordance with the matters set out in the submission to the Delegate and the recommendation of the officer, I am satisfied that the conditions accord with relevant standards and the *Sustainable Planning Act 2009* where applicable and as such approve the above conditions.

Dated the 2nd day of February 2011

49-Sch4 - Signature

Christian Parks
Development Assessment Co-ordinator
Strategy and Outcomes
AS DELEGATE OF THE COUNCIL

RTI DL RELEASE - NPSR

2011-14

Perrett, Carol

From: Deanna Dart [ddart@racingqueensland.com.au]
Sent: Tuesday, 13 December 2011 12:52 PM
To: Perrett, Carol
Cc: Mark Snowdon
Subject: Logan Business Case
Attachments: image001.png; Industry Infrastructure Plan - Business Case for Cronulla Park, Logan 2-11-11.pdf; Logan Invoices

Good afternoon Carol,

Apologies for the confusion earlier in relation to the business case for Logan. I have on forwarded the Office of Racing's new address to Kearra for her information. Unfortunately she has advised that only last week we received correspondence from Michael Duff with the old address - it might be worthwhile following this up from your end.

I have attached a copy of the Logan business case for your information and will send a hard copy by courier today.

Kind regards,

Deanna Dart

Executive Assistant, Industry Infrastructure Plan

PO Box 63, Sandgate QLD 4017

P +61 7 3869 9405

F +61 7 3269 6715



E ddart@racingqueensland.com.au

W www.racingqueensland.com.au

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Perrett, Carol

From: Perrett, Carol
Sent: Wednesday, 14 December 2011 2:44 PM
To: 'Deanna Dart'
Cc: 'Mark Snowdon'
Subject: FW: Logan Business Case

Attachments: 20111125153143478.pdf



2011112515314347
8.pdf (3 MB)

Deanna

The changes I marked on pages 2 to 9 of the attached document have not been incorporated into the latest version you emailed to me.

Regards Carol

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

From: Perrett, Carol
Sent: Friday, 25 November 2011 3:45 PM
To: 'Mark Snowdon'
Subject: Logan Business Case

Mark

I have written some comments on the attached. Hope you can read my writing.

Regards Carol

RTI DL RELEASE - NPSR

Perrett, Carol

From: Deanna Dart [ddart@racingqueensland.com.au]
Sent: Wednesday, 14 December 2011 3:25 PM
To: Perrett, Carol
Cc: Mark Snowdon
Subject: RE: Industry Infrastructure Plan - Business Case for Cronulla Park, Logan 2-11-11

Thanks Carol.

The error was made on our end. Unfortunately the PDF was converted prior to those amendments and saved under the same file name.

Could you please check if the hard copy sent yesterday is the correct version.

Thanks for all your help.

Deanna

From: Perrett, Carol [mailto:Carol.Perrett@racing.qld.gov.au]
Sent: Wednesday, 14 December 2011 3:18 PM
To: Deanna Dart
Cc: Mark Snowdon
Subject: RE: Industry Infrastructure Plan - Business Case for Cronulla Park, Logan 2-11-11

Thanks Deanna. Yes the changes are included in this version, but this is not the version you sent me yesterday.

I will review asap.

Regards Carol

From: Deanna Dart [mailto:ddart@racingqueensland.com.au]
Sent: Wednesday, 14 December 2011 2:49 PM
To: Perrett, Carol
Cc: Mark Snowdon
Subject: Industry Infrastructure Plan - Business Case for Cronulla Park, Logan 2-11-11

Hi Carol,

I have just checked the version I have and the changes appear to be included. I have attached this version for your records and will check the copy I sent yesterday.

Please advise if there is anything further missing.

Kind regards,

Deanna

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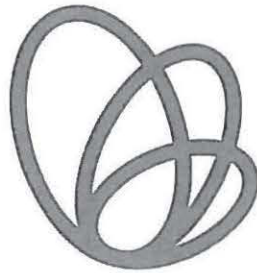
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RTI DL RELEASE - NC SR



RACING
QUEENSLAND

Industry Infrastructure Plan – Business Case for Cronulla Park, Logan

Details

Author: R. G. Bentley, Chairman

Date: 23 December 2011

Contents

1. Background 1

2. Rationale and Development Overview 2

3. Facility Issues 3

4. Stakeholder Management 4

5. Scope of Works 5

6. Works Delivery Program 6

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 A. Expenditure to Date

 B. Project Plans

 C. Decision Notice

RTI DL RELEASE - NPSR

1. Background

Greyhounds Queensland Limited initiated an application with the Logan City Council in the early part of 2010 for the development of a two track greyhound racing facility on 146 - 178 Kingston Road, Slacks Creek.

Upon the amalgamation of the three codes on 1st July 2010 Racing Queensland Limited assumed responsibility for the application and completed the application in February 2011.

As part of the industry asset review undertaken by Racing Queensland Limited after the amalgamation, the Logan facility was discounted as an option in favour of developing multi use facilities such as the proposed harness and greyhound facility at Deagon.

The purpose of this Business Case is to seek reimbursement of monies spent on the development application.

RTI DL RELEASE - NPSR

2. Rationale and Development Overview

With the closure of the greyhound facility at Parklands on the Gold Coast in 2008 in favour of the new University Hospital, the State Government, by way of compensation, offered to Greyhounds Queensland Limited a monetary sum of \$10m and the land situated at 146 – 178 Kingston Road, Slacks Creek. Greyhounds Queensland Limited intended to relocate from Albion Park Raceway as the greyhound race track at Albion Park is currently situated inside the harness track, making it difficult for the greyhound stakeholders to operate at that facility.

The site at Logan was considered by Greyhounds Queensland Limited as an ideal location between Brisbane and the Gold Coast for a new facility. The proposed development cost was approximately \$24m.

The land area is 10.24ha in size, and it is currently zoned public open space and is owned by the State Government. The site was previously used as a general purpose refuse (dump), and has been left in a predominantly open state with no built form or significant improvements aside from fencing of the property to Compton and Kingston Roads and the creation of internal sealed pathways across the site from Kingston Road.

The site includes a number of gas monitoring devices which are used to provide readings of the type and amount of gas being released by the decomposing landfill.

As part of the industry asset review undertaken by Racing Queensland Limited after 1st July 2010 it was resolved that the Logan facility was uneconomical for the overall industry and the intention moving forward was to utilise multi use facilities such as Deagon to accommodate this code of racing.

Racing Queensland Limited made the decision to finalise the approval with the Logan City Council, rather than letting the application lapse as the amount invested in the process to date would be lost. The approval, now complete, is current for 4 years from February 2011, should the industry ever need to revisit this option.

3. Facility Issues

The primary issues for the greyhound code on facilities are as follows:

- The Parklands facility was closed to allow for the construction of the University Hospital at Southport.
- The Albion Park facility does not suit the needs of the code being located inside the harness track.

RTI DL RELEASE - NPSR

4. Stakeholder Management

Greyhound racing and training will continue at Albion Park Raceway until the completion of the Deagon facility which is due to be completed in July 2013.

RTI DL RELEASE - NPSR

5. Scope of Works

The works that were proposed to be undertaken are detailed as follows:

- Main Facility building of 2,400m²
- Kennel Block of 363m²
- Training Kennels of 170m²
- Maintenance Shed of 270m²
- 640m Outer Race Track
- 450m Inner Race Track
- 275m Trialling Track
- Track Lighting
- 163 Space Car Park
- 50 Space Trailer Park

RTI DL RELEASE - NPSR

6. Works Delivery Program

The intention by Greyhounds Queensland Limited was to complete the approval in early 2011 and to construct the facility during the course of 2011. The project has been terminated and the timing no longer applies.

RTI DL RELEASE - NPSR

7. Cash Flow/Budget

The costs incurred on the project to date are \$667,913.92, \$120,967.00 was recovered by Greyhounds Queensland Limited from the \$10 million offered as compensation for the greyhound code vacating Parklands which leaves \$546,942.92 (inclusive of GST) yet to be reimbursed to Racing Queensland Limited. The details pertaining to the invoices and charges that make up this amount are attached to this report in appendix A.

RTI DL RELEASE - NPSR

8. Next Step

The next step for this project is the lodgement of this business case with Treasury to facilitate the approval for the reimbursement of the costs to date on the project now that the project has been terminated.

9. Appendices

- A. Expenditure to Date
- B. Project Plans
- C. Decision Notice

RTI DL RELEASE - NPSR

Appendix A – Expenditure to Date

Racing Queensland Limited
Proposed Logan Greyhound Racing Facility
Financial Year Ended 30 June 2010

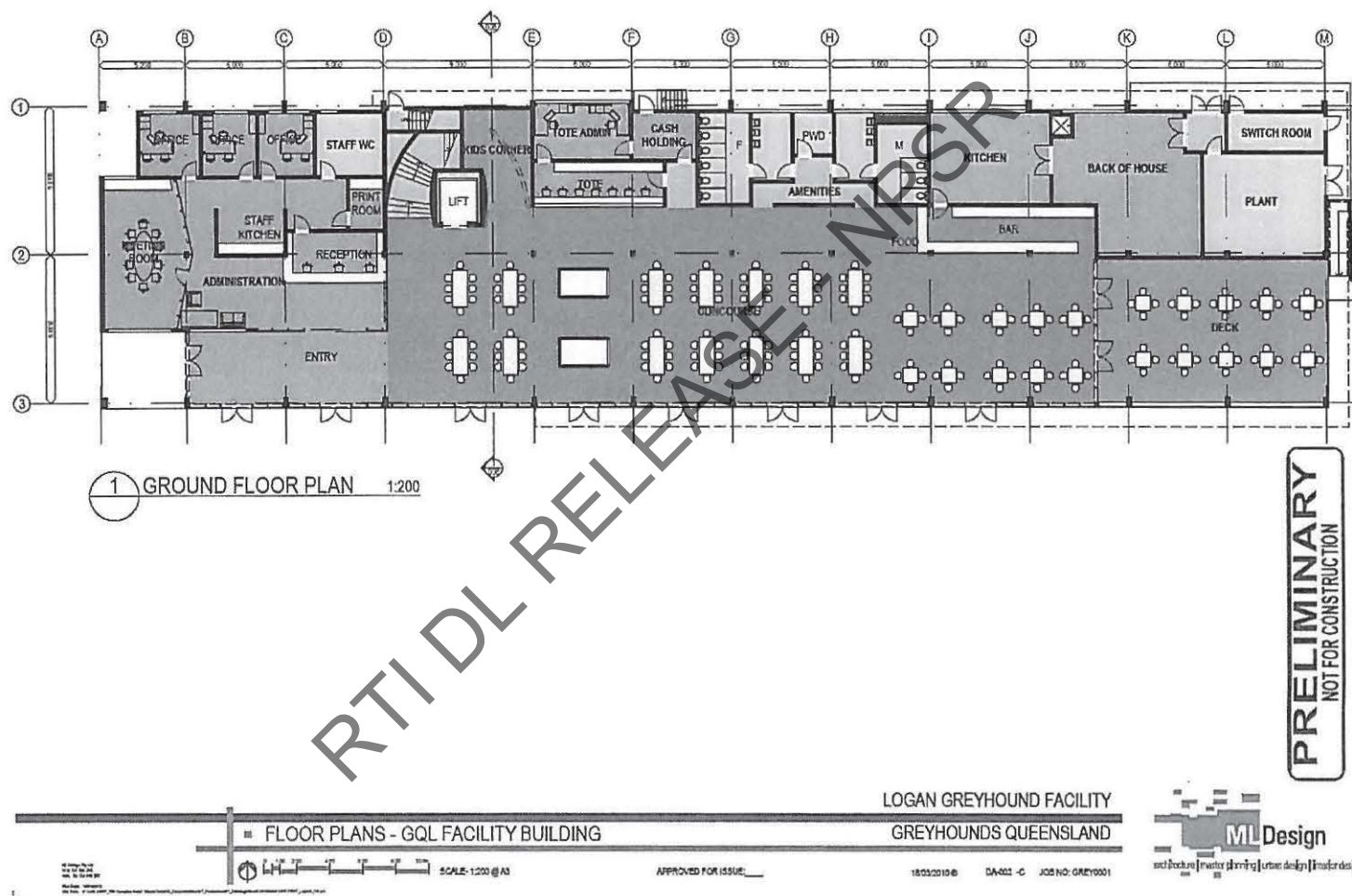


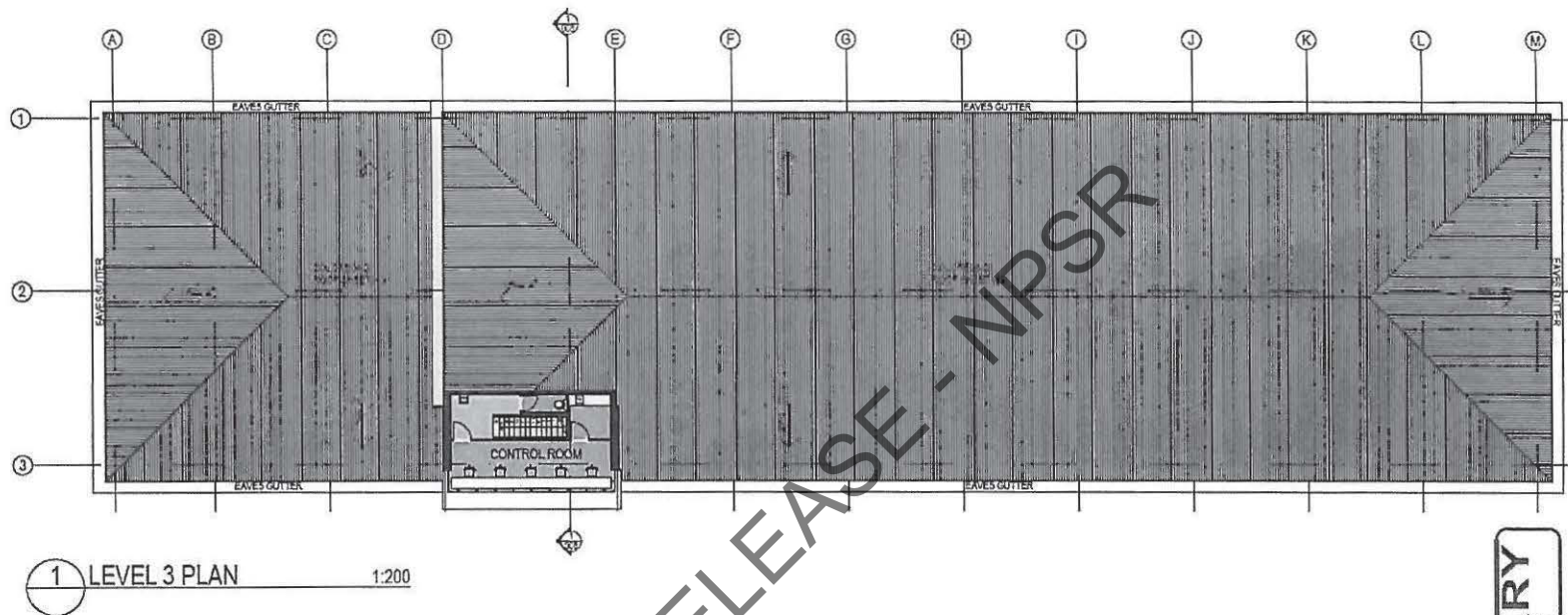
Organisation	Invoice Date	Net Amount	Gst	Gross Amount	Reimbursed	Particulars
1 ML Design Pty Ltd	28-Aug-09					Schematic Design
	30-Sep-09					Schematic Design
	30-Sep-09					Town Planning Services
	29-Oct-09					Town Planning Services
	30-Oct-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Schematic Design & Development Application Lodgement
	30-Nov-09					Town Planning Services
	15-Dec-09					Town Planning Services
	22-Dec-09					Schematic Design & Development Application Lodgement
	29-Jan-10					Design to DA - Level 2 Restaurant & Function Room
	25-Feb-10					Design to DA - Level 2 Restaurant & Function Room
	23-Mar-10					Design to DA - Level 2 Restaurant & Function Room
	31-Mar-10					Town Planning Services
	31-May-10					DA Processing
	30-Jun-10					
	30-Jun-10					
	25-Nov-10					
2 MJ Richardson & Associates Pty Ltd	27-Oct-09					Surveying Services
3 Rider Levett Bucknall (Qld) Pty Ltd	26-Nov-09					Cost estimate for the main building works, Cost estimate for the civil works & attendance at meetings and cost estimate advice on alternative structural design. Indicative cost estimate for the main building works.
4 Webb Australia Group (Qld) Pty Ltd	30-Nov-09					Greyhound race track feasibility study and DA submission.
	29-Mar-10					Electrical and Mechanical Consultancy Services. Greyhound race track feasibility study and DA submission. Electrical and Mechanical Consultancy Services.
5 WSP Environmental Pty Ltd	31-Jul-09					Landfill site study
	31-Aug-09					Review of interim summary report
6 Sinclair Knight Merz	20-Aug-09					Contaminated Land Consultancy
	21-Aug-09					Groundwater Monitoring Rounds 1 & 2, Landfill Cap Integrity Review, Interim Report, Remediation Strategy, Costs Estimates, QGL & TPR Meeting, SKM Expenses & Contracting Charges
	21-Aug-09					Completion of Stage 1 Site Investigation, Preliminary Water Quality Monitoring & attendance at meetings with QGL & QLD Treasury.
	23-Oct-09					Supplementary Site Investigation & Geotechnical Investigation
	18-Oct-09					Feasibility, Masterplanning and Development Application
						Civil & Traffic Consultancy.
	9-Nov-09					Feasibility, Masterplanning and Development Application
						Civil & Traffic Consultancy.
	11-Dec-09					Feasibility, Masterplanning and Development Application
						Civil & Traffic Consultancy.
	14-Dec-09					Supplementary Site Investigation & Geotechnical Investigation
	15-Dec-09					Feasibility, Masterplanning and Development Application
						Civil & Traffic Consultancy.
	18-Mar-10					Supplementary Site Investigation & Geotechnical Investigation.
	22-Mar-10					Feasibility, Masterplanning and Development Application
						Civil & Traffic Consultancy.
	16-Jul-10					
	9-Aug-10					
7 Logan City Council	19-Mar-10					Outdoor entertainment & restaurant, operational works (vegetation clearing) and building works (preliminary approval)
8 Cardno (QLD) Pty Ltd	9-Mar-10					Conduct field survey, preparation of a property vegetation management plan and other costs.
9 Mach 1 Environmental Pty Ltd	20-Jan-10					Review LCC Data and SKM Stage 1 & Stage 2 Report.
	30-Jul-10					
10 Department of Environment & Resource Management	10-Dec-09					Application fee to purchase/ transfer land to GQL.
	31-Mar-10					Material change of use for outdoor entertainment (Greyhound racing facility) & restaurant, operational works (vegetation clearing) and preliminary approval for building works
11 RFS	14-Sep-10					
12 Mannix Group Pty Ltd	31-Aug-10					
13 Mannix Group Pty Ltd	30-Jul-10					
14 Mannix Group Pty Ltd	2-Jul-10					
Total		\$608,489.37	\$59,424.55	\$667,913.92	\$120,967.00	
Amount paid by GQL for the Logan Site facility during the year ended 30 June 2010						\$667,913.92
Amount recovered from the State Government as per funding deed						\$120,967.00
Variance						\$546,946.92

1. There are no further costs to be reimbursed by the State Government for Phase 2. A budget of \$200,000 was allowed for in the completion of Phase 2. As per SKM proposal dated 31 March 2009 the costs for phase 2 did not amount to \$200,000. The Government were only at this stage prepared to release funds for geotechnical studies in allowing GQL to determine if the site was suitable for construction. Once these studies were completed SKM advised that the site was suitable to construct a greyhound racing facility. Costs incurred subsequent to Phase 1 and 2 have been paid for by GQL and recorded in the budget of \$10mill. It was expected that these costs would be reimbursed to GQL by the state government from the \$10mill compensation.

2. Costs incurred to 30 June and subsequent costs post 1 July are expected to be reimbursed by the State Government from the \$10mill compensation.

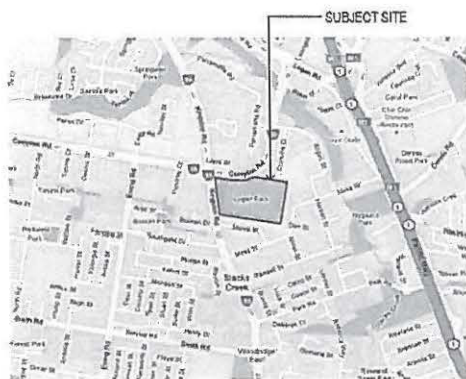
Appendix B - Project Plans



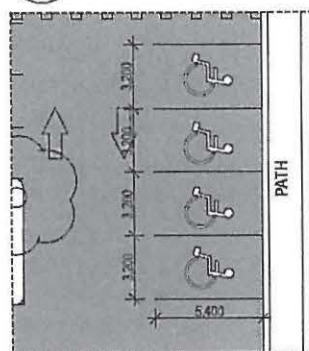


PRELIMINARY
NOT FOR CONSTRUCTION

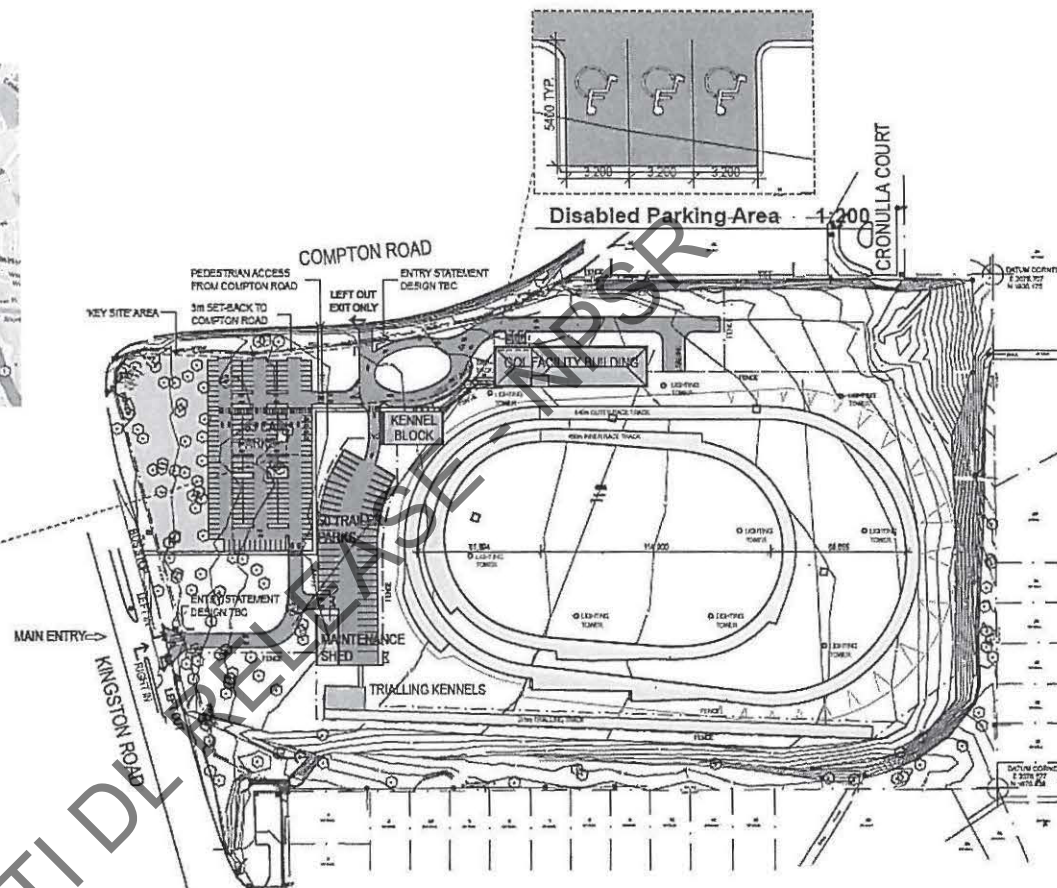




1 Location Plan



Disabled Parking Area 1:200



2 Site Plan

1:2000

FACILITY BUILDING GFA: 2400m²
 KENNEL BLOCK GFA: 363m²
 TRIALLING KENNELS GFA: 170m²
 MAINTENANCE SHED GFA: 270m²
 TOTAL SITE GFA: 3203m²

PRELIMINARY
 NOT FOR CONSTRUCTION

SITE PLAN -

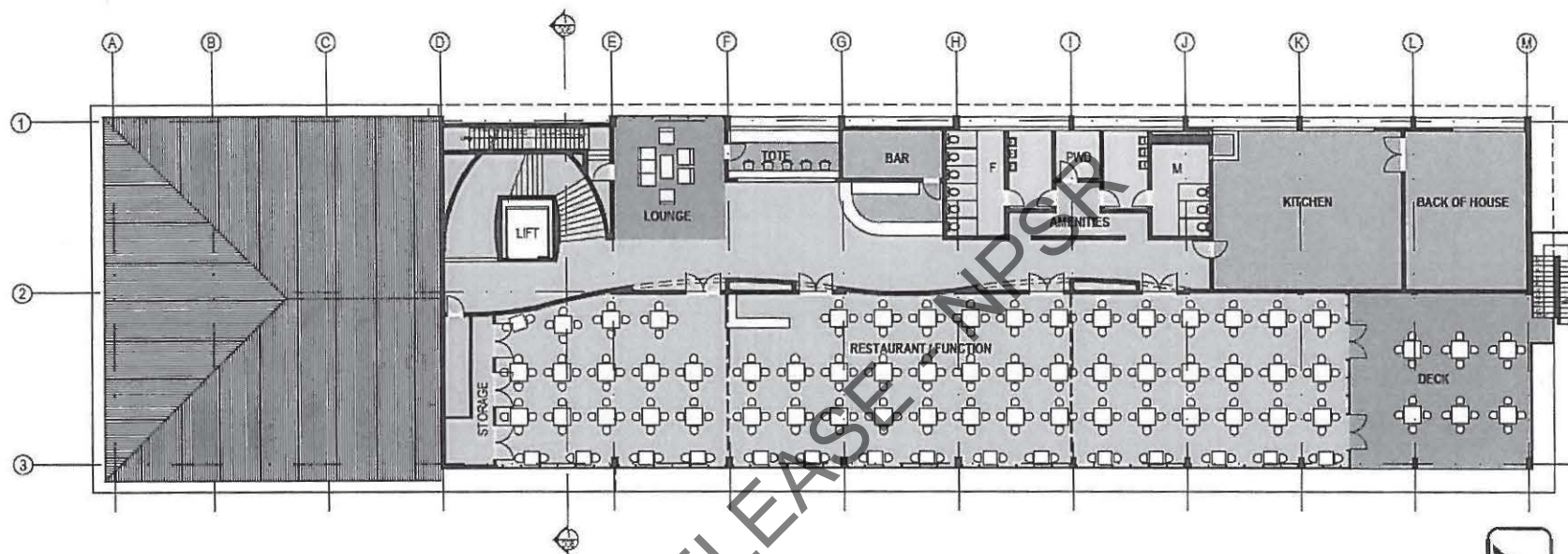
ML Design
 25/06/2018
 25/06/2018
 25/06/2018

SCALE: 1:2000 @ A3

APPROVED FOR ISSUE:

LOGAN GREYHOUND FACILITY
 GREYHOUNDS QUEENSLAND

MLDesign
 architecture | master planning | urban design | landscape design



1 LEVEL 1 PLAN 1:200

PRELIMINARY
NOT FOR CONSTRUCTION

LOGAN GREYHOUND FACILITY

GREYHOUNDS QUEENSLAND

FLOOR PLANS - GQL FACILITY BUILDING

18/03/2010 © DA-003 - C JOB NO: GREY0001

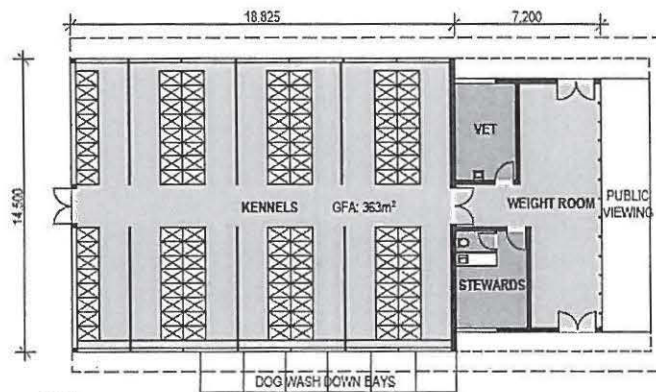
APPROVED FOR ISSUE: _____

SCALE: 1:200 @ A3

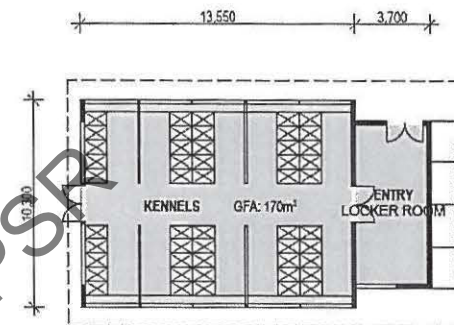
18/03/2010 © DA-003 - C JOB NO: GREY0001

APPROVED FOR ISSUE: _____





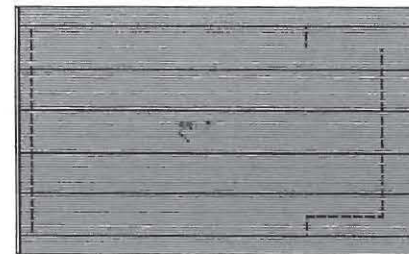
1 KENNEL FLOOR PLAN 1:200



3 TRIALING BLOCK FLOOR PLAN 1:200



2 KENNEL ROOF PLAN 1:200



4 TRIALING BLOCK ROOF PLAN 1:200

PRELIMINARY
NOT FOR CONSTRUCTION





CONDITIONS OF APPROVAL

APPLICANT:	GREYHOUNDS QUEENSLAND LTD		
APPLICATION NUMBER:	MCUC/130/2010		
TYPE & DESCRIPTION:	Development Permit	Material Change of Use for Outdoor Entertainment (Greyhound Racing Facility) & Restaurant	
	Development Permit	Operational Works (Vegetation Clearing)	
	Preliminary Approval	Building Works	
PROPERTY LOCATION:	146-178 Kingston Road, SLACKS CREEK QLD 4127		

OFFICER DETAILS

The Assessment Manager for this application is:

Officer Name: Marta Oslipowicz
Contact Number: (07) 3412 5269
Please Quote: MCUC/130/2010
Document Number: 6979645

LAND

Development Permit to apply to the following land

Street Address: 145-178 Kingston Road, SLACKS CREEK QLD 4127
Real Property Description: Lot 658 on SL12298

CONDITIONS OF DEVELOPMENT:

1. PARAMETERS OF APPROVAL

- 1.1. The development of the premises must comply with the provision of Council's Local Laws, Planning Scheme Policies, Planning Scheme and Planning Scheme Codes to the extent they have not been varied by this approval.
- 1.2. Comply with all conditions of this development approval at no cost to Council and prior to the commencement of the use unless otherwise stated in a specific condition.

2. PLAN OF DEVELOPMENT

- 2.1. Undertake development generally in accordance with the following approved plans of development and documents except as altered by other conditions of this development approval including any amendments wherever made in red on the plans:

Plan Number	Rev / Amd't	Title	Date	Prepared by
DA-001	E	Site Plan	28-6-2010	ML Design
DA-001	F	Site Plan - Indicative Landscaping Area	27-8-2010	ML Design
DA-002	C	Floor Plans - GQL Facility Building (Ground Floor Plan)	18-3-2010	ML Design
DA-003	C	Floor Plans - GQL Facility Building (Level 1	18-3-2010	ML Design

Plan Number	Rev / Amd't	Title	Date	Prepared by
		Plan)		
DA-004	C	Floor Plans - GQL Facility Building (Level 2 Plan)	18-3-2010	ML Design
DA-005	C	Floor Plans - GQL Facility Building (Level 3 Plan)	18-3-2010	ML Design
DA-006	C	Roof Plans - GQL Facility Building	18-3-2010	ML Design
DA-007	C	Floor Plans - Kennel and Trailing Blocks	18-3-2010	ML Design
DA-008	C	Site Section	18-3-2010	ML Design
DA-009	C	Elevations - GQL Facility Building (South and West Elevations)	18-3-2010	ML Design
DA-010	C	Elevations - GQL Facility Building (North and East Elevations)	18-3-2010	ML Design
DA-011	C	Elevations - Kennel Block	18-3-2010	ML Design
DA-012	C	Elevations - Trailing Block	18-3-2010	ML Design
DA-013	C	Perspectives - 01	18-3-2010	ML Design
DA-014	C	Perspectives - 02	18-3-2010	ML Design
DA-015	C	Perspectives - 03	18-3-2010	ML Design
DA-016	C	Perspectives - 04	18-3-2010	ML Design
DA-017	C	Perspectives - 05	18-3-2010	ML Design

Document Number	Rev / Amd't	Title	Date	Prepared by
QB10035	-	Infrastructure Servicing Plan and Site Based Stormwater Management Plan	March 2010	Sinclair Knight Merz (SKM)

3. INFRASTRUCTURE CONTRIBUTIONS

- 3.1. Pay a monetary contribution in accordance with the relevant planning instrument or infrastructure charges schedule applicable at the time of payment prior to the issuing of a Compliance Certificate for any part of the development under the *Plumbing and Drainage Act 2002* or commencement of the use, towards the cost of providing the following infrastructure. The contribution is to be calculated based on the following demand units:

Infrastructure	Demand Units
Water Supply	108.07 EP
Sewerage	57.65 EP
Road Transport	264 VTPD

Plan Number	Rev / Amd't	Title	Date	Prepared by
		Plan)		
DA-004	C	Floor Plans - GQL Facility Building (Level 2 Plan)	18-3-2010	ML Design
DA-005	C	Floor Plans - GQL Facility Building (Level 3 Plan)	18-3-2010	ML Design
DA-006	C	Roof Plans - GQL Facility Building	18-3-2010	ML Design
DA-007	C	Floor Plans - Kennel and Trailing Blocks	18-3-2010	ML Design
DA-008	C	Site Section	18-3-2010	ML Design
DA-009	C	Elevations - GQL Facility Building (South and West Elevations)	18-3-2010	ML Design
DA-010	C	Elevations - GQL Facility Building (North and East Elevations)	18-3-2010	ML Design
DA-011	C	Elevations - Kennel Block	18-3-2010	ML Design
DA-012	C	Elevations - Trailing Block	18-3-2010	ML Design
DA-013	C	Perspectives - 01	18-3-2010	ML Design
DA-014	C	Perspectives - 02	18-3-2010	ML Design
DA-015	C	Perspectives - 03	18-3-2010	ML Design
DA-016	C	Perspectives - 04	18-3-2010	ML Design
DA-017	C	Perspectives - 05	18-3-2010	ML Design

Document Number	Rev / Amd't	Title	Date	Prepared by
QB10035	-	Infrastructure Servicing Plan and Site Based Stormwater Management Plan	March 2010	Sinclair Knight Merz (SKM)

3. INFRASTRUCTURE CONTRIBUTIONS

- 3.1. Pay a monetary contribution in accordance with the relevant planning instrument or infrastructure charges schedule applicable at the time of payment prior to the issuing of a Compliance Certificate for any part of the development under the *Plumbing and Drainage Act 2002* or commencement of the use, towards the cost of providing the following infrastructure. The contribution is to be calculated based on the following demand units:

Infrastructure	Demand Units
Water Supply	108.07 EP
Sewerage	57.65 EP
Road Transport	264 VTPD

Further Advice:

On 2 December 2010 the above monetary contributions were calculated to be the following amounts. It is important to note that;

- these amounts are not fixed and vary until the date of payment in accordance with the applicable cost indexation factor identified in the relevant planning instrument or infrastructure charges schedule;
- payments cannot be made without an invoice issued that remains current;
- an invoice will not be issued until the time for payment trigger has been achieved in the relevant condition of approval;

Infrastructure	District and Sub-District	Amount
Water Supply	Springwood Low Level	\$192,148.46
Sewerage	Springwood	\$68,661.15
Road Transport	Sector 12 Underwood	\$116,632.74

4. CONCURRENCE AGENCY RESPONSE

- 4.1. Department of Transport and Main Roads concurrence agency response, as attached.
- 4.2. Department of Environment and Resource Management concurrence agency response, as attached.

MATERIAL CHANGE OF USE - OUTDOOR ENTERTAINMENT (GREYHOUND RACING FACILITY) & RESTAURANT

DEVELOPMENT PERMIT CONDITIONS

5. BUILDING AND DESIGN

- 5.1. Ensure that the Greyhounds Facility Building has a high quality finish; in particular the northern elevation must include variations in materials, colours or textures in order to provide visual interest and a high quality streetscape outcome.
- 5.2. Do not include large images (of any kind, including Greyhounds) on the northern elevation.
- 5.3. Provide two (2) entry feature statements as identified on the approved plans of development. The entry statements are to be architecturally designed in order to reflect the prominent nature of the site within the locality.

6. OPERATION OF THE USE

- 6.1. Undertake activities associated with the Greyhound Racing Facility and Restaurant in the following manner:
 - 6.1.1. Not more than 5 race meetings per week and Restaurant between the hours of 12:00pm (midday) to 10:00pm, Monday to Saturday.
 - 6.1.2. Administrative function of the facility between the hours of 9:00am to 5:00pm, Monday to Saturday.
 - 6.1.3. General training, including the use of the main tracks and trailing track, between the hours of 7:00am to 10:00pm, Monday to Friday and 9:00am to 5:00pm on Saturday and Sunday.
- 6.2. Ensure loading, unloading, deliveries and waste collection activities associated with the operation of the use only occur between the hours of 7:00am to 5:00pm, Monday to Saturday.

7. SOCIAL AMENITY MANAGEMENT PLAN

- 7.1. Prepare a Social Amenity Management Plan for submission and endorsement by Council in writing prior to the commencement of use.
- 7.2. The Management Plan must incorporate details of the development, administration, re-sourcing, partnerships and implementation involved, to be negotiated between the owner and Council, with written endorsement of the final management plan by Council to be in place prior to the commencement of use and thereafter.
- 7.3. The Management Plan must incorporate an action plan describing specific strategies, activities, and measures that will undertake to implement the policies outlined in Greyhounds Queensland Code of Practice including:
 - 7.3.1. Public safety;
 - 7.3.2. Minimising harm from gambling; and
 - 7.3.3. Responsible citizenship.
- 7.4. Carry out the functions as stated within the Management Plan for the life of this approval.

8. ROADS & TRANSPORTATION

- 8.1. Dedicate, at no cost to Council, land depicted by Council's *Logan Central Bikeway Network Compton Road - Kingston Road to Allgas Street Compton Road Proposed Acquisition Plan* dated 23 November 2009 for road reserve purposes.
- 8.2. Design and construct a minimum 3.0 metre wide reinforced concrete bikeway in accordance with Council standards along the full length of the Compton Road frontage of the site.
- 8.3. Provide a minimum of 160 car parking spaces including a minimum of seven (7) disabled car parking spaces on the site.
- 8.4. Provide a minimum of five (5) motorcycle spaces on the site.
- 8.5. Provide a minimum of five (5) bicycle parking spaces, including rail-type locking facilities for each parked bicycle, on site. The spaces are to be located a maximum of 25 metres from any pedestrian entrance into the development.
- 8.6. Design all access driveways, circulation driveways, parking aisles and car parking spaces in accordance with Australian Standard 2890.1 - *Parking Facilities - Off Street Car Parking* except where stated otherwise in the planning scheme.

9. ACCESS

- 9.1. Locate vehicular access to and from the site as shown in the plans of the development.
- 9.2. Remove existing access crossover, namely from Kingston Road to the site from the road verge, and reinstate road verge.
- 9.3. Design and construct a matching kerb and channel and a minor underground drainage system to stormwater flow from Kingston Road section in to the existing open channel along the Southern boundary.
- 9.4. Design and construct a minimum 1.2 metre wide reinforced concrete pedestrian footpath along the full length of the Kingston Road frontage of the site.
- 9.5. Provide pedestrian access to the development from Kingston Road and Compton Road.
- 9.6. Construct a vehicular access to the site which incorporates a reinforced concrete industrial crossover as shown in the approved plans of development. Council Technical Officer must inspect and approve the driveway slab prior to placing of concrete.
- 9.7. Design and construct a left turn only egress from the site to Compton Road.
- 9.8. Ensure access to car parking spaces, bicycle spaces, vehicle loading and manoeuvring areas and driveways remain unobstructed and available for their intended purpose during the hours of operation.

- 9.9. Provide loading bay facilities for a Heavy Rigid Vehicle in the location generally shown on the approved plans of development that are designed in accordance with Australian Standard 2890.2 -- *Off-street commercial vehicle facilities* except where stated otherwise in the planning scheme.
- 9.10. Demonstrate turning movements for a Heavy Rigid Vehicle on any drawings or plans submitted to the Council as a part of a development application for operational works.

10. SEWER

- 10.1. Connect the development to the reticulation sewer network.
- 10.2. Obtain approval from Allconnex Water for the connection point to the existing sewer prior to the making any development applications for operational work (works for infrastructure) or for plumbing and drainage work, whichever occurs first.
- 10.3. Ensure that a suitable connection servicing the entire development is installed by Allconnex Water at the owner's expense.
- 10.4. Ensure that any redundant sewer and sewer connections within the site or servicing the development are decommissioned by Allconnex Water at the owner's expense.
- 10.5. Ensure that the maintenance hole (MH) is raised or lowered, if necessary, by Allconnex Water at the owner's expense.

11. WATER SUPPLY

- 11.1. Connect the site to the reticulation water supply.
- 11.2. Ensure that the complete property service connection that includes the meter installation and tapping of the main is installed by Allconnex Water at the owner's expense.
- 11.3. Connect the development into the 150mm main in the North West corner of the site.
- 11.4. Ensure that any redundant water meter connection within the site or servicing the development is removed by Allconnex Water at the owner's expense.

12. STORMWATER DRAINAGE/QUANTITY MANAGEMENT

- 12.1. Provide a stormwater drainage easement in any approval for operational works to the benefit of Council that includes:
- 12.1.1. all stormwater overland flow paths traversing the land; and
- 12.1.2. any stormwater main existing or proposed to traverse the land centrally located within the easement.
- 12.2. Design and construct a stormwater system generally in accordance with the recommendation in the approved document, subject to the following amendments and submit the final Site Based Stormwater Management Plan (SBSMP) with the operational works application;
- 12.2.1. Stormwater flow from Kingston Road section to be diverted to the existing open channel along Southern boundary via a minor underground drainage system.
- 12.2.2. Existing open channel to be upgraded as a vegetated trapezoidal channel. Provide sections showing batter slopes.
- 12.2.3. Internal batter slope of the detention basin to be no steeper than 1 in 6.
- 12.3. Provide long sections and cross sections of the proposed detention basin showing the low flow and high flow levels in the operational works application.

13. STORMWATER QUALITY

- 13.1. Implement the recommendations in the approved document, subject to detailed design.

- 13.2. Submit a Detailed Stormwater Quality Management Plan (DSQMP) including all stormwater infrastructure, relevant landscaping and engineering designs with an operational works application. The Detailed Stormwater Quality Management Plan and designs are to be in accordance with the *Water Sensitive Urban Design Technical Design Guidelines for South East Queensland* (WSUD TDG), the *Construction and Establishment Guidelines: Swales, Bioretention Systems and Wetlands* (C&E guidelines) and IPWEAQ Standard Drawings numbers WSUD-001 to WSUD-012 and must include:
 - 13.2.1. detailed calculations for each treatment measure and completed copies of the applicable Design Calculation Summary checklists from the WSUD TDG,
 - 13.2.2. a completed copy of the relevant design assessment checklist from the WSUD TDG for each treatment measure certified by the stormwater quality system designer.
 - 13.3. All drainage swales and vegetated areas are to have a minimum gradient of 1%.
 - 13.4. Submit an Operational Management and Maintenance Plan (OMMP) as a separable section of the DSQMP to provide an outline of the proposed long term operational management and maintenance requirements of the stormwater system on the site. Include a plan showing the location of the individual components of the system.
 - 13.5. Implement the approved DSWMP and OMMR in perpetuity. Maintain copies of the DSWMP and OMMR on site and regular inspection records and make available to Council upon request. Make all necessary improvements immediately upon awareness of any deficiencies in the treatment measures.
14. **EARTHWORKS, EROSION AND SEDIMENT CONTROL, RETAINING WALLS**
- 14.1. Do not carry out earthworks or building works prior to obtaining a permit for operational works.
 - 14.2. Carry out earthworks in accordance with AS 3798-1996, *Guidelines on earthworks for commercial and residential developments*
 - 14.3. Do not carry out earth filling against the property boundaries of surrounding properties, unless the fill is adequately retained. Ensure that these properties are not impacted by changes to the existing natural drainage in the area.
 - 14.4. Provide an Erosion and Sediment Control Management Plan prepared in accordance with Soil Erosion and Sediment Control Engineering Guidelines for Queensland Institution of Engineers Australia (Qld) in conjunction with the operational works application.
15. **LANDSCAPING PLANS**
- 15.1. Submit and have approved by Council a landscape plan and documentation, prepared by a Corporate Member of the Australian Institute of Landscape Architects (or other suitably qualified and experienced professional deemed suitable on demonstration of project experience and document skills to Council) as part of an application for Compliance Assessment - Landscaping.
 - 15.2. The landscape plan and documentation must reflect the approved layout and must be prepared in accordance with the provisions of the Landscaping Code, the Landscape Development Manual and must include the following:
 - 15.2.1. Landscape areas are to be at natural ground level except where it is proposed to import soil with suitable retaining works;
 - 15.2.2. Car park shade trees in accordance with Council requirements. Some tree locations have been shown in red on the approved drawings however, additional planting areas are required to accommodate shade trees to Council requirements;
 - 15.2.3. Provide landscaping areas as shown in red on the approved drawings;
 - 15.2.4. A detailed plant schedule listing all the proposed species. Plants to be predominantly native species; and
 - 15.2.5. An automatic in ground irrigation system to all new garden areas that while water restrictions are in place uses harvested stormwater or recycled water.

- 15.3. Any fencing along the Kingston Road and Compton Road frontages must be a maximum 1.8 metres in height with a minimum 80% transparency for passive surveillance of the street.
- 15.4. The location of the entry statement must not be located within the road reserve and must not impede sight lines when exiting/entering any road.
- 15.5. All trees that are to be retained must be protected during the course of construction in accordance with AS4970 *Protection of trees on development sites*.
- 15.6. Provide fencing or bollards with suitable maintenance and emergency access that prevents unauthorised vehicles from entering the track and building area.
- 15.7. All batters and disturbed areas are to be grassed.
- 15.8. Remove all weeds and rubbish from the site including the drainage channel along the southern and eastern boundaries.
- 15.9. Maintenance must be in accordance with the Landscape Development Manual.

16. KENNEL WASTE MANAGEMENT

- 16.1. All waste (including waste water) generated as part of the kennel operations must be disposed of in a safe and sanitary manner.
- 16.2. Waste waters from animals from washing down the floors, surfaces, enclosures and other areas must be collected and drained to an approved pre-treatment device before discharge to the sewage system.

17. ACOUSTICS

- 17.1. All external speakers are to be directed away from noise sensitive places (i.e. residential dwellings).
- 17.2. Onsite noise must comply with the noise level limits outlined in Table 1:

Table 1: Noise Level Limits

Time	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest noise sensitive place	Maximum noise level (LA _{max,T}) at 1 metre from the façade of the nearest non-noise sensitive place
7:00am to 6:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
6:00pm to 10:00pm	Background LA _{90,T} + 5dB(A)	Background LA _{90,T} + 10dB(A)
10:00pm to 7:00am	Background LA _{90,T} + 3dB(A)	Background LA _{90,T} + 8dB(A)

- 17.1. Animal noise must comply with the noise level limits outlined in Table 2:

Table 2: Noise Level Limits for the Greyhounds

Time	Maximum Noise Level	Location- Noise Sensitive Receptor
7:00am to 8:00pm	Background LA _{90,T} + 10dB(A) or Ambient LA _{10,T} + 10dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997
8:00pm to 7:00am	Background LA _{90,T} + 5dB(A) or Ambient LA _{10,T} + 5dB(A)	Measured in accordance with Section 6.2.3 of AS1055.1: 1997

- 17.2. Prepare and submit a Transitional Environmental Plan (TEP) to Council for approval within one month of a validated noise complaint being received. The TEP will address sections 330, 331 and 332 of the *Environmental Protection Act 1994*. The TEP must include, but is not restricted to:

- 17.2.1. Objectives of the plan.
- 17.2.2. Measures to be implemented to achieve the objectives.
- 17.2.3. Appropriate performance indicators at intervals of less than 6 months.
- 17.2.4. Provisions for monitoring and compliance recording.
- 17.2.5. The TEP must demonstrate how compliance with the noise emission criteria outlined above will be achieved, and include a timetabled implementation plan.
- 17.2.6. Once approved, the use is to operate in accordance with the approved TEP.

18. LIGHTING EMISSIONS

- 18.1. Provide certification from a suitably qualified lighting installation technician/engineer that all on site lighting (particularly outdoor lighting) complies with *AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting* and Schedule 3 Part 1 Table 1.3 of the *Logan Planning Scheme 2006*.
- 18.2. All track lighting must be turned off after 10:00pm.

19. GENERAL

- 19.1. Be responsible for the full cost of any alteration necessary to electricity, telephone, water mains, sewer mains, stormwater drainage systems or easements and/or other public utility installations resulting from the development or from road and drainage works required in connection with the development.
- 19.2. Do not commence on works which will ultimately revert to Council or on adjacent roads or drainage schemes until Council has been advised in writing, of the name of the responsible contractor and that the contractor has received from Council a notice of appointment of principal contractor under the provisions of the *Workplace Health and Safety Act 1989*.
- 19.3. Provide written authority at the time of submission of Operational Works plans to allow Council officers to enter the land at all reasonable times in order to carry out inspections in relation to this approval.

OPERATIONAL WORKS (VEGETATION CLEARING)

DEVELOPMENT PERMIT CONDITIONS

20. VEGETATION CLEARING

- 20.1. Undertake vegetation clearing in accordance with the approved plans of development only. No additional clearing is permitted other than permitted exemptions in accordance with the applicable Planning Scheme.
 - 20.2. Ensure all vegetation removed as a result of this development approval and requiring disposal is disposed of:
 - 20.2.1. On the premises for landscaping and sediment and erosion control purposes (for example as mulch); and/or
 - 20.2.2. At a waste disposal facility operated by Council provided that the waste is delivered to the waste disposal facility in a manner and form which allows it to be mulched at the facility, and/or
 - 20.2.3. In such other environmentally responsible manner as meets with the written approval of the Council.
- Ensure any vegetation removed as a result of this development approval is not burnt or incinerated on the subject site.

BUILDING WORKS

PRELIMINARY APPROVAL CONDITIONS

There are no planning conditions relating to the Preliminary Approval for Building Works. An assessment against the Building Code of Australia has not been undertaken and prior to any building work commencing a Development Permit for Building Works must be obtained.

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FURTHER ADVICE TO APPLICANT

In relation to the application, the applicant is further advised:

1. The relevant period for this approval is in accordance with Section 341 of the *Sustainable Planning Act 2009*.
2. Authorised persons of the Council may enter the premises the subject of this approval at any reasonable time to ascertain whether the above conditions have been complied with (and/or whether the above requirements have been carried out).
3. Documentation in relation to any land required to be registered to the benefit of Council is required to be prepared and carried out by Council's solicitors at the owner's expense.

The applicant and owner be further advised:-

It is the owner's and occupants responsibility under the *Environmental Protection Act 1994* to advise the Chief Executive of the Department of Environment and Resource Management, of any Notifiable Activity conducted on the site or contamination or suspected contamination which may cause a hazard to human health or the environment within 30 days of becoming aware of the operation of a Notifiable Activity on the site or of any contamination or suspected contamination. The Chief Executive, pursuant to the Act, is empowered to require that the development complies with the provisions of the Act, including the preparation of site investigation reports and if necessary the remediation of the site at the owner's expense.

FURTHER DEVELOPMENT PERMITS OR COMPLIANCE PERMITS REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

- Building Works
- Plumbing and Drainage Works
- Operational Works
 - Civil Engineering Works (stormwater drainage, access, external road works and foot path)
 - Electrical Engineering works

FURTHER COMPLIANCE CERTIFICATES REQUIRED UNDER THE SUSTAINABLE PLANNING ACT 2009

Documents or works requiring compliance assessment	Matters or things against which the document or work must be assessed	Compliance assessor	When the request for compliance assessment must be made
Landscaping Plan and Works	Landscaping Code Landscape Development Manual Landscaping Conditions of Approval	Development Assessment Logan City Council	Prior to Building Works approval

DECISION

That in accordance with delegation to the Development Assessment Manager under section 277 of the *Local Government Act 2009* it is recommended that in accordance with the matters set out in the submission to the Delegate and the recommendation of the officer, I am satisfied that the conditions accord with relevant standards and the *Sustainable Planning Act 2009* where applicable and as such approve the above conditions.

Dated the 2nd day of February 2011

49-Sch4 - Signature

Christian Parks
Development Assessment Co-ordinator
Strategy and Outcomes
AS DELEGATE OF THE COUNCIL

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