

2008-23



Leah Kelly/TO/QTreasury
28/07/2008 04:40 PM

To Kirsty Karauria/OR/QTreasury@QTreasury
cc
bcc
Subject Fw: Lot 658 on plan SL 12298 - Sanitary Reserve R.1660 -
Logan native title report update

fyi

----- Forwarded by Lauren Sturgess/TO/QTreasury on 28/07/2008 04:30 PM -----



"Ramsden Nicholas"
<Nicholas.Ramsden@nrw.qld.gov.au>
28/07/2008 04:27 PM

To <lauren.sturgess@treasury.qld.gov.au>
cc "Ramsden Zoe" <Zoe.Ramsden@nrw.qld.gov.au>, "Dawson Kathy" <Kathy.Dawson@nrw.qld.gov.au>
Subject Lot 658 on plan SL 12298 - Sanitary Reserve R.1660 -
Logan native title report update

Hi Lauren,

According to the evidence I have gathered, and after discussing the details with my Team Leader - Kathy Dawson, I am confident that native title has been extinguished over the whole of the Proposed Dealing Area (PDA) due to valid public works, in accordance with Module CA of the Native Title Work Procedures, sections 23B(7), 253 and 251D of the *Commonwealth Native Title Act 1993*, and section 21 of the *Native Title (Queensland) Act 1993*.

The PDA was used for a number of years during the early 1980's as a Sanitary Depot for the disposal of nightsoil from in and around the Greater Brisbane area, and the strict regulations in place for the operation of such a Depot are the basis for my conclusion.

A number of closely monitored regulations, as laid out in the Sanitary Conveniences and Nightsoil Disposal Regulations 1976, strictly controlled the operation of the Sanitary Depot on Sanitary Reserve R.1660.

A number of these regulations are considered to have had a major disturbance on the soil, and constitute a Valid Public Works in accordance with the NTA 1993 as laid out in the Native Title Work Procedures.

My full report is scheduled for completion by COB Wednesday, 30th July and as long as our mapping unit can complete the maps by that time, the report will be available to you at that time.

If you have any further questions regarding this, please don't hesitate to call or email me :
)

Thanks you for your understanding regarding the delay.

Nic Ramsden
Project Officer, Assessment and Advice Team
Indigenous Services
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Our Ref:

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RTI DL RELEASE - NPSR

2008-24



Hon Andrew Fraser MP
Member for Mount Coot-tha



Queensland
Government

Treasurer of Queensland

QTO-02562

29 JUL 2008

Ms Kerry Watson
Acting Chair
Greyhounds Queensland Limited
PO Box 250
ALBION QLD 4010

Dear Ms Watson

Thank you for your letter of 4 July 2008 regarding facilities for the greyhound racing industry.

As discussed at our meeting of 11 July 2008 and as confirmed in my statement to the Parliament on 16 July 2008, a cash amount of \$10 million will be provided to Greyhounds Queensland Limited (GQL) as compensation for vacating the Parklands venue, conditional upon the industry applying the funds towards the development of new facilities.

This funding will provide the opportunity for GQL to move forward with its plans for the future of the industry. Arrangements for the payment of the cash compensation are being made, and payment will be forwarded to GQL once you are in a position to advise me of GQL's longer term strategy.

Yours sincerely

ANDREW FRASER

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

**Treasurer of Queensland
Ministerial Correspondence Action Sheet**

Due Date: 7 August 08.	Division: Racing	Dept Ref:
	AUT/ED: m. Kelly.	

ACKNOWLEDGEMENT LETTER

One option must be selected:

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

ACTION

One option must be selected:

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

Copy to: _____

Ministerial Policy Advisor Comments:

PLS liaise with DoIP / DNRW about
arrangements for land transfer so
briefing note can set approvals process
in train - Cabinet?

Name LACHLAN SMITH Signature: _____

49-Sch4 - Signature

Date: 16.7 /2008

Keyword:

Racing.

Notes:

RAC-00053 refers.

MC

D/OUT



Greyhounds Queensland

14 July 2008

OFFICE OF THE
17 JUL 2008
UNDER TREASURER

RECEIVED
15 JUL 2008
OFFICE OF THE TREASURER

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

Dear Treasurer,

Logan Site – Proposed Greyhound Racing Facility

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

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

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

Yours sincerely,

49-Sch4 - Signature

D.M. Beavis
General Manager

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

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

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



Hon Andrew Fraser MP
Member for Mount Coot-tha



Queensland
Government

Treasurer of Queensland

QT0-02728

27 AUG 2008

Mr D Beavis
General Manager
Greyhounds Queensland Limited
PO Box 250
ALBION QLD 4010

Dear Mr Beavis

Thank you for your letter of 14 July 2008 requesting the freehold title of a site identified as 146 Kingston Road, Slacks Creek, described as Lot 658 on Crown Law SL12298.

Officers of Treasury Department are currently investigating your request. I appreciate your concerns regarding the urgency of this matter, and I would expect to be in a position to advise you of the outcome in due course.

Should you have any questions in the interim, please do not hesitate to contact Mr Michael Kelly, Executive Director, Office of Racing on (07) 3234 1400.

Yours sincerely

ANDREW FRASER

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ABN 65 959 415 158



Julie Attwood MP
Member for Mount Ommaney



**Queensland
Government**

**Parliamentary Secretary
to the Treasurer**

RAC-00065

24 SEP 2008

Ms K Watson
Chair
Greyhounds Queensland Limited
PO Box 250
ALBION QLD 4010

Dear Ms Watson

As you are aware, I met with members of the 'Watchdog' group on Wednesday 27 August 2008 regarding a number of issues they wished to raise with the Government concerning the greyhound racing industry.

Of particular interest to the group was:

- the re-opening of a greyhound racing venue in either Toowoomba or Beenleigh; and
- alternative options for the establishment of a new stand-alone greyhound racing facility.

I advised the group that the Queensland Government does not involve itself in the day-to-day management or decision making of any code of racing. Decisions concerning the location of racing venues, or the development of new venues, are matters within the legislative responsibility of each control body.

As you are aware, the control body has a responsibility to ensure that industry funds are utilised in a manner that benefits the entire industry. I suggested therefore, that it may be in the group's interest if it was able to provide evidence to the control body that any benefits that may flow from reopening a venue is justified by the expenditure of funds required. I also advised the group that I believed the control body would need to be convinced of the prudence of any such decision, and if it wanted to advance this issue it may wish to prepare documentation for your consideration that supports its position.

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In relation to discussions concerning possible alternative locations for a new greyhound facility, I advised the group that I understood that the board of GQL, while focusing on the Logan site, was aware for the need for contingency planning in the event that they decide not to proceed with Logan. Obviously, any decision regarding Logan is interdependent upon resolution of the Albion Park issue and that this was a matter that the Government was also keen to see resolved by the codes of racing involved.

I anticipate that the group will be making contact with you and I encourage you to discuss these issues.

Should you wish to discuss this matter further, please contact Mr Mike Kelly, Executive Director, Office of Racing on (07) 3234 1400.

Yours sincerely

49-Sch4 - Signature

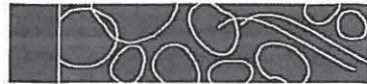


Julie Attwood

CC Mr Ian Rickuss MP
Member for Lockyer

CC Mr L Bein

RTI DL RELEASE - NPSR



Native Title Assessment Report for Queensland Treasury

Proposed Greyhound Track



APPROVED BY:

49-Sch4 - Signature

 Gavin Shanks
Director, Resource and Land Dealings
Indigenous Services

PREPARED BY:

49-Sch4 - Signature

Nic Ramsden
Project Officer
Assessment and Advice Team

DATE:

5/08/08

DATE:

4/08/08

Queensland the Smart State



Queensland Government
Natural Resources and Water

Prepared by: Nic Ramsden

Indigenous Services, Assessment and Advice Team

Department of Natural Resources and Water

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June/July 2008

QNRM xxxxx

ISBN x xxxxx xxxx

Document Ref Number

Native Title Assessment Report – Greyhound Track

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Native Title Assessment Report – Greyhound Track

TENURE HISTORY INVESTIGATION - ANNEXURE BOOK 1

SmartMap

ATS Report

QNTIME Report

Maps and Plans

Orders in Council

State Government Gazette Notifications

LAND USE INVESTIGATION - ANNEXURE BOOK 2

Aerial Photography

Maps and Plans

Legislation – *Sanitary Conveniences and Nightsoil Disposal Regulations 1979*

Council Health Inspector Reports

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Scope

This report provides a native title assessment for an area of land in Logan as requested by the Treasury Department, in accordance with the Commonwealth *Native Title Act 1993* (NTA), *Native Title (Queensland) Act 1993* (NTQA) and the State Government's Native Title Work Procedures.

The purpose of this report is to:

- confirm where native title is considered to have been extinguished by previous tenures or valid public works and provide reference to supporting evidence; and
- identify areas where native title may remain an issue.

Advice on future act options under the NTA is not being provided.

The land covered by this assessment is referred to as the 'Proposed Dealing Area'.

Proposed Dealing Area

The Proposed Dealing Area assessed in this report is shown on **Map 1** and consists of:

Note: – Information current as at July 2008

Lot and Plan Descriptions	Current Status
Lot 658 on plan SL 12298	Reserve for Local Government (Entertainment and Recreation) Purposes – Res. 9012



MAP 1
PROPOSED DEALING AREA AND
AREA COVERED BY SANITARY RESERVE R.1660

CADASTRE CURRENT AT JULY 2008

PAGE 6

Flying Date of aerial photography 11/03/2002
 6642 Beentagh 2002 Program Aerial Photography
 OAP5932 Run 4 Frame 18 Storage 66-4

This map has been prepared from unrectified aerial photography and may contain some distortions and displacement of features. The indicated scale, area and position of any property boundaries are approximate only and should not be used for projects requiring exact measurements of any distance or area.



Queensland Government
 Natural Resources and Water

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Native Title Claim

Note: – Information current as at July 2008

According to Queensland Native Title Information Management Environment (QNTIME) the Proposed Dealing Area is currently within the external boundaries of the following native title claim:-

- Jagera People #2 QC03/15, lodged 12 November 2003, registered 11 March 2004.

There are no current determinations or registered Indigenous Land Use Agreements.

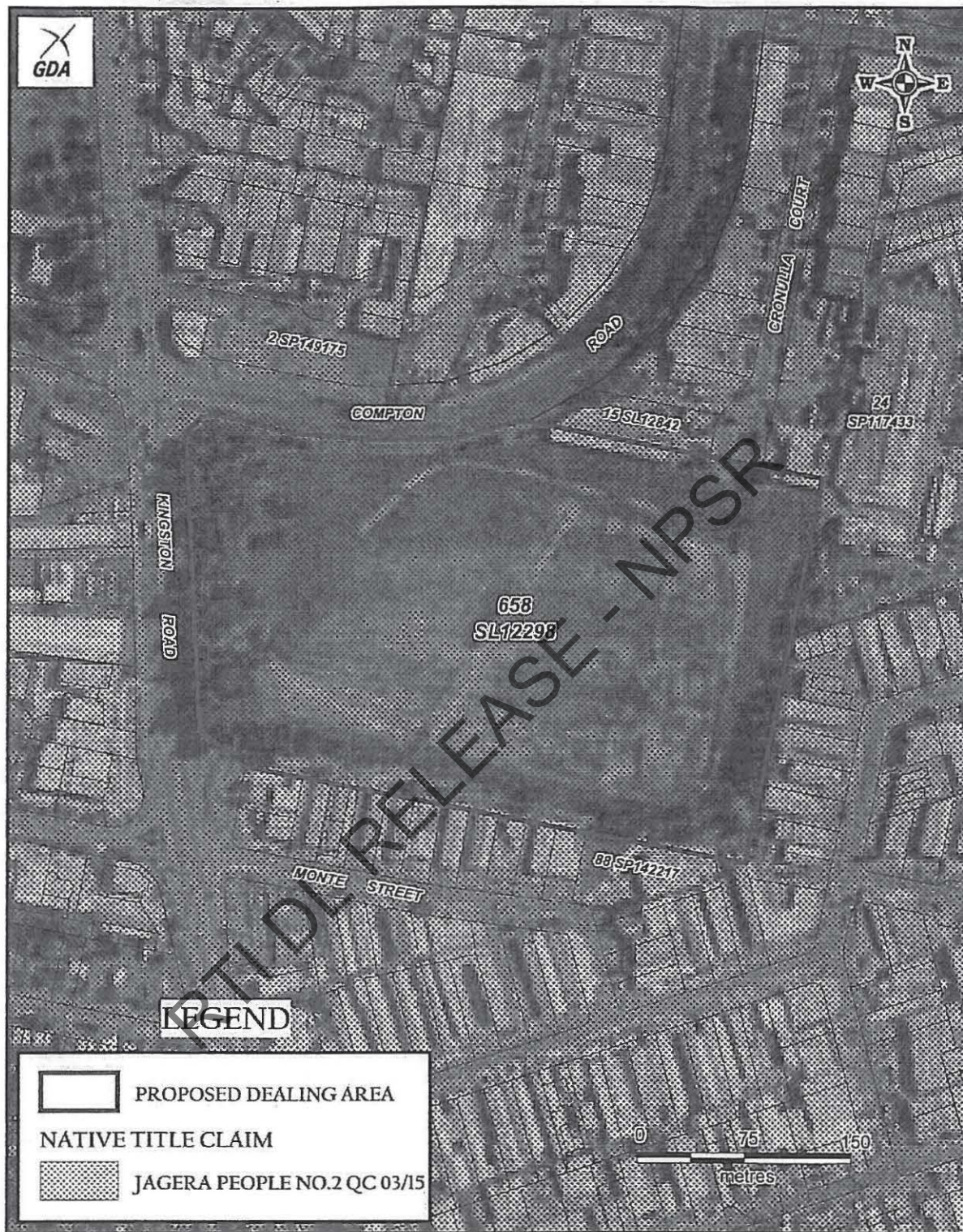
Mining Tenements

Note: – Information current as at July 2008

According to Mines and Energy, Resources, Location and Information Network (MERLIN) there are no mining tenements over the Proposed Dealing Area.

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Native Title Assessment Report – Greyhound Track



MAP 2
NATIVE TITLE CLAIM
 CADASTRE CURRENT AT JULY 2008

PAGE 8

Flying Date of aerial photography 11/03/2002
 1542 Beerleigh 2002 Program Aerial Photography
 QAP5632 Run 4 Frame 18 Storage 06-4.

This map has been prepared from selected aerial photographs and may contain some distortions and displacement of features. The indicated scale, area and position of any property boundaries are approximate only and should not be used for projects requiring exact measurements of any distance or area.



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Tenure History Investigation

Research was undertaken to confirm whether the Proposed Dealing Area was subject to any grants of exclusive possession, as outlined in Module BA of the Native Title Work Procedures.

Tenure History Investigation Summary

Note – Information current as at July 2008

Description: Lot 658 on plan SL 12298 as show on **Map 1**
 Current tenure: R.9012, reserve for local government (entertainment and recreation) purposes
 Area: 10.24 ha
 SmartMap: **Annexure 1.1**
 Plan SL12298: **Annexure 1.2**
 ATS Report: **Annexure 1.3**
 QNTIME Report: **Annexure 1.4**

Annexure	Period/Date	Proposed Greyhound track – Tenure Investigation Lot 658 SL12298
1.5	28/05/1953	Order in Council By Order in Council dated 28 May 1953 and in pursuant to the <i>Land Act 1962</i> an area of land 27 acres 3 roods being Portion 658 as shown on survey plan SL2413 was set-aside as a Reserve for Sanitary Purposes, under the control of the Council of the Shire of Albert, as trustee. Proposed dealing area wholly contained within Portion 658.
1.6	13/04/1953	Survey plan Survey plan SL2413 depicts Portions 350 & 658 in the Parish of Yeerongpilly, County of Stanley. Survey plan makes reference to Portion 658 as being a "Sanitary Reserve" with Government Gazette references "GG.1965.2.1920" and "GG.1953.2.735" Survey plan depicts a road intersecting Portion 658. Proposed dealing area wholly contained within Portion 658.
1.7	19/08/1965	Order in Council By Order in Council dated 19 August 195 and pursuant to the <i>Land Act 1962</i> an area of land 25 acres being Portion 658 as shown on survey plan SL2413 was set-aside as a Reserve for Sanitary Purposes, Slacks Creek (R.1660). Proposed dealing area wholly contained within Portion 658.

Native Title Assessment Report – Greyhound Track

Annexure	Period/Date	Proposed Greyhound track – Tenure Investigation Lot 658 SL12298
1.8	08/04/1982	<p>Survey Plan</p> <p>Survey plan SL9781 depicts Portion 658 in the Parish of Yeerongpilly, County of Stanley.</p> <p>Survey plan makes reference to Portion 658 as being a "Reserve for Sanitary Purposes (R.1660)" with Government Gazette reference "GG.1982.2.2385".</p> <p>Survey plan depicts a road intersecting Portion 658.</p> <p>Proposed dealing area wholly contained within Portion 658.</p>
1.9	22/07/1982	<p>Order in Council</p> <p>By Order in Council dated 22 July 1982 and in pursuant to the <i>Land Act 1962</i> an area of land 9.91 hectares being Portion 658 as shown on survey plan SL9781 was set aside as Reserve for Sanitary Purposes.</p> <p>Proposed dealing area wholly contained within Portion 658.</p>
1.10	12/02/1988	<p>Survey plan</p> <p>Survey plan SL2298 depicts Lot 658 in the Parish of Yeerongpilly, County of Stanley.</p> <p>Survey plan makes reference to a new road adjoining the northern boundary of Lot 658.</p> <p>Proposed dealing area wholly contained within Lot 658.</p>
1.11	23/06/1988	<p>Order in Council</p> <p>By Order in Council dated 23 June 1988 and in pursuant to the <i>Land Act 1962</i>, the Order in Councils made on the 28 May 1953 and 22 July 1982 setting aside land for Sanitary purposes are hereby rescinded.</p> <p>Proposed dealing area wholly contained within the rescinded Order in Council areas.</p>
1.12	23/06/1988	<p>Order in Council</p> <p>By Order in Council dated 23 June 1988 and in pursuant to the <i>Land Act 1962</i>, an area of land 10.24 hectares being Lot 658 as shown on survey plan SL12298 is Reserved for Local Government (Entertainment and Recreation) Purposes (R.4016) held under the control of the Council of the City of Logan, as trustee.</p> <p>Proposed dealing area wholly contained within the Reserve.</p>
1.13	29/06/1989	<p>Special Lease</p> <p>Special Lease No. 50456 was granted in accordance with section 203(b) of <i>The Land Act 1962</i> and issued to the Council of the City of Logan for a term of 50 years commencing 1 March 1989 for Business (Entertainment and Recreation) purposes.</p> <p>Special lease was granted over Lot 658 on survey plan SL12298, being Reserve for Local (Entertainment and Recreation) purposes.</p> <p>Proposed dealing area wholly contained within Special Lease area.</p>

Land Use Investigation

Research was undertaken to confirm whether the Proposed Dealing Area was subject to any previous development or use that could be considered as valid public works as defined by the NTA and outlined in Module CA of the Native Title Work Procedures.

Summary of Aerial Photos

The first phase of the investigation commenced with a review of historical aerial photography.

Note: – Information current as at 28 July 2008

Aerial Photography Investigations over Proposed Dealing Area		
Annexure	Flight Date	Details
2.1	1955	<p>9542 Beenleigh 55 Program Aerial Photography – (B & W) Frame 22</p> <p>This aerial photograph shows the proposed dealing area as being completely covered by trees and vegetation throughout the whole Lot. There are no signs of land disturbance and no buildings are visible throughout the whole of the proposed dealing area.</p>
2.2	1976	<p>9542 Kingston Road 76 Project Aerial Photography – (B & W) Frames 5829 and 5853</p> <p>These aerial photographs show the proposed dealing area as being cleared and being used in the operation of sanitary disposal. Buildings and large garbage disposal trucks are visible in the south-western part of the Lot with major land disturbance occurring due to the operation of the sanitary depot. There are a number of tracks throughout the Proposed Dealing Area, with a clear sealed driveway and buildings on the western part of the Lot. Trees and vegetation are visible along the borders of the Lot with thicker growth on the western and southern borders.</p>
2.3	1987	<p>9542 Beenleigh 87 Program Aerial Photography – (Colour) Frame 109</p> <p>This aerial photograph shows the proposed dealing area as being cleared land with a scattering of trees along the western boarder and a single line of vegetation around the whole boarder with clear signs of major land disturbance across the whole of the Lot. Some buildings are visible in the western and south-western part of the proposed dealing area.</p>
2.4	1997	<p>9542 Beenleigh 97 Program Aerial Photography – (Colour) Frame 12</p> <p>This aerial photograph shows the proposed dealing area as being completely cleared land with a scattering of trees along the western boarder and a single line of vegetation around the whole boarder with clear signs of major land disturbance across the whole of the Lot. There are no visible buildings.</p>

Native Title Assessment Report – Greyhound Track

Aerial Photography Investigations over Proposed Dealing Area		
Annexure	Flight Date	Details
2.5	2002	<p>9542 Beenleigh 2002 Program Aerial Photography – (Colour) Frame 17</p> <p>This aerial photograph shows the proposed dealing area as being completely cleared land with a scattering of trees along the western boarder and a single line of vegetation around the whole boarder with clear signs of major land disturbance across the whole of the Lot. There are no visible buildings.</p>

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Land Use Investigation Summary

The second phase of the investigation focused on the operation of a Sanitary Depot situated on, and extending fully over, Lot 658 on Plan SL 9781.

As indicated in the tenure history investigation, the tenure of Lot 658 during the 1980's was *Sanitary Reserve* – R.1660. The whole of the Proposed Dealing Area was within R.1660. The Sanitary Depot was used for the disposal of nightsoil and other refuse from the Greater Brisbane Area and was under the authority and trusteeship of the Council of the City of Logan. Accordingly, the management and use of the land for this purpose needed to conform to the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, which are in pursuance of the provisions of the *Health Act 1937 – 1976*.

The *Sanitary Conveniences and Nightsoil Disposal Regulations 1976* does not provide a definition of 'nightsoil' therefore the following is an excerpt from the *City of Brisbane (Variation of Refuse Contracts) Act 1985 (Annexure 2.6)*, and defines nightsoil as:

Nightsoil includes all human faeces matter, all human urine and matter mixed with them and the contents of devices for the treatment of those matters and that urine, and has strict regulations in place to control its collection, transportation and disposal.

The time frame focused on in this report is from 1980 – 1988. During this time, the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976 (Annexure 2.7)* strictly controlled the operation of the Sanitary Depot on *Sanitary Reserve - R.1660*.

Under section 8 (**Annexure 2.7a**) of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, it was required that:

1. *The Local Authority shall provide at every depot or disposal ground suitable premises with adequate facilities for the proper disposal of nightsoil.*
2. *Such premises shall be –*
 - (a) *soundly constructed;*
 - (b) *of adequate size to include provision for the housing of pan washing facilities, the storage of pans, the storage of dis-infectants and appliances, the storing of sawdust, the housing of vehicles, the tarring and repair of pans and the drying and airing of washing pans; and*
 - (c) *provided with a concrete floor which is properly laid and drained.*

Under section 9 (**Annexure 2.7b**) of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, it was required that:

The Local Authority or its sanitary contractor, as the case may be –

- (a) *shall cause all pans, sawdust, material and appliances used at a depot or disposal ground to be kept at the premises therein provided for that purpose;*
- (b) *shall maintain the depot or disposal ground in a clean and tidy condition; and*
- (c) *shall not carry out any pan washing, pan tarring or cleaning of vehicles at any place other than at the premises provided for that purpose at the depot or disposal ground except with the prior approval of the Director-General.*

Under section 11 (**Annexure 2.7c**) of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, it was required that:

1. *The Local Authority shall cause every depot or disposal ground –*
 - (a) *to be securely fenced on all sides; and*
 - (b) *to be provided with suitable gates or grids at all entrances thereto so as to prevent animals from entering.*

Native Title Assessment Report – Greyhound Track

2. *The Local Authority or its sanitary contractor, as the case may be, shall ensure that the gates of a depot or disposal ground are kept effectively closed when not in actual use.*

Under section 15 (**Annexure 2.7d**) of the Sanitary Conveniences and Nightsoil Disposal Regulations 1976, it was required that:

1. *The Local Authority shall cause an inspection to be made of every depot or disposal ground at least once in each month by its health surveyor.*
2. *The health surveyor shall report on each inspection to the Local Authority in writing and a copy of each report shall be forwarded to the Director-General if requested by him.*

Under section 16 (**Annexure 2.7e**) of the Sanitary Conveniences and Nightsoil Disposal Regulations 1976, it was required that:

The Local Authority or its sanitary contractor, as the case may be, shall ensure that the following requirements are observed and complied with when any depot or disposal ground is used for the burial of nightsoil:-

- (a) *A trench having a floor of rock or wet earth shall not be used for the burial of nightsoil;*
- (b) *The nightsoil shall be deposited in trenches not exceeding **600mm in depth** nor 600mm in width, and, wherever practicable not more than three metres in length;*
- (c) *The surface of the nightsoil deposited in a trench shall not be less than 150mm measured vertically, from the edge of the excavation;*
- (d) *The nightsoil, after being deposited in the trench, shall be evenly covered, without undue delay, with a layer of clean earth at least 250mm in depth;*
- (e) *Trenches shall be excavated in the lowest part of the land first, and then progressively in the higher parts of the land;*
- (f) *A strip of undisturbed earth, not less than 300mm in width shall be left between each two trenches;*
- (g) *A plan shall be kept at the depot or disposal ground showing the layout of the trenches and dates of commencement and completion of various areas used for nightsoil burial. Such plan shall be available for inspection upon request by the Director-General;*
- (h) *Ground in which nightsoil has been buried shall not be used a second time for that purpose within two years unless the process of nightsoil humification and nitrification has been completed satisfactorily;*
- (i) *A person shall not cultivate at any depot or disposal ground any vegetable or fruit for human consumption;*
- (j) *Ground in which nightsoil has been buried shall be graded or levelled from time to time to maintain a surface that is free from depressions, and excessive vegetation growing on such land shall be mown or cut as often as is necessary to maintain the burial area in a clean and tidy condition;*
- (k) *A strip of land at least five metres wide all around the disposal area shall be reserved from all burial;*
- (l) *Unless otherwise approved by the Director-General all water used for the washing of pans, pan lids and vehicles, and for washing the floor of the premises housing the depot facilities, shall be discharged by means of open concrete channels into a suitable sawdust and grit detention chamber, and thence to sub-surface irrigation trenches.*
 - (i) *All sawdust and grit shall be removed from the detention chamber at the end of each day's operations and shall be disposed in trenches in the manner prescribed for the burial of nightsoil;*
- (m) *Every pan and the lid of every pan, after the emptying of its contents and before it again leaves the depot or disposal ground, shall be thoroughly cleaned by one of the following methods:-*

Native Title Assessment Report – Greyhound Track

- (i) *Washing and scrubbing in water, then rinsing in clean water, and finally submerged in a suitable disinfectant solution; or*
- (ii) *Any other method approved by the Director-General;*
- (n) *The internal and external surface of every metal pan, before it is first used, shall be covered with well-boiled tar, bitumastic paint, or other equally suitable material, and such coating shall thereafter be regularly renewed, whenever necessary, so as to effectively protect the whole of the pan and to afford a smooth, non-adherent surface.*

The previous information can be summarised as follows:

Because of the strict controls in place under the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, which are in pursuance of the provisions of the *Health Act 1937 – 1976*, the sanitary depot on *Sanitary Reserve R.1660*, had to closely follow the Regulations. Monthly site inspections were carried out to ensure that the Regulations were being met.

The Albert Shire Council and the Council for the City of Logan minutes from 1980 – 1988, provide the Health Inspectors reports over that period (**Annexure 2.8 – 2.25**), and each report clearly states that R.1660 – Por. 658, Yeerongpilly, is being used and that the requirements of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, are being satisfactorily addressed.

An example of one of these reports from the Annual Report by Medical Officer of Health for the year ending 30 June 1980, submitted at Council Meeting June 1981, states under section 1 of the Environmental Sanitation and Hygiene section:

- *Nightsoil collection, removal and disposal carried out by Contract and in a satisfactory manner. Dimension of trenches and covering of nightsoil conducted in accordance with Sanitary Conveniences and Nightsoil Disposal Regulations 1976.*
Annexure 2.8

Another example from the Local Authority – Annual Report of Public Health Administration, year ending 30 June 1987, states under the Nightsoil – Collection, Removal and Disposal section that an area of 9.94ha of Res. 1660, Por 658, Yeerongpilly is used for the disposal of nightsoil. **Annexure 2.9**

A third example from the Health Inspector's Quarterly Report, by Inspector J H Green, for the quarter ending 31st March 1988, submitted to Logan City Council on 7 June 1988, states under section 5 – Cleansing Services, that the sanitary depot at Res. 1660, Por. 658, Parish of Yeerongpilly, was inspected 36 times that quarter and that the trench dimensions and cover technique were satisfactory. **Annexure 2.10**

Assessment

Tenure

No grants of exclusive possession were located that would satisfy the requirements of Module BA of the Native Title Work Procedures.

Public Works

Refer to **Map 3**.

Native Title Extinguished

Native title is considered to have been extinguished over the whole of Proposed Dealing Area, being the area shaded green on **Map 3**. This assessment is based upon the following:

Valid Public Works

The whole of the Proposed Dealing Area was within the reserve for *Sanitary Purpose* - R.1660, which covers an area of about 9.91 hectares, and shown as portion 658 on plan SL9781 and gazetted on page 2385 of the 1982 Queensland Government Gazette.

The management and use of R.1660, was subject to the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, which were in pursuance of the provisions of the *Health Act 1937* – 1976, as gazetted on page 851 of the 1976 Queensland Government Gazette. **Annexure 2.7**

Section 15 (**Annexure 2.7d**) of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976* state that:

1. *The Local Authority shall cause an inspection to be made of every depot or disposal ground at least once in each month by its health surveyor.*
2. *The health surveyor shall report on each inspection to the Local Authority in writing and a copy of each report shall be forwarded to the Director-General if requested by him.*

The Council of the City of Logan was the authority in charge of the sanitary depot on R.1660 as well as the trustee, and Council minutes from 1981 - 1988 contained Health Inspector Reports that clearly state the sanitary depot, on reserve R.1660, consistently met the responsibilities laid out under sections 8, 9, 11, 15 and 16 (**Annexure 2.7a – 2.7e**) of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*.

The burial of nightsoil carried out under section 16 of the *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*, satisfies the definition of a valid public work under section 253 of the NTA (major earthworks), and can be considered a previous exclusive possession act (PEPA) under section 23B(7) of the NTA.

There is sufficient evidence that the whole of the Proposed Dealing Area was either directly affected by the valid public works or could be considered as necessary or incidental to the operation of the sanitary depot on the reserve for *Sanitary Purpose* – R.1660, in line with *Sanitary Conveniences and Nightsoil Disposal Regulations 1976*. Section 251D of the NTA provides that this additional area is considered part of the area described as valid public works.

Section 23C(2) of the NTA and section 21 of the NTQA confirm that this PEPA can be considered to have extinguished native title.

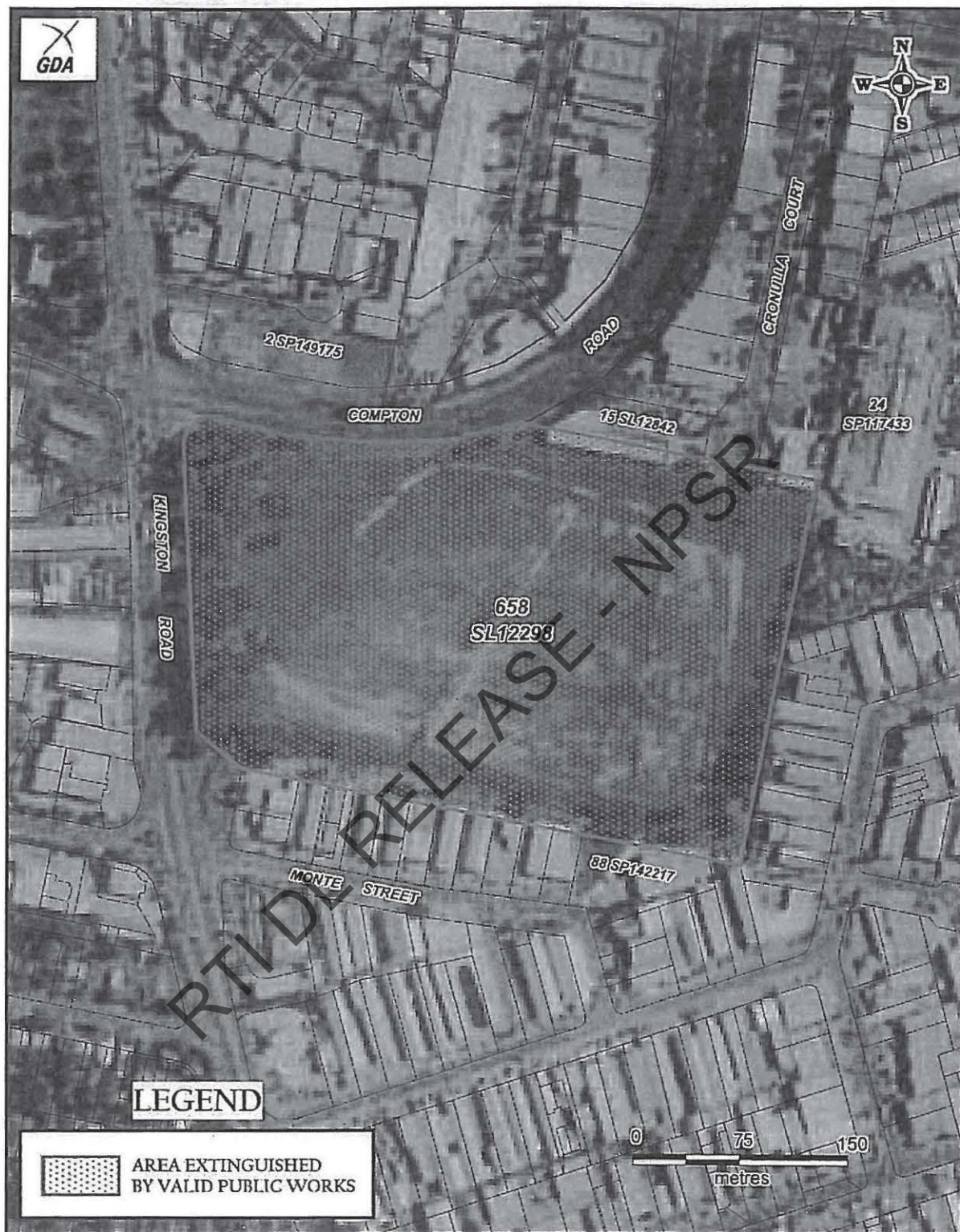
Native Title Assessment Report – Greyhound Track

Application of section 47B of the NTA

Section 47B of the NTA will not be an issue for Proposed Dealing Area, as the effect of valid public works is not required to be disregarded under the provisions of that section.

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Native Title Assessment Report – Greyhound Track



MAP 3 AREA EXTINGUISHED BY VALID PUBLIC WORKS

CADASTRE CURRENT AT JULY 2008

PAGE 18

Flying Date of aerial photography 11/03/2002
9543 Bowditch 2002 Program Aerial Photography
CAP5002 Run 4 Frame 18-Silage 06-4

This map has been prepared from unrectified aerial photography and may contain some distortions and displacement of features. The indicated scale, area and position of any property boundaries are approximate only and should not be used for projects requiring exact measurements of any distance or area.



Queensland Government
Natural Resources and Water

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(Department of Natural Resources and Water) 2008

While every care is taken to ensure the accuracy of this data, the Department of Natural Resources and Water, and its contributors to this publication, makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all injuries, expenses, losses, damages (including indirect or consequential damage) and costs which might be incurred as a result of the data being inaccurate or incomplete in any way or for any reason.

Research Conducted

The tenure history and land use investigations undertaken for Proposed Dealing Area involved the use of the following:

Departmental systems:

- Automated Titles System (ATS);
- SmartMap;
- survey plans – accessed via ImageViewer as well as hard copy plans when required;
- MERLIN;
- QNTIME;
- Aerial photography; and
- State Government Gazettes.

Records:

The findings that have been outlined in this report have been compiled from records of the Department of Natural Resources and Water, Queensland State Archives and various publications.

Note: – Information current as at July 2008

Queensland State Archive Files			
File	Title	Description	File Dates
SL 22252	Special Lease File	File containing information on Special Lease No. 22252.	1953 - 1967
RES 6808 Part 1	Reserve File – R.194 – Water and Quarry – Yeerongpilly	File containing information on Water and Quarry Reserve R.194.	1939 - 1988
RES 9012 Part 1	Reserve File – R.1660 – Stanley – Sanitary – Yeerongpilly	File containing information on Sanitary Reserve R.1660.	1953 - 1988
RES 24916	Reserve File – R.4016 – Stanley – Yeerongpilly	R.4016 – Local Government (Entertainment and Recreation)	Circa 1987 – Circa 1998
RC. 44483	Road Case File	MRC E2J – Compton Road Extension – (Kingston – Beenleigh Road to Pacific Highway)	Circa 1982 – Circa 1989
RC. 40662	Road Case File	MRC 204 – Kingston – Beenleigh Road	Circa 1979 – Circa 1982
RC. 28916	Road Case File	Kingston Road No. 2009	Circa 1964 – Circa 1976
RC 39897	Road Case File	MRC 12A – Pacific Highway (Brisbane – Coombabah)	Circa 1978
439547	Albert Shire Council	Health Inspector reports	31/03/1984
439617	Logan City Council	Reports – health inspectors	30/06/1988 – 07/06/1993

Native Title Assessment Report – Greyhound Track

Queensland State Archive Files			
File	Title	Description	File Dates
299382	Albert – Caboolture	Reports – health inspectors	01/01/1981 – 31/12/1988
299366	Albert – Cambooya	Health reports – annual	30/06/1969 – 25/11/1988
298373	Register of legal documents	Held by Albert Shire Council	Undated
322639	Sanitary, garbage and water rate book	Held by Albert Shire Council	01/07/1955 – 30/06/1956
298377	Miscellaneous maps	Held by Albert Shire Council	Circa 01/04/1901 – Circa 30/04/1961
603837	Batch file, public buildings	Albert Shire Council – Buildings	30/09/1949 – 28/12/1977
576807	Correspondence Files	Brisbane City Council – Contracts for collection and disposal of commercial and domestic refuse	21/10/1985 – 22/10/1985
570659	Correspondence Files	Albert Shire Council – Extension of garbage disposal system	08/02/1974 – 23/05/1983
577214	Correspondence Files	Attachments – Environmental co-ordination – Waste disposal – State Pollution Control Commission – Waste reduction and resource conservation	Circa 01/11/1984 – Circa 30/11/1984
574188	Correspondence Files	Environmental control – Waste disposal – Land – General	02/08/1978 – 23/08/1979
574189	Correspondence Files	Environmental control – Waste disposal – Land – General	24/08/1979 – 15/04/1981
574191	Correspondence Files	Environmental control – Waste disposal – Land – Brisbane area study	13/12/1976 – 03/07/1979
574192	Correspondence Files	Environmental control – Waste disposal – Land – Brisbane area study	31/07/1979 – 02/05/1981
574193	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	17/10/1978 – 08/02/1980
574194	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	11/02/1980 – 19/08/1980

Native Title Assessment Report – Greyhound Track

Queensland State Archive Files			
File	Title	Description	File Dates
574195	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	20/08/1980 – 09/02/1981
574196	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	11/02/1981 – 23/03/1981
574197	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	18/02/1981 – 30/03/1981
574198	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	11/01/1982 – 10/12/1982
574199	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	13/12/1982 – 18/12/1984
574200	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	30/01/1985 – 16/07/1985
574201	Correspondence Files	Environmental control – Waste disposal – Land – Transport, storage and spills of hazardous materials	01/08/1984 – 02/10/1985
574414	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	24/07/1980 – 08/07/1981
574415	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	09/07/1981 – 14/01/1982
574416	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	15/01/1982 – 24/04/1982
574417	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	29/04/1982 – 15/06/1982

Native Title Assessment Report – Greyhound Track

Queensland State Archive Files			
File	Title	Description	File Dates
574418	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	16/06/1982 – 05/10/1982
574419	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	18/10/1982 – 27/01/1983
574420	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	03/02/1983 – 10/08/1983
574421	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	11/08/1983 – 02/04/1984
574422	Correspondence Files	Environmental co-ordination – Liquid disposal study – Brisbane and near Brisbane area	05/04/1984 – 23/09/1985
574143	Correspondence Files	Environmental co-ordination – Waste disposal	04/12/1972 – 13/08/1984
574144	Correspondence Files	Environmental co-ordination – Waste disposal	29/08/1984 – 16/08/1985
574145	Correspondence Files	Environmental co-ordination – Waste disposal	29/05/1975 – 27/08/1979
574146	Correspondence Files	Environmental co-ordination – Waste disposal	26/09/1979 – 09/04/1981
575642	Correspondence Files	Treatment and disposal of sewerage effluent	19/08/1983 – 05/12/1984
514003	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	12/01/1981 – 17/02/1981
514004	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	23/02/1981 – 17/03/1981
514005	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	16/03/1981 – 23/04/1981
514006	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	23/04/1981 – 19/05/1981
514007	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	20/05/1981 – 16/06/1981
514008	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	17/06/1981 – 21/06/1981
514009	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	22/07/1981 – 29/07/1981
514010	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	29/07/1981 – 18/08/1981
514011	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	19/08/1981 – 14/09/1981
514012	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	15/09/1981 – 13/10/1981
514013	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	13/10/1981 – 20/10/1981

Native Title Assessment Report – Greyhound Track

Queensland State Archive Files			
File	Title	Description	File Dates
514014	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	21/10/1981 – 17/11/1981
514015	Microfilm – Duplicate – Minutes	Minute Book - Logan City Council	18/11/1981 – 15/12/1981

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ag: ag
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www.mldesign.com.au

27 August 2008

Queensland Greyhounds
PO Box 250
ALBION QLD 4010

Att: Mr Darren Beavis – General Manager

Dear Darren

Project: 146 Compton Road, Slacks Creek QLD
Subject: Town Planning Services Fee Proposal

Further to our meeting on 26 August 2008, we take this opportunity to outline our offer to provide Town Planning Services for this project.

Project Background

- Queensland Greyhounds (QG) has secured 146 Compton Road, Slacks Creek as a preferred location for a new greyhound racing facility. Preliminary master planning and engineering investigations have occurred and have involved the preparation of;
 - a comprehensive site Masterplan, and
 - a preliminary engineering assessment and costings report which outlines how a new track and associated QG facilities can be accommodated at the site;
- It is understood that management and use rights for the proposed new facility are currently being finalised.
- In the interim, QG are wanting to commission and collate all relevant supporting and technical information required for a development application for the proposal, ready for submission to Logan City Council within approximately 2-3 months.
- The final outcome will involve the preparation of a Material Change of Use Development Application to Logan City Council for the endorsed scheme.
- To ensure an efficient as possible development assessment process we recommend that the proposed development details for this application be limited to the QG buildings and track facilities only. It is understood that the current site layout may accommodate a degree of future development. Upon confirmation of a future proposal a subsequent application can be lodged. This approach will ensure that the current Code Assessable 'level of assessment' cannot be challenged at this time;
- Key town planning issues and challenges identified at this stage include site contamination management, traffic engineering and stormwater and water quality issues.

We acknowledge receipt of the following briefing documents:

- ML Design - Site Concept plan, Floor plans and Structure plan;
- Masterplan and Costings report prepared by SKM and dated January 2008;
- Track and electrical estimates

Gold Coast
Melbourne
Abu Dhabi

ML Design Pty Ltd
ACN 100 452 304
ABN 59 153 048 222

Town Planning Services

Our town planning services will be provided to you as follows:

Part A Development Application preparation

Scope

Stage 1 - Liaison with Logan City Council

- Review Council's Town Planning requirements and other relevant policies with regard to the proposed development and application;
- Identify Council requirements (applicable Development Codes) for inclusion for consideration and response by required sub consultants;

Stage 2 - Coordinate client / consultant team

- Determine associated "expert" sub-consultants (to be hired separately by QG) to complete reports for key issues such as Traffic, Hydraulic Engineering and site based contamination management (we can assist in recommending suitable sub-consultants to you);
- Source 'reverse briefs' and fee proposals from secondary consultants to address Local and State Government matters;
- Confirm with Logan City Council the supporting material to be submitted with Development Application;
- Coordinate 2/3 client and consultant meetings.

Preliminary Liaison with State Govt Agencies

- Identify relevant Referral Agencies for proposed development;
- Arrange preliminary briefing meetings with EPA and DMR and forward relevant information requesting preliminary comments and response;
- Negotiate and confirm with Logan City Council regarding the format and content of the Development Application;
- Coordinate your instructions with legal advice (if required) and Council requests and requirements;

Stage 3 - Application Lodgement with Logan City Council

- Prepare the IDAS forms and calculation of Council application fee;
- Coordinate and compile development application and supporting information;
- Lodge development application;

Deliverables

- Prepare any requested town planning reports in support of the Development Application as may be required by Council;
- Liaise with client and secondary consultants to produce required studies and reports suitable for lodgement with Logan City Council and State Agencies;
- Prepare and lodge the Development Application and associated town planning report;

Client Queensland Greyhounds
Project 146 Compton Road, Slacks Creek
Subject Town Planning Services Fee Proposal – August 2008



Part B	Scope
Post	▪ Coordinate development application with Logan City Council;
Lodgement	▪ Refer Development application to relevant agencies;
work	▪ Coordinate receipt and response to information requests with relevant secondary consultants;
	▪ Review and advise regarding Decision Notice details.

Our offer includes the supply of:

- six (6) sets of Development Application documents for the Council
- two (2) sets for you

Key Personnel

The following key personnel will work on the project.

Senior Town Planner

Andrew Gaffney

Other personnel may work on the project as required.

Professional Fee

49-Sch4 - Business affairs

Scope of Service and Standard Conditions of Engagement

Client Queensland Greyhounds
Project 146 Compton Road, Slacks Creek
Subject Town Planning Services Fee Proposal – August 2008



Additional Services

49-Sch4 - Business affairs

Reimbursable Costs

49-Sch4 - Business affairs

Payment Terms

49-Sch4 - Business affairs

Quality Assurance

ML Design has achieved third party quality assurance accreditation status in accordance with the international standard AS/NZS ISO 9001 and is registered with the Queensland Government as a Quality Assured Supplier.

This offer will remain valid for acceptance by you for a period of thirty (30) calendar days from the date of this letter.

We look forward to receiving your written agreement to this proposal (by execution and return of the following page) and proceeding with this project.

Please note that any instructions from you to commence work on this project are deemed to be your acceptance of this fee proposal, and the terms and conditions of this letter and attachments.

Yours faithfully
ML Design

49-Sch4 - Signature

Andrew Gaffney/
Senior Town planner

Client Queensland Greyhounds
Project 146 Compton Road, Slacks Creek
Subject Town Planning Services Fee Proposal – August 2008



CONFIRMATION AND ACCEPTANCE OF THIS OFFER AND CONDITIONS

To signify your agreement to the terms and conditions contained, referred to, or implied herein, please complete and sign where indicated below and return a copy to us:

This fee offer is made for and on behalf of:

ML Design Pty Ltd (The Town Planner)
ABN 89 159 048 228

Signed 49-Sch4 - Signature

Name ANDREW GAFFNEY

Position TOWN PLANNER

Witnessed by 49-Sch4 - Signature

Name Tashie Dixie

Date 27.8.08

This fee offer is hereby accepted for and on behalf of:

Queensland Greyhounds (The Client)
ABN [insert number]

Signed

Name

Position

Witnessed by

Name

Date

Client Queensland Greyhounds
Project 146 Compton Road, Slacks Creek
Subject Town Planning Services Fee Proposal – August 2008



SCOPE OF SERVICE

49-Sch4 - Business affairs

Client Queensland Greyhounds
Project 146 Compton Road, Slacks Creek
Subject Town Planning Services Fee Proposal – August 2008



49-Sch4 - Business affairs

RTI DL RELEASE - NPSR

Darren Beavis

From: (SKM) 49-Sch4 @skm.com.au]
Sent: Monday, 3 November 2008 8:25 AM
To: Darren Beavis
Subject: Logan Greyhound facility - Staging Costs - Civil
Attachments: Staged Costs.pdf

Darren,

Based on the information provided by ML Design for the staging of the works I have adjusted the estimated costs from the original report to suit the first stage. Noting that much of the civil works would be completed in the first stage.

Please note:

- Preliminaries will be included in first stage
- Earthworks recommended to be completed as part of first stage
- Stormwater drainage – Basin earthworks will generally be completed at time of earthworks so recommended that the basins are built in first stage. Some reduction in stormwater drainage pipes due to smaller footprint of carparking in Stage 1.
- Sewerage to be completed in Stage 1
- Water reticulation to be completed in Stage 1
- Roadworks and paved areas - With reference to the ML sketches approximately half of the carparking area will be deferred. The entry statement may be able to be an interim nature.

I have marked-up the tables from the report to show the reduction in estimated costs for Stage 1.

I have not included comments on Electrical/Comms, tracks, landscaping or building costs at this stage. I understand you are gaining separate information on these items.

These are rough estimates at this stage and will need to be firmed up during the Development Application stage.

Regards

49-Sch4
Civil Engineer
32 Cordelia Street, South Brisbane QLD 4101
Tel: 07 3026 7325
Fax: 07 3026 7307
Mobile 49-Sch4 - Mobile phone
Email 49-Sch4 @skm.com.au

Sinclair Knight Merz
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SKM is committed to working with its clients to deliver a sustainable future for all. Please consider the environment before printing this e-mail.

3/11/2008

SKM

5. Preliminary Cost Estimate

5.1 Estimate of Development Costs

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

Table 2 Estimated Costs for Replacement Parklands Facility

Item	Estimated Cost (\$)	
Preliminaries	175,000	✓
Earthworks	3,440,000	✓
Stormwater Drainage	1,105,000	1,055,000
Sewerage Reticulation	110,000	✓
Water Supply	223,000	✓
Roadworks and Paved Areas	1,255,000	750,000
Electrical and Communications	4,785,000	CHECK OTHERS
Track Works (excluding lighting and comms)	666,000	CHECK OTHERS
Landscaping	500,000	CHECK OTHERS
Buildings	16,549,000	CHECK OTHERS
SUBTOTAL	\$28,809,000	
Contingency (20%)	5,762,000	
Infrastructure Charges	2,000,000	
Approvals / Council Fees	200,000	
Professional Fees	3,543,000	
ESTIMATED DEVELOPMENT COST FOR REPLACEMENT PARKLANDS FACILITY	\$40,314,000-plus GST	

Notes:

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

SINCLAIR KNIGHT MERZ

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PAGE 10

Sinclair Knight Merz
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Attn: Darren Beavis
General Manager
Greyhound Queensland Limited
PO Box 250
Albion QLD 4010

19 November 2008

*Greyhound Racing Contaminated Land
Proposal_Revised.docx*

Dear Darren

**Development of Greyhound Racing Facility at former Slacks Creek Landfill
Proposal for Contaminated Land Consultancy Services**

We are pleased to provide you with this proposal for the contaminated land consultancy services associated with obtaining Planning Approval for a greyhound racing facility at the former Slacks Creek Landfill, Logan ("the site").

Project Appreciation

SKM has initiated discussions with the Environmental Protection Agency (EPA) regarding the Planning Approval and been advised that a Third Party Reviewer (TPR) will be required. The TPR, which is paid for by the proponent, will act as the EPA's agent in the assessment of site contamination data and determining whether the site is suitable for use as a greyhound racing facility (i.e. providing consent for the granting of a Planning Approval).

We have also initiated discussions with Logan City Council and have been advised that monitoring and other background data (the existing data) is available for the site.

Scope of Work

Overview of Approach to Obtaining Planning Approvals

Our approach to obtaining Planning Approval will involve two main phases. The objective of Phase 1 will be to obtain a decision from the TPR and EPA on whether:

- 1) the existing data is sufficient to grant Planning Approval, or alternatively
- 2) additional information is required to grant Planning Approval, such as a supplementary site investigation, and the preparation of a remediation plan and a strategy for the management of contamination post-development.

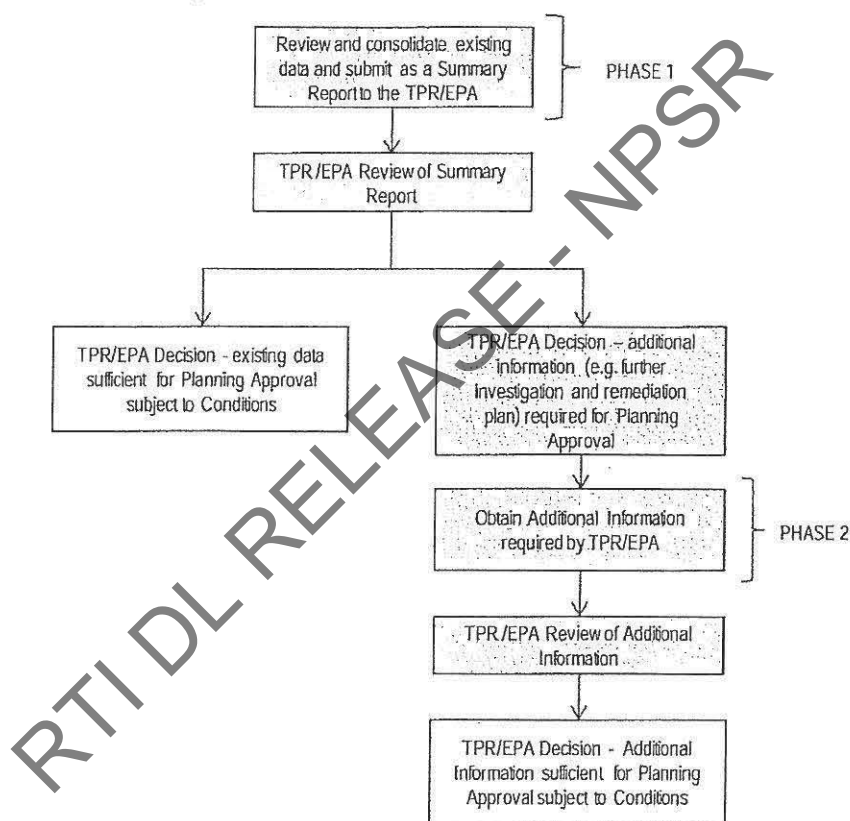
Sinclair Knight Merz Pty Limited

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Offices across Australia, New Zealand, UK, South East Asia, Middle East, the Pacific and Americas



Should the TPR/EPA decide that additional information is required, the Project will proceed to Phase 2. The objective for Phase 2 will be to obtain the additional information required to obtain Planning Approval.

Figure 1 provides a conceptual diagram of how Phase 1 and 2 are likely to fit into the development approval process.



■ Figure 1 Development Approval Process

The following provides a description of the tasks to be undertaken in Phase 1, and those potentially required for Phase 2.

Phase 1 Summary Report and TPR/EPA Review (Scope of Work for this Proposal)

■ Task 1 Project Inception

Task 1 will involve an inception meeting to confirm the scope of work, and the program for obtaining Planning Approval and development of the greyhound racing facility. A

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critical outcome of the this task will be a clear understanding of the timing required for Planning Approval, and how contaminated land approvals fit in with the program. This task is considered critical as contaminated land matters are often overlooked in Development Applications, and due to the potential timeframe involved in obtaining approval, are often on the critical path.

■ **Task 2 TPR Procurement**

The EPA has advised that a TPR will be required for this Project. Task 2 will involve the tendering and procurement of a TPR. Discussions will also be held with the EPA to confirm which TPR's will be suitable for this Project. Our key deliverable for this Task will be a letter to GQL which summarises the quotations received and a recommendation for the preferred TPR. It should be noted that TPRs are in demand and consequently can be difficult to procure. For this reason, the early undertaking of this task will be a priority for the Project.

■ **Task 3 Summary Report & Site Inspection**

Task 3 will involve collating and reviewing background data on the landfill, and consolidating this information into Summary Report. A site inspection will also be undertaken in conjunction with the TPR. The purpose of the Summary Report will be to provide:

- a concise summary of the status of the site and available data
- a qualitative assessment¹ on the risk from the site to human health and the environment², and the suitability of the site for the proposed development.

The Summary Report will also make recommendations on the need for further investigation and whether remediation is likely to be required.

Following review of the Summary Report by GQL and a discussion on its implications, the Summary Report will be issued to the TPR and EPA for review. A meeting will also be held with the EPA and TPR to discuss the Summary Report and whether additional information will be required to grant Planning Approval (i.e. Phase 2).

¹ Note the Summary Report will include a qualitative rather than quantitative (e.g. modelling) assessment of risk.

² For example, the risk to future uses of the site and the risk from leachate migration on the environment.



Phase 2 Additional Information

A Scope of Work for Phase 2 will be provided in a separate fee proposal at the completion of Phase 1. The following provides an outline of the Scope of Work which may be required for Phase 2.

- **Task 4 Sampling Analysis Plan**

Task 4 will involve the preparation of a Sampling Analysis Plan (SAP). The SAP will be required by the TPR, and will outline the scope of the Supplementary Site Investigation to be undertaken in Task 5. The SAP will be agreed formally with the TPR prior to the commencement of Task 5.

- **Task 5 Supplementary Site Investigation**

Task 5 will involve further investigation of the site or a Supplementary Site Investigation. At the stage the need and scope of further investigation is not known and will be determined in Task 4. It has been assumed that the Supplementary Site Investigation will be undertaken in conjunction with the geotechnical investigation as this will result in cost-savings (e.g. from single mobilisation costs).

- **Task 6 Laboratory Scheduling, Data Review**

Task 6 will involve the testing of soil and/or groundwater samples collected during Task 5 at a NATA accredited laboratory. Data received from the laboratory will be compared to appropriate soil or water guidelines.

- **Task 7 Prepare Interim Update, Meeting with GRA/EPA/TPR**

Task 7 will involve the preparation of a brief Interim Update (2-3 page report) which summarises the laboratory data and provides a discussion on the need for remediation and implication for redevelopment of the site. Following review of the update by GQL and a discussion of its implications, the update will be issued to the TPR and EPA for review. A meeting will be held with the EPA to discuss findings and the scope of Tasks 8 to 10.

- **Task 8 Report on Supplementary Site Investigation**

Task 8 will involve the preparation of a report on the Supplementary Site Investigation. The report will document the findings of the investigation, implications for redevelopment of the site, and the requirements for remediation (Task 9) and post-site management (Task 10).

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Proposal_Revised.docx

page 4



■ **Task 9 Remediation Action Plan**

Task 9 will be undertaken in the event that remediation will be required. This task will involve the preparation of a Remediation Action Plan (RAP). The RAP is a report required by the TPR/EPA and describes the remediation required for the site in order to make it suitable for use. The RAP and report on the Supplementary Site Investigation in Task 8 will be the key documents required to obtain Planning Approval, should the Project proceed to Phase 2.

■ **Task 10 Site Management Plan**

Task 10 will involve the preparation of a Site Management Plan (SMP). Depending on the TPR/EPA requirements, a Draft SMP may need to be issued in conjunction with the RAP in Task 9. The SMP is a statutory report which states the management strategy for the site post-development. For example, the SMP may include detail on maintaining and checking cap integrity and state requirements for groundwater and landfill gas monitoring.

Roles and Responsibilities

■ **SKM**

As the contaminated land consultant, SKM role will be to assess matters relating to the Planning Approval with respect to human health and environmental risk from potential contaminants in soil and groundwater. We have assumed that matters relating to the adequacy of the design and integrity of capping system present at the site (including leachate collection), the risk from gas generation, and gas protection required for the proposed development, will be the responsibility of the Geotechnical Engineer. SKM has allowed for interfacing with the Geotechnical Engineer on these matters in the Scope of Work.

■ **Geotechnical Engineer**

We have assumed that in addition to assessing foundation and other geotechnical matters, the geotechnical engineer will also be responsible for assessing any requirements relating to the capping of the landfill (include leachate collection), gas generation, and gas protection.

■ **Drilling Contractor**

The Drilling Contractor will be responsible for undertaking site drilling works (e.g. installation of boreholes) and clearing the locations for underground services prior to any work taking place. The Drilling Contractor will also be responsible for the construction of monitoring wells, and the retrieval of soil for samples. On the basis that the geotechnical investigation is likely to be the main component of further investigations, we have

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page 5



assumed that the Drilling Contractor will be commissioned and managed by the Geotechnical Engineer.

■ **GQL**

GQL will be responsible for obtaining from Logan City Council, the background data required to complete Task 3. SKM will prepare an information request which can be submitted to LCC at the inception of the Project. GQL will also be responsible for the commissioning of the TPR and reviewing information provided by SKM (e.g. commenting on reports, project updates etc).

Project Team

SKM Environmental Team will report to (Project Manager) and 49-Sch4 (Project Director). The Environmental Team will be lead by will be assisted by and

Environmental Manager / Technical Lead – 49-Sch4

will undertake the Environmental Management / Technical Lead role for the Project. He will play the leading role in assessing site investigation data, preparing the Summary Report and liaising with the EPA/TPR has 10 years experience in the field of Geology/Environmental Science including 8 years experience in contaminated site assessments in Queensland and the USA.

49-Sch4 **Technical Reviewer and Environmental Auditor**

is qualified in science (chemistry) and environmental engineering and has a total of over 30 years' experience in environmental management in consulting and government agency positions.

is an EPA-accredited Environmental Auditor for contaminated land under the Victorian Environment Protection Act, and is very experienced in assessment and auditing of industrial and other potentially contaminated land. Since 1990, he has conducted or managed over 300 contaminated site assessments and completed statutory environmental audits for over 130 sites in Victoria, South Australia and the Northern Territory. has a good understanding of TPR requirements and will responsible for providing technical support and undertaking quality reviews of the work undertaken by

Technical Support – 49-Sch4

has 3 years experience in contaminated land investigation and remediation, primarily focusing on petrochemical and industrial by-product contamination. will assist with the undertaking of any ground investigation work undertaken in Phase 2.

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Project Fees and Expenses

Our fee proposal for the Phase 1 amounts to **\$24,900** (ex GST), and includes in fees and in expenses. A breakdown of these amounts is provided **Table 1**.

■ **Table 1 – Phase 1 SKM Fees and Expenses**

Task	Fees	Expenses
1. Project Inception		
2. TPR Procurement		
3. Summary Report, Site Inspection, Meeting with EPA/TPR	49-Sch4 - Business affairs	
Total (ex GST)		

A significant component of the fee in Phase 1 will be the review of background data, and the preparation of the Summary Report. Within Task 3 we have allowed a meeting with the TPR in conjunction with the site inspection, and a meeting with the TPR/EPA to discuss the Summary Report. Additional meetings required will be charged on a time and expense basis.

Please note that TPR costs have not been included within the budget. Fee estimates from the TPR will be obtained during Task 2.

At this stage it is not possible to provide a fee for Phase 2 (Tasks 4 to 10) due to the uncertainty involved with the scope. If required a separate fee proposal and Scope of Work for Phase 2 will be provided at the completion of Task 3. For budgeting purposes however, we recommend a budget of \$50,000 to \$200,000 be allowed for Phase 2 including TPR costs.

Terms of Agreement

We have assumed that the work undertaken by SKM will be in accordance with the SKM Terms of Agreement for Professional Services (**Attachment 1**).

Project Programme

We can complete the Phase 1 Scope of Work within a 6-week period. This timeframe is contingent upon the EPA's turn-around on a response on suitable TPRs, LCC providing the background data in the first week of commencement of the Project, and the TPR/EPA reviewing the Summary Report within a 1-week period.

We look forward to discussing this proposal with you in more detail. In the meantime, please do not hesitate to contact me.



Yours sincerely

49-Sch4 - Signature

49-Sch4

Civil Engineer / Project Manager

Phone: (07) 3026 7325

Fax: (07) 3026 7307

E-mail: @skm.com.au

RTI DL RELEASE - NPSR

Development of Greyhound Racing Facility at former Slacks Creek Landfill,
Proposal for Contaminated Land Consultancy Services



Attachment 1 – SKM Terms of Agreement

RTI DL RELEASE - NPSR

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page 9

Michael
Kelly/OR/QTreasury
04/12/2008 10:21 AM

To ian.munro@treasury.qld.gov.au
cc Kirsty Karauria/OR/QTreasury@QTreasury,
david.ford@treasury.qld.gov.au,
lachlan.Smith@ministerial.qld.gov.au, Carol
bcc
Subject Fw: Logan Greyhound Facility

Ian,

AF met with the Greyhounds yesterday re progressing Logan.

GQL requested access to approx \$200K of the \$10M allocated to the Logan project. It seems they need to do an assessment of the site to go firm on their final costings. AF indicated that it made sense to access the required money out of the \$10M as it is a cost associated with getting them out of Albion Park and into Logan. He did stress that the \$200K would be deducted from any subsequent payment made.

Accordingly, while it will be necessary to meet with the GQL people and their advisors to firm up what they actually need it is pretty clear that AF is happy to release the required funds for the assessment so I have asked Kirsty to discuss details with Leah and work up a brief seeking AF approval to release the required funds for the initial assessment.

MK

Kirsty - pls action asap with Leah and her team. Final product required is a brief to AF seeking the required funds be released to GQL for the assessment.

----- Forwarded by Michael Kelly/OR/QTreasury on 04/12/2008 10:11 AM -----



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

04/12/2008 08:46 AM

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

To <michael.kelly@racing.qld.gov.au>
cc
Subject FW: Logan Greyhound Facility

Mike,

Attached is the Land Contamination proposal from SKM for the Logan Site.

You will note on page 7 under the heading of Project Fees and Expenses, SKM has suggested the work be carried out in 2 Phases.

Phase 1 cost total \$25,000 ex GST, Phase 2 is unable to be costed at this point until Phase 1 has been completed. They have recommended a budget of \$50,000 - \$200,000.

I will be advising 49-Sch4 of SKM this morning to proceed with the report.

Please advise if you require any further information.

Regards
Darren



Land Contamination Proposal.pdf

RTI DL RELEASE - NPSR

LOGAN

2008-36 ✓

**Greyhounds Queensland**

1 December 2008

OFFICE OF RACING

1 DEC 2008

RECEIVED

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

Dear Minister,

Re: Industry threats

We refer to various previous discussions and correspondence on issues affecting the Greyhound industry in Queensland. We believe it necessary to bring you up to date regarding a number of matters including concerns of the Greyhounds Queensland Board concerning the financial threats to Greyhounds Queensland and damage to the industry from the closure of the Parklands Facility that are now becoming apparent.

1. Gold Coast Track closure - Industry damage

The uncertainty within the industry and potential long term damage from the closure of the Gold Coast track is now becoming apparent.

Reduction in Breeding

There has been a significant reduction in the number of litters being bred since the closure of the Gold Coast track. We attach a copy of the industry breeding statistics comparing breeding for the 2007 and 2008 financial years and the follow on 4 months for the current year (with a comparative to the same period in the prior year. To 30 June 2008 there had been a solid improvement over the prior year. However, there has been a significant reduction in the number of litters and pups since July 2008, with a reduction in the number of litters of 15 (11%) and reduction in the number of pups of 123 (14%) over the corresponding period in the prior year. This reduction in breeding will have serious concerns for the industry in two years time when the puppies will be ready to race and the fall in numbers is expected to increase.

Reduction in turnover (and Government returns)

Evidence is now emerging of a material drop in industry participant turnover since the closure of the Gold Coast track when comparing turnover from racing at that venue to turnover to the comparable replacement meetings at Ipswich and Brisbane.

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

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

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

We attach on-course figures for the period July – October 2007 and 2008 for comparable turnover at the substitute venues of Ipswich and Brisbane. There has been a significant impact in industry participation and support since the closure of the Gold Coast track reflected in the dramatic downturn in on-course turnover for the Wednesday meetings of \$556,826 for 2007 compared with \$302,108 for this year.

2. Financial threats

Greyhounds Queensland now faces serious financial risks as a result of recent occurrences in connection with the Russ Hinze Stand at Albion Park.

The Russ Hinze Stand has now been permanently closed and will need to be demolished at some point in the near future. Costings have revealed that demolition and the diverting of essential services i.e. electricity, sewerage, telecommunications etc. would be in the order of \$4 million. Greyhounds Queensland's share of these costs will be 50% (\$2 million).

As you will be aware from the recently tabled GRA Annual Report, reserves held totalled just over \$2.5 million, with a provision in the accounts of \$1.25 million which represented 50% of the estimated cost in the demolition of the stand at that time. This provision has now been increased by \$750,000 to a total of \$2 million on the receipt of firm costings. Reserves at present total just under \$2 million, due to the drain from the mismatch in timing of Race Fields Legislation. While Greyhounds Queensland will recover a large portion (and possibly this entire mismatch amount – however, the Queensland legislation puts the risk of loss on the Racing Codes) this is unlikely to happen until February 2009 at the earliest.

The timing for demolition is unknown and it has been suggested that this be deferred as long as possible, but we have been advised that the costs of demolition increase with that deferral and we may need to move immediately if there are sudden changes in the stability of the structure that create safety concerns.

Funding the demolition will entirely deplete Greyhounds Queensland reserves and creates an insolvency risk except where there are dramatic cuts to prizemoney. Any cuts to prizemoney of the magnitude necessary to fund demolition and/or rebuild reserves will have a significant adverse impact on the industry already hit by the closure of the Parklands track.

Your support in assisting with these costs in the immediate term is requested.

3. Industry Options

Staged development of Logan

GQL is investigating the possibilities of a staged development at Logan which would see construction of a 1 turn Parkland style track in inside 2 turn track and basic infrastructure for TAB race meetings to be conducted.

This would provide the industry with the 3 tracks it requires to meet its contractual agreements and also provide the diversity of tracks for participants – the Gold Coast track was the only TAB single turn track.

The development if financially viable would require your approval in releasing the \$10 million compensation for loss of the Parklands facility and the transfer of title for the Logan site.

As was discussed with yourself at a meeting held in July of this year the Logan site requires substantial earthworks to be carried out such as clay capping and landfill due to the site being a previous waste transfer station. You indicated that the government may be in a position to assist GQL with these requirements. This assistance would greatly reduce the cost for the staged development to be more financially viable.

We attach preliminary costings for the Stage 1 facility and supporting information/preliminary quotes underlying these costings. This information has been assembled by our advisors SKM. As you will see from the SKM email of 3 November 2008, much of the civil works required will be required to be completed in Stage 1. We are happy for your Department, or another suggested by you to discuss matters directly with SKM.

We would seek your financial assistance in helping the Logan facility become a reality as the industry does not and cannot access sufficient resources to progress even Stage 1 of this facility. Any assistance is sought on a costs basis only (i.e. the industry is not seeking assistance greater than the actual cost of construction).

At this initial stage, we request access to at least some of the proposed Parklands compensation for soil testing costs. This will assist in firming up the costs of any Stage 1 facility as it will indicate the condition of existing capping and so help scope the amount and cost of civil works and rehabilitation costs. The costs of these tests are some \$200,000. Given the issues with the Russ Hinze stand, Greyhounds Queensland cannot authorise this expenditure at this stage from its own resources.

Albion Park

Our discussions with QHRL in respect of realising our 50% interest in Albion Park have stalled and are virtually at an impasse. Greyhounds Queensland submitted a proposal to QHRL in July which we believed was fair and reasonable in the circumstances. We have been lead to believe that the Plan A redevelopment proposal developed in 2006 has been scrapped due to it not being economically feasible. GQL has always maintained from day one that it did not believe that the redevelopment proposal was viable. It has taken QHRL some 2 years to come to the same conclusion.

Albion Park (redeveloped or not) does not provide the greyhound industry with the scheduling flexibility it considers appropriate to protect against the risk of abandoned meetings given the duel occupancy and potential clashes with harness meetings. The threat will only increase with the prospective closure of the Gold Coast Harness facility as QHRL have already indicated that they will seek to relocate meetings from that facility to Albion Park. This is simply not viable as it will clash with existing Greyhound meetings.

Albion Park is of very limited availability for greyhound training / trials because of the scheduling of harness trialling. This leaves only really 1 track and some smaller (unregulated) private facilities for trialling.

In an attempt to achieve a desired outcome various suggestions have been made about ways to break the impasse at Albion Park such as obtaining separate title deeds, advertising for sale our 50% interest in Albion Park or mortgaging our 50%. These suggestions have all been investigated and revealed that they would not assist in realising the value of our 50% interest in Albion Park.

Evidence is also emerging that the net value of that facility for development may be materially less than first thought. It has been valued (by external parties as part of the audit) at some \$45 million on its current land use. This may reflect the now significant disincentive to development and value, from the recently obtained information that local authority infrastructure charges (taxes) in relation to a development of the type originally proposed would be some \$35 million. Accordingly, these circumstances cause real concern about the underlying value of this facility. Greyhounds Queensland are seeking independent valuation advice, but given the present difficult financial conditions optimal value of this site is unlikely to recover for some years.

Alternative facilities

There have been calls from within the industry to reopen either Toowoomba or Beenleigh tracks while negotiations continue with Harness Racing Queensland regarding Albion Park.

Greyhounds Queensland has undertaken preliminary feasibilities on these alternative options, but both options suffer from similar concerns – lack of adequate occupation rights and “wasted” development costs.

Both facilities proposed by some in the industry are on “showgrounds” land. As has been demonstrated in the past, this type of tenure is very uncertain and does not support the investment of the significant funds necessary to pursue these options. Preliminary enquiries suggest that it will cost some \$850,000 to \$1 million to bring these facilities to racing standard. This would only ever have been an interim or temporary option and that cost will effectively be wasted when racing is moved to e.g. Logan, when this is developed.

In any case, Greyhounds Queensland is not in a financial position to commit funds (especially given the issues with the Russ Hinze Stand) to the re-establishment of either Beenleigh or Toowoomba for an interim period until the Logan facility has been developed.

4. Other issues

On a brighter note, I am pleased to advise of the appointment of Paul Felgate as a director of Greyhounds Queensland and to confirm my appointment as Chair.

5. Summary

There is a significant reduction in confidence within the industry as evidenced by the fall in breeding statistics and turnover. The feedback Greyhounds Queensland has been receiving is that industry participants can see no way forward. The industry needs some positives to ensure their continued involvement in the industry and to reduce the number of greyhounds and participants relocating interstate.

With only 2 tracks available to conduct 7 TAB meetings per week, the industry does not have a contingency should one or both of the existing tracks become unavailable. The industry almost lost a meeting at Ipswich on 21 November 2008 but fortunately we were able to transfer the meeting to Brisbane. This meeting would have been lost entirely if the meeting was scheduled for either a Tuesday or Wednesday due to both venues already racing on these days. In going forward Fridays at Albion Park will be taken up as a harness timeslot from the closure of the Parklands Harness facility.

Faced with these difficulties, Greyhounds Queensland seeks the Government's assistance both in relation to the demolition of the Russ Hinze Stand at Albion Park and with assisting to support the development of a Stage 1 facility at Logan. In particular, without the Logan facility it is considered that the Greyhound industry in Queensland will suffer a lingering and continued spiral downwards. Greyhounds Queensland does not have the financial resources to deal with either of these issues without a significant long term reduction in prizemoney, which would only hasten this decline.

We welcome the opportunity to meet with you to discuss these matters. In the meantime, if you have any questions, please do hesitate to contact me.

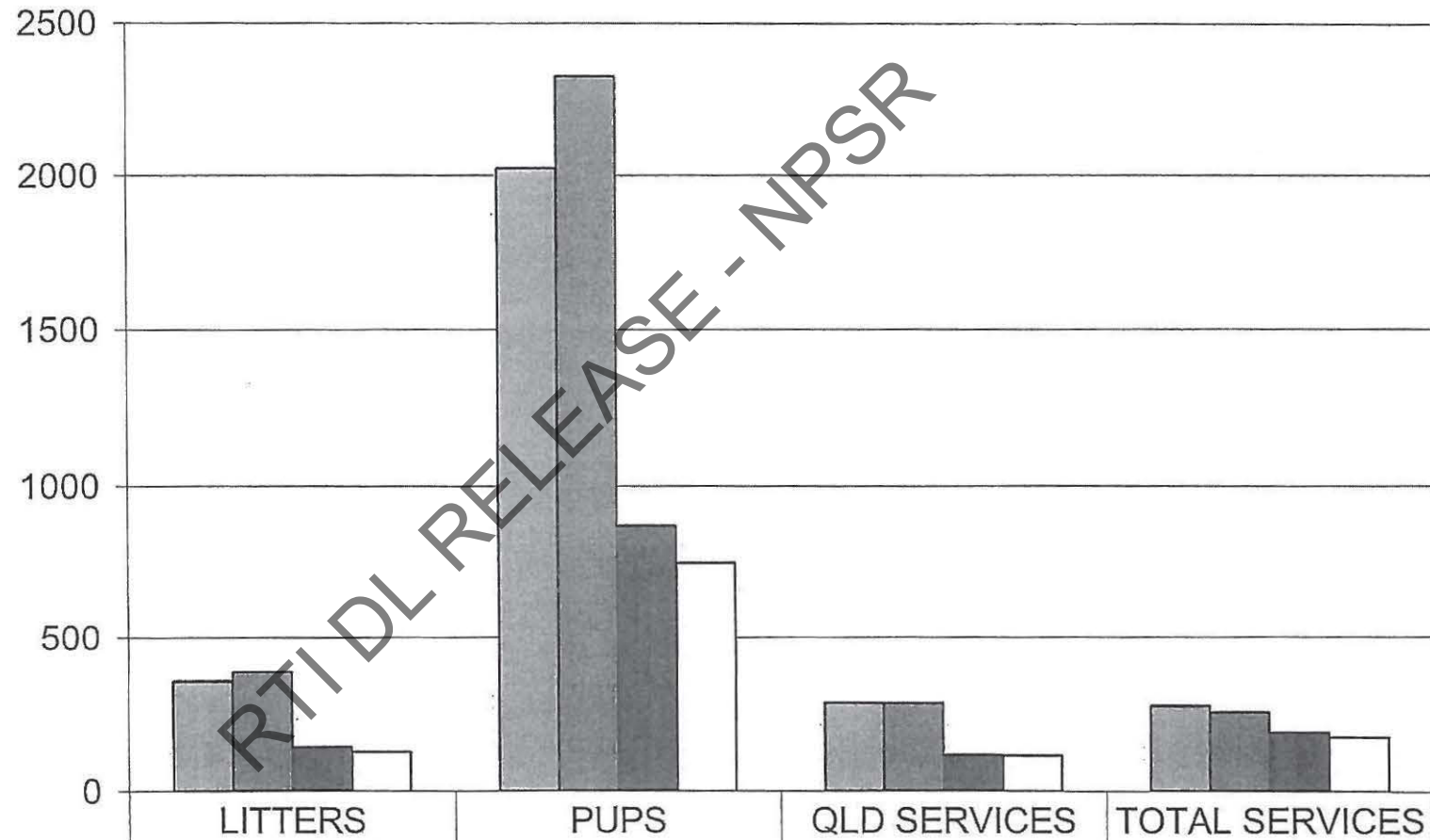
Yours sincerely,

49-Sch4 - Signature

Ms. Kerry Watson
Chair

Cc Mike Kelly – Executive Director, Office of Racing

BREEDING STATISTICS
FINANCIAL YEAR/S 2007 & 2008
1 JUL 2007 to 31 OCT 2007
1JUL 2008 to 31 OCT 2008



	LITTERS	PUPS	QLD SERVICES	TOTAL SERVICES
■ Jul 2006 - Jun 2007	356	2024	287	278
■ Jul 2007 - Jun 2008	386	2328	286	256
■ Jul 2007 - Oct 2007	141	872	117	190
□ Jul 2008 - Oct 2008	126	749	114	175



Greyhounds Queensland Limited
On-Turnover Comparisons
Wednesday Race Meeting 2007-08

		2007			2008		
	Month	Club	No. of Meetings	Turnover	Club	No. of Meetings	Turnover
On-Course	July	Gold Coast	4	\$121,509.16	Gold Coast	5	\$178,749.73
	August	Gold Coast	5	\$174,531.30	Brisbane	4	\$31,148.65
	September	Gold Coast	4	\$80,336.10	Brisbane	4	\$42,493.95
	October	Gold Coast	5	\$180,450.00	Brisbane	5	\$49,717.28
	Total On-Course			\$556,826.56	Total On-Course		\$302,109.61

RTI DL RELEASE - NPSR

**PROPOSED
GREYHOUND
FACILITY**

LOGAN SITE

**STAGED
DEVELOPMENT
COSTS**

**PROPOSED GREYHOUND FACILITY
LOGAN SITE
STAGED DEVELOPMENT COSTS**

	Description		Consultant		Costings	
1	Commencement Costs					
	* Development Applic. - Town Planners		ML Design			
	* External Consultants - Traffic, Stormwater		SKM			
	* Geotechnical Reports - Site		SKM / TPR			
	* Approval / Council Fees		Council / SKM			
				Subtotal		
2	Construction Costs					
	Preliminaries		SKM			
	Stormwater / Drainage		SKM			
	Earthworks		SKM			
	Sewerage		SKM			
	Roadworks / Paved Areas		SKM			
	Landscaping		SKM			
	Water Supply		SKM			
	* Building Costs		RLB			
	Piling - Building Foundations		SKM			
	* Lighting / Communications	^ One Turn Track	Brandons			
		^ Two Turn Track	Brandons			
	* Track Construction	One Turn Track	A.M.S.			
		Two Turn Track	A.M.S.			
	Sky Channel Installation		Sky Channel			
	Contingency (20%)		SKM			
				Subtotal		
3	Infrastructure Charges - Council		Council			
				Subtotal		
4	Project Management Fees					
	Professional Fees &		SKM			
	Detailed Design - Operational Works Submission					
	(12% of Construction Costs)			Subtotal		
				Total	Excl GST	\$25,448,240

49-Sch4 - Business affairs

* Additional information attached

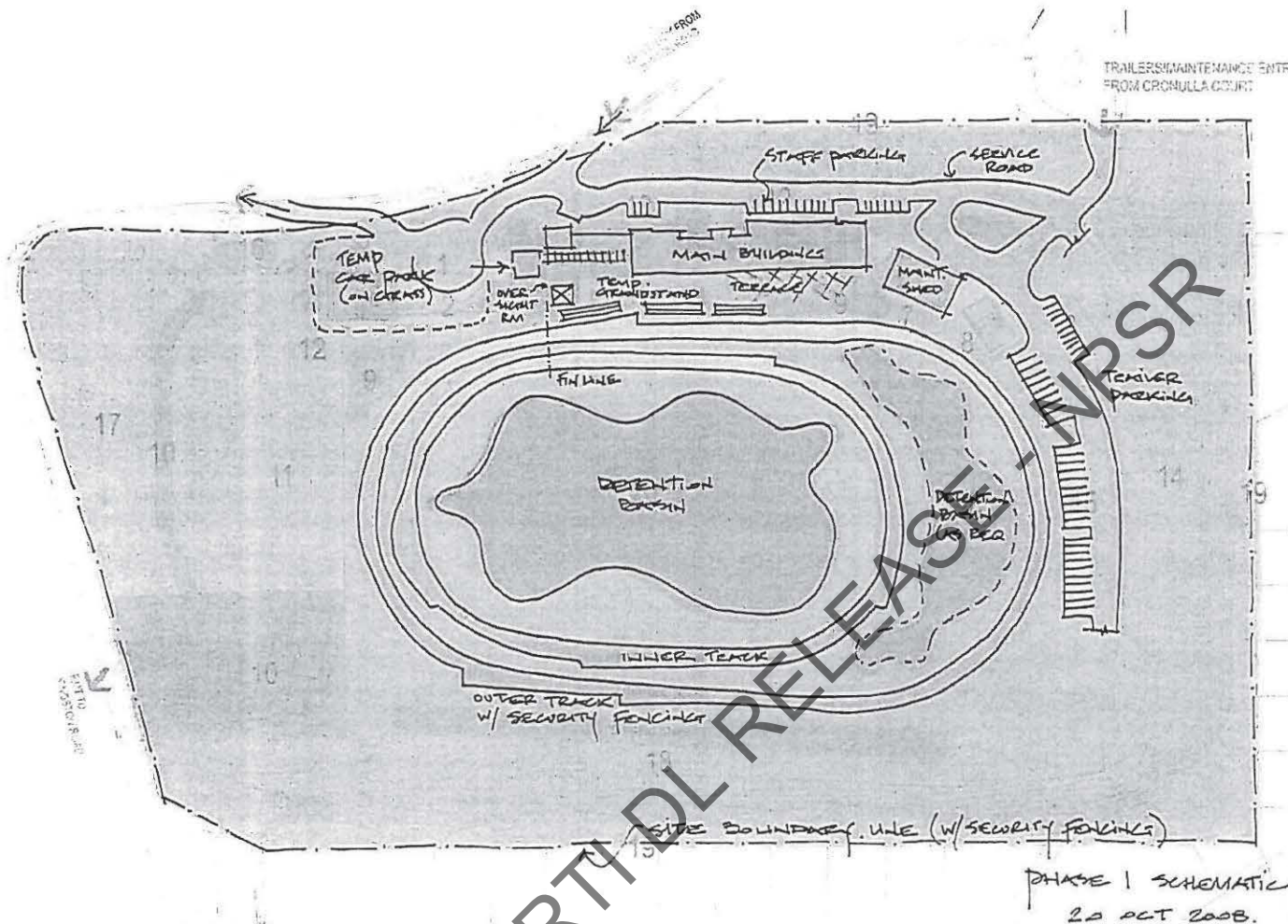
^ If 2 tracks are constructed in the same stage
the cost will be

^ If the 1 turn track constructed the cost will be

LOGAN SITE

COMMENCEMENT COSTS

RTI DL RELEASE NPSR



KEY TO DEVELOPMENT

- 1 DROP OFF AREA
- 2 PLAZA
- 3 GRA FACILITIES BUILDING
- 4 GRANDSTAND SEATING
- 5 GAP
- 6 GRA OFFICE
- 7 MAINTENANCE SHED
- 8 GREYHOUND TRIALLING BLOCK
- 9 PARADE GROUNDS / MARQUEES
- 10 FUTURE DEVELOPMENT

- 11 WEST PARKING AREA
143 PROVIDED
- 12 COVERED PARKING
37 PROVIDED
- 13 STAFF PARKING
10 PROVIDED
- 14 ON GRADE PARKING
60 SPACES

TOTAL NO OF PARKING 250

- 15 TRAILER PARKING
50 PROVIDED

- 16 LANDSCAPED AREAS
- 17 EXISTING TREES
- 18 BATTER 1:4 SLOPE
- 19 PROPERTY LINE
- 20 WATER DETENTION BASIN /
WATER QUALITY MANAGEMENT

DRAFT

STRUCTURE PLAN

SINC0001

10/12/07

MP-09

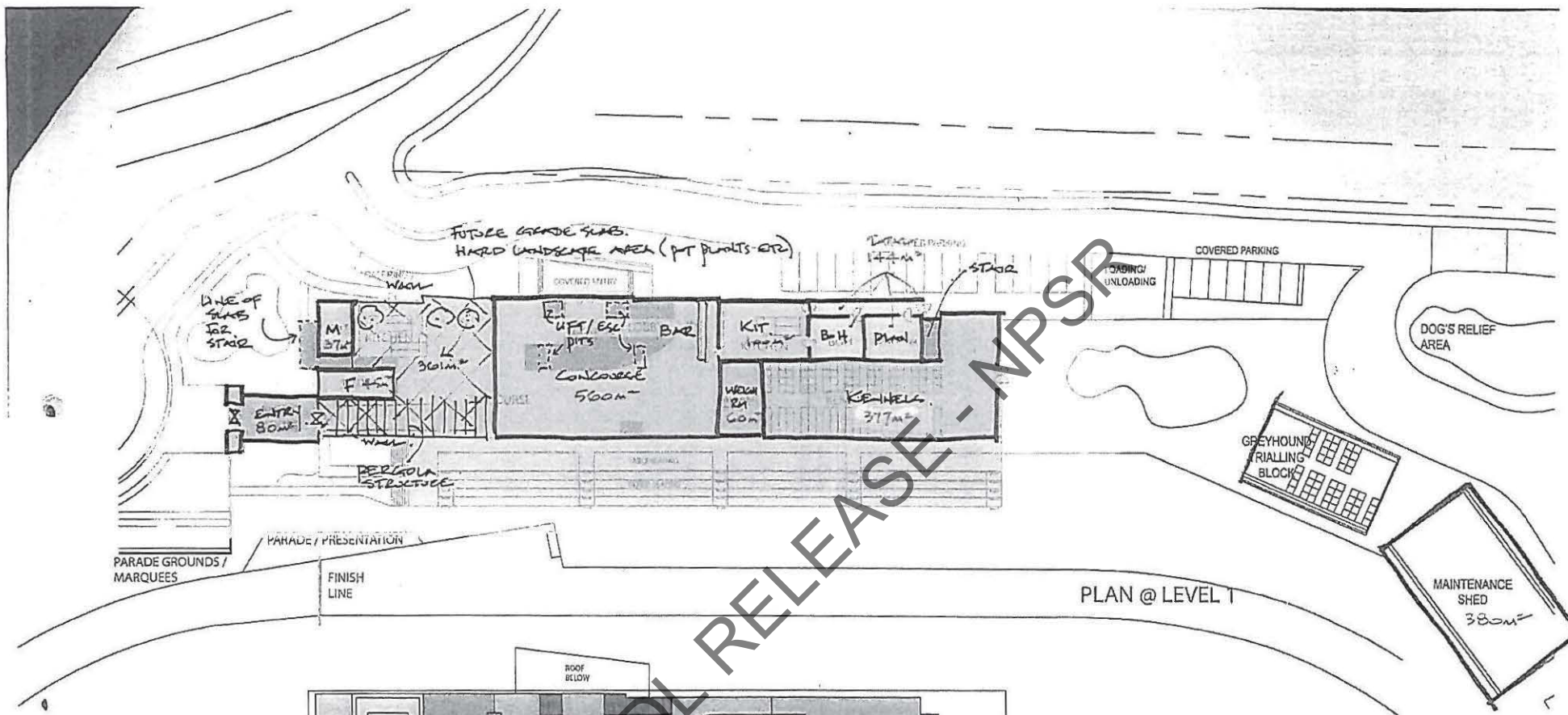
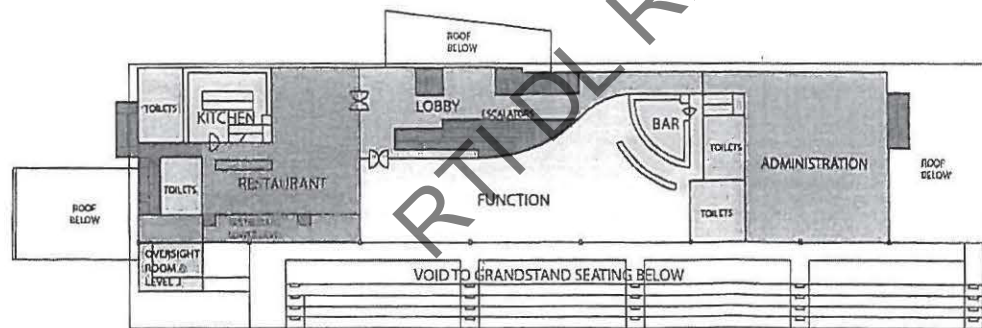
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GREYHOUND RACING AUTHORITY MASTER PLAN

GREYHOUND RACING AUTHORITY





DIAGRAMMATIC FLOOR PLANS GRA MAIN BUILDING

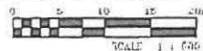
REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY @ LOGAN

SINC0001

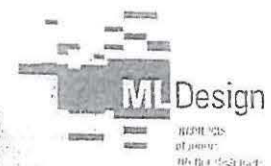
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GREYHOUND RACING AUTHORITY



Sinclair Knight Merz
32 Cordelia Street South Brisbane QLD 4101 Australia
PO Box 3848
South Brisbane QLD 4101 Australia

Tel: +61 7 3244 7100
Fax: +61 7 3244 7304
Web: www.skmconsulting.com



Darren Beavis
General Manager
Greyhound Queensland Limited
PO Box 250
Albion QLD 4010

28 October 2008

QIP8361-P001-Logan_Greyhound_Racing_Traffic-1.docx
QIP8361

Dear Sir,

Traffic and Transport Consultancy Services, Logan Greyhound Facility

Thank you for the opportunity to provide this proposal for the above. We propose to undertake the traffic and transport assessment in accordance with our enclosed proposal.

We understand the key traffic and transport drivers for the project are:

- Resolution of the development plan in terms of car parking and pedestrian/vehicular access and circulation;
- Maximising opportunities for the site and synergies between its facilities and uses; and
- Submission of DA traffic and transport documentation suitable to Council and concurrence/referral agencies.

Study terms, methodologies, milestones and costs associated the project are detailed in the enclosed proposal.

All works would be undertaken in accordance with Sinclair Knight Merz' Terms of Agreement for Professional Services (refer enclosure). Any work outside the above scope would be charged on a time basis in accordance with the enclosed SKM Schedule of Hourly Rates for Experience Categories.

Sinclair Knight Merz Pty Limited

The SKM logo trade mark is a registered trade mark of Sinclair Knight Merz Pty Ltd ABN 37 001 024 095
Offices across Australia, New Zealand, UK, South East Asia, Middle East, the Pacific and Americas

28 October 2008



We trust that the above is in accordance with your intent. Please call to discuss any aspect of the above as required.

Yours faithfully,

49-Sch4 - Signature

49-Sch4

Traffic and Transport Engineer

Phone: 07 3026 7322

Fax: 07 3026 7304

E-mail: @skm.com.au

Enclosures:

- 1) Proposal for Consultancy Services, Logan Greyhound Facility
- 2) Schedule of Hourly Rates for Experience Categories Sinclair Knight Merz Pty Ltd (Australia)
- 3) Terms of Agreement for Professional Services Sinclair Knight Merz Pty Ltd (Australia)

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page 2

Client:	Greyhound Queensland Limited	Proposal/Job No:	QIP8361
Proposal Manager:	49-Sch4	Section:	Traffic and Transport Planning
Project:	Logan Greyhound Facility – Traffic and Transport	Proposal Director:	49-Sch4

<p>1. PURPOSE OF TASK:</p> <p>Traffic consultancy services as part of the Development Application (DA) in support of the proposed Logan Greyhound Facility development.</p> <p>Key Client drivers include:</p> <ul style="list-style-type: none"> ▪ Resolution of the development plan in terms of car parking and pedestrian/vehicular access and circulation; ▪ Maximising opportunities for the site and synergies between its facilities and uses; and ▪ Submission of DA traffic and transport documentation suitable to Council and concurrence/referral agencies.
<p>2. INPUTS TO TASK AND BY WHOM and / or LINKAGES AND TIMING:</p> <ul style="list-style-type: none"> ▪ Proposed development plan (from ML Design) ▪ Intersection survey data (from DMR) of the following: <ul style="list-style-type: none"> ▪ Kingston Road/Compton Road (signals); and ▪ Logan Road/Lexington Road (signals). ▪ Peak period (afternoon) vehicle and pedestrian intersection counts anticipated to be at the Compton Road/Balmain Street/Algas Street signals (to be undertaken). ▪ Latest/relevant constraint/development codes and local area plan(s) (from Council/ML Design).
<p>3. DESCRIPTION OF ACTIVITIES INCLUDED IN TASK:</p> <ul style="list-style-type: none"> ▪ Liaise with Greyhound racing Limited, Council, referral and concurrence agencies (Queensland Transport (QT) and the Department of Main Roads (DMR)), and other stakeholders to discuss issues/concerns and confirm requirements (allowed 1 meeting). ▪ Design meetings with architects/planners to coordinate tasks/resolve development layout (allowed 2 meetings). ▪ Compilation of development layouts and confirmation of functional requirements. ▪ Site visit to both the study area and the existing facility in Albion during meeting times to observe interaction with surrounding land uses, car park utilisation; and pedestrian, cyclist, and vehicular (including public transport) movements. ▪ Design traffic surveys and brief traffic survey firm. ▪ Compile and review traffic count data. ▪ Collation of land use information and determination of additional data requirements. ▪ Estimate development traffic demand, composition and distribution. ▪ Review of proposed transport (car parking, service vehicle, cycle parking/storage and pedestrian) provisions, with respect to development, Council, QT and DMR requirements, to include: <ul style="list-style-type: none"> ▪ Overall vehicular movement system, including proposed access locations and road/circulation hierarchy with respect to the Local Area Plan; ▪ Form and function of primary access; ▪ Service and emergency vehicle access and provisions; ▪ Pedestrian/cycle desire lines, access, and connectivity; ▪ Public transport provisions and their linkages; and ▪ Disabled access and circulation (including vehicular). ▪ Input into assessment and design of staging/infrastructure sequencing. ▪ Input into acoustic assessment (traffic data).

I:\QINF\Proposals\QIP8361\Logan Greyhound Racing\Logan_Greyhound_Racing_Scope.doc

- Assessment of intersection performance (at time horizons required by/agreed with Council/DMR).
- Assessment of roadway capacity (extent and time horizons as required by/agreed with Council/DMR).
- Assessment of ameliorative measures for the surrounding road network (if any) via the traffic analysis.
- Compilation of Council Code compliance of development traffic and transport provisions.
- Preparation of supporting traffic impact assessment (TIA) document.

4. DURATION OF TASK / MILESTONES:

TIA report to be submitted for client review 3 weeks after commission.

5. RESOURCE ALLOCATION

Person [†]	Role	Hours
49-Sch4	Project Director, Senior Traffic and Transport Engineer	49-Sch4 - Business affairs
	Project Manager, Traffic and Transport Engineer	
	Graduate Engineer/Traffic Modeller	

[†]Curriculum Vitae is available if required

6. TASK RESPONSIBILITY:

49-Sch4

7. OUTPUT(S):

Logan Greyhound Facility – SKM Traffic and Transport DA Documentation

8: FEES

- An estimate of SKM's fee to carry out these works is \$22,426 + GST based on staff hourly and daily rates as summarised in Table 1. Experience on projects of this nature has shown that the scope of work can change throughout the course of the study. Hence we propose that our appointment be based on a time and expenses* basis.
- Traffic surveys are likely to be required as discussed in Items 2 and 3 of this proposal. SKM will obtain quotes from survey firms for the provision of traffic data. We anticipate these costs to be in the order of
Please note that school holidays will commence on 14 December 2008. SKM would therefore require confirmation of commission two weeks prior to this date to organise traffic surveys.

▪ Table 1 Staff Hourly and Daily Rates

Key Personnel	Hourly Rate (Excl. GST)	Daily Rate (Excl. GST)
49-Sch4		49-Sch4 - Business affairs

- Any work outside the above scope would be charged on a time basis in accordance with the above rates and the attached SKM Schedule of Hourly Rates for Experience Categories (Enclosed).

*Expenses include a surcharge of 10%

9: TERMS, CONDITIONS AND OTHER MATTERS

- All works would be undertaken in accordance with Sinclair Knight Merz' Terms of Agreement for Professional Services, which are enclosed.
- SKM do not to the best of our knowledge have any conflict of interest in the performance of this study. SKM will take reasonable measures to ensure they do not engage in any activity or obtain any interest that is in conflict with providing the consultancy services to the Principal fairly and independently.
- This scope of works/fee estimate is included up to the milestone submission of documentation to Council. Information requests not included at this stage.

SKM

- Turning Path Investigation
 - Preliminary Stormwater Layout
 - Preliminary Sewerage Layout
 - Preliminary Water Reticulation Layout
 - Staged Development Considerations
 - Preparation of relevant engineering responses for inclusion in Town Planning Assessment Report regarding site services
8. Preparation of Site Based Stormwater Management Plan (SBSMP) including:
- Analysis of Existing Drainage Patterns
 - Proposed Stormwater Strategy
 - RAFTS model analysis and comparison of pre-developed to post developed runoff
 - Detention Basin concept Design
 - Preliminary Stormwater Layout
 - MUSIC model water quality analysis
 - Preparation of Draft Site Based Stormwater Management Plan report
 - Preparation of Final Site Based Stormwater Management Plan report
 - Preparation of relevant engineering responses for inclusion in Town Planning Assessment Report regarding stormwater management

INFORMATION REQUIRED

In order to successfully complete the above described scope of works the following information would be required:

1. AutoCAD Layout of proposed development
2. Aerial photo and contour information for site and external stormwater catchments.
3. Additional detailed survey information
4. Geotechnical report and investigation

Sinclair Knight Merz
32 Cordelia Street, South Brisbane 4101
PO Box 3848
South Brisbane QLD 4101 Australia

Tel: +61 7 3026 7100
Fax: +61 7 3026 7307
Web: www.skmconsulting.com

SKM

Attn: Darren Beavis
General Manager
Greyhound Queensland Limited
PO Box 250
Albion QLD 4010

31 October 2008

Q199803_Logan_P001_Final.doc
Q199803

Dear Sir

**Logan Greyhound Facility – Development Application Documentation
Budget Fee Estimate – Engineering and Stormwater Management**

We are pleased to provide our budget fee estimate for civil engineering and stormwater management input into the Development Application Documentation for the proposed Greyhound Racing Facility at Slacks Creek.

This proposal outlines our anticipated scope of work for the above project.

SCOPE OF WORKS

We understand our scope of services to include the following tasks and deliverables.

1. Undertake site visit and inspect the proposed works zone
2. Technical consultation with key stakeholders including Greyhound Queensland Limited (GQL), Logan City Council (LCC), Planning Consultant and Architectural Consultant.
3. Attend fortnightly meetings at GQL offices for duration of Development Application phase (Allowed for four (4) meetings)
4. Identify and coordinate feature survey requirements GQL preferred consultant
5. Coordinate geotechnical testing and investigation suitable for concept design with GQL preferred consultant
6. Review of existing stormwater, sewerage and water reticulation service surrounding proposed site including liaison with LCC and Dial-Before-You-Dig.
7. Preparation of Site Servicing Report including:
 - Preliminary Earthworks Layout
 - Preliminary Roadworks Layout

Sinclair Knight Merz Pty Limited ABN 37 001 024 095
Offices across Australia, New Zealand, UK, South East Asia, Middle East, the Pacific Islands and Americas



ASSUMPTIONS

We have prepared the scope of work on the basis of the following assumptions:

1. We have made provision to complete the above documentation for one (1) option for the Development Application
2. Sufficient stormwater drainage and catchment data will be available to complete Site Based Stormwater Management Plan
3. Town Planning, Architectural and Structural design, investigation and documentation will be completed by others
4. Community consultation will be completed by others if required
5. The requirement for market research and patronage forecasting is beyond the scope of this commission
6. The design and documentation of landscaping or urban art provisions is not included in this scope of works
7. Traffic analysis has been included in a separate SKM fee proposal and not included within this budget fee estimate
8. Electrical, Communications and Security design and documentation to be completed by GQL preferred consultant
9. Survey costs not included within this budget fee estimate
10. Geotechnical investigation costs not included within this budget fee estimate
11. This phase of works includes up to milestone submission of DA documentation to Logan city Council. Information requests not included at this stage.

PROJECT TEAM

We confirm the following key SKM personnel are available for this project:

Project Director - 49-Sch4

Project Manager –

SKM

Project Engineer - 49-Sch4

Civil Designer

49-Sch4

Civil Drafter -

Detailed CV's and role descriptions for the above resources are available upon request.

PROGRAM

Please find enclosed a proposed program outlining the proposed phases, anticipated tasks and estimated project timeframe.

BUDGET FEE ESTIMATE

Our budget fee estimate to undertake the above described scope of works is as follows:

- Civil engineering and Stormwater Management - DA Input - (Excl GST)

In the instance where the scope works or delivery program is extended or varied from the above described scope of works, we would seek a variation to be approved on a Time and Expense basis.

The following rates apply for the 2008/2009 financial year and are exclusive of GST.

Project Manager

Civil Project Engineer

Civil Designer -

Civil Drafter -
49-Sch4 - Business affairs

TERMS OF AGREEMENT

We will be completing this commission using SKM Standard terms and conditions for consultancy services a copy of which is attached.

Greyhound Queensland Limited
Greyhound racing Facility - Slacks Creek
Budget Fee Estimate - Civil Engineering and Stormwater Management - DA Documentation
31 October 2008



We look forward to working with you on this project and assist Greyhound Queensland Limited for the successful delivery of these works.

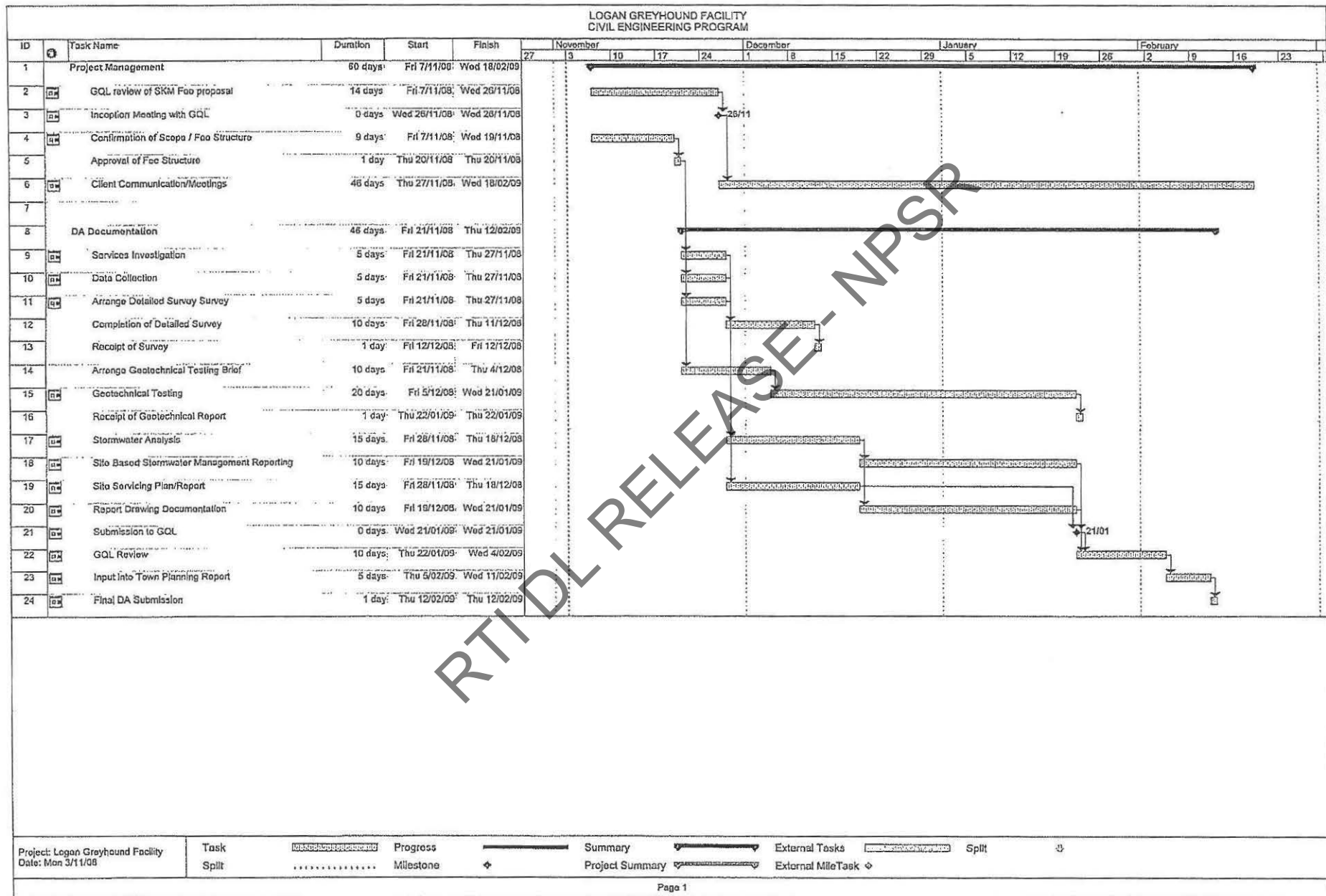
Should you have any queries please contact the undersigned.

Yours faithfully

49-Sch4 - Signature

49-Sch4
Civil Engineer / Project Manager
Phone: (07) 3026 7325
Fax: (07) 3026 7307
E-mail: @skm.com.au

RTI DL RELEASE - NPSR



LOGAN SITE

CONSTRUCTION
COSTS

RTI DL RELEASE NPSR

Darren Beavis

From: (SKM) | @skm.com.au]
Sent: Monday, 3 November 2008 8:25 AM
To: Darren Beavis
Subject: Logan Greyhound facility - Staging Costs - Civil
Attachments: Staged Costs.pdf

Darren,

Based on the information provided by ML Design for the staging of the works I have adjusted the estimated costs from the original report to suit the first stage. Noting that much of the civil works would be completed in the first stage.

Please note:

- Preliminaries will be included in first stage
- Earthworks recommended to be completed as part of first stage
- Stormwater drainage – Basin earthworks will generally be completed at time of earthworks so recommended that the basins are built in first stage. Some reduction in stormwater drainage pipes due to smaller footprint of carparking in Stage 1.
- Sewerage to be completed in Stage 1
- Water reticulation to be completed in Stage 1
- Roadworks and paved areas - With reference to the ML sketches approximately half of the carparking area will be deferred. The entry statement may be able to be an interim nature.

I have marked-up the tables from the report to show the reduction in estimated costs for Stage 1.

I have not included comments on Electrical/Comms, tracks, landscaping or building costs at this stage. I understand you are gaining separate information on these items.

These are rough estimates at this stage and will need to be firmed up during the Development Application stage.

Regards

49-Sch4
 Civil Engineer
 32 Cordelia Street, South Brisbane QLD 4101
 Tel: 07 3026 7325
 Fax: 07 3026 7307
 Mobile#49-Sch4 - Mobile phone
 Email: @skm.com.au

Sinclair Knight Merz
Achieve Outstanding Client Success
 For further information, visit our website www.skmconsulting.com

SKM is committed to working with its clients to deliver a sustainable future for all. Please consider the environment before printing this e-mail.

3/11/2008

SKM

5. Preliminary Cost Estimate

5.1 Estimate of Development Costs

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

Table 2 Estimated Costs for Replacement Parklands Facility

Item	Estimated Cost (\$)	
Preliminaries	176,000 ✓	
Earthworks	8,440,000 ✓	
Stormwater Drainage	1,165,000 1,055,000	
Sewerage Reticulation	110,000 ✓	
Water Supply	223,000 ✓	
Roadworks and Paved Areas	1,255,000 750,000	
Electrical and Communications	4,795,000	CHECK OTHERS
Track Works (excluding lighting and comms)	866,000	CHECK OTHERS
Landscaping	560,000	CHECK OTHERS
Buildings	16,549,000	CHECK OTHERS
SUBTOTAL	\$28,809,000	
Contingency (20%)	5,762,000	
Infrastructure Charges	2,000,000	
Approvals / Council Fees	200,000	
Professional Fees	3,543,000	
ESTIMATED DEVELOPMENT COST FOR REPLACEMENT PARKLANDS FACILITY	\$40,314,000-plus GST	

Notes:

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

SINCLAIR KNIGHT MERZ

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PAGE 10

SKM

5.2 Works Additional to Parklands

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

Table 3 Items additional to existing Parklands facility

Item	Estimated Costs (\$)
GRA Office (including covered carparking)	4,143,000- 0
Albion Park Track (including lighting and comms)	4,000,000- 0
Greyhound Tralling Block	200,000 0
GAP Office	100,000 0
Slipping Track	35,000- 0
TOTAL ADDITIONAL WORKS (Including 20% Contingency, Design and PM Fees)	\$2,577,000-plus GST

CHECK WITH GR

RTI DL RELEASE - NP SR

PG:SM:9721L001
12 November 2008

General Manager
Greyhounds Queensland Limited

Rider Levett Bucknall Qld Pty Ltd
ABN 70 055 768 655

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

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

Attention: Mr Darren Beavis (dbeavis@graq.org.au)

Dear Sir,

REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN ORDER OF COST ESTIMATE – PHASE 1

As requested, we have prepared an Order of Cost Estimate for Phase 1 of the above proposed development based on the information received on 7 November 2008 and report as follows.

Order of Cost Estimate

Our Order of Cost Estimate is \$ 5,250,000.00 (excluding GST).

Building Areas Included

This Order of Cost Estimate allows for the following approximate building gross floor areas as identified on the drawings:

Building Areas	GFA m ²
▪ Building 3 – GRA Facilities Building	
▪ Building 3 – Hard Landscaped area (Slab on grade)	
▪ Building 3 – Kennels & Weigh Room	49-Sch4 - Business affairs
▪ Building 7 – Maintenance Shed	
Total Retail Areas	2144

Basis of Order of Cost Estimate

This Order of Cost Estimate has been based primarily on the sketch plans and information received on 7 & 12 November 2008, which includes the following:

- Email received 07/11/08 from GRA – drawings MP-09, MP-11
- Email received 12/11/08 from MLD – drawing MP-10 (C) showing revised building areas

.../2

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REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN PHASE 1 – ORDER OF COST ESTIMATE (Cont'd)

Exclusions

The following have specifically been excluded from this Order of Cost Estimate:

- Cost Escalation if Construction Commencement Date is delayed beyond December 2008
(Note: For delayed commencement, the estimate should be increased by approx. 4.0% p.a.)
- Bulk excavation, Infrastructure, Site works, roads, Carparking, landscaping, etc.
- Formation of building pad
- Piling due to bad ground conditions
- Work Outside the Building footprint
- All Building Electrical Services (Advised that these are covered in Brandon Electrical's Quotation)
- All Televisions, Sky Channel Connection, Telstra Connection, Communications, etc. (Advised these are covered in Brandon Electrical's Quotation)
- Level 2 of GRA Facilities Building
- Main Grandstand Seating
- GAP Building
- GRA Office Building
- Greyhound Trialling Building
- Staging of the works
- Rezoning Costs
- Amalgamation of Land Parcels
- Authorities' Fees
- Headworks Charges
- Imposed works due to Local Authority requirements
- Q-Leave Levy
- Land Acquisition and Holding Charges
- Leasing and Marketing Costs
- Professional Fees
- Financing Costs
- GST
- For further Details Refer to Estimate Summary Page for Exclusions List

Inclusions

The following have specifically been included in this Order of Cost Estimate:

- Temporary removable Covered Grandstand seating – (3 tier)
- Temporary Oversight Room
- Concrete Roof slab to all of main facility with temporary metal deck roof over (To enable future expansion)
- Fitout allowances to each of the functional areas
- Escalation to construction completion in December 2009

.../3

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12 November 2008

Page 3

**REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN
PHASE I – ORDER OF COST ESTIMATE (Cont'd)**

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

Yours faithfully,
Rider Levett Bucknall

49-Sch4 - Signature

49-Sch4
Senior Associate

Encl: ZZ-001 SC9721-VI

RTI DL RELEASE - NPSR

PG:SM:9721L001
12 November 2008

REPLACEMENT OF PARKLAND GREYHOUND RACING FACILITY AT LOGAN
PHASE I – ORDER OF COST ESTIMATE

ORDER OF COST ESTIMATE
SUMMARY

RTI DL RELEASE, NPSR

REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY AT LOGAN - PHASE 1 SCHEMATIC

Total Cost Summary

GFA: Gross floor area
Rates current at November 2008

Zone	Level	GFA m ²	Cost/m ²	Total Cost
A Level 1 GRA FACILITY/GRANDSTAND				
A1	Level 1 Building Structure			
A2	Level 1 External Courtyard Slab			
A3	Lift Pits/Escalator Pits			
A4	Kennels (Incl Weighing Room)			49-Sch4 - Business affairs
A5	Transportation Services			
A6	Roof Structures			
B LEVEL 2 GRA FACILITY/GRANDSTAND				
				Excl.
C ANCILLIARY BUILDINGS				
C1	Maintenance Shed			
C2	Temporary Grandstand Facility			
C3	Temporary Oversight Room			
D ELECTRICAL SERVICES				
D1	Budgets as per Brandon's Quote			Excl.
D2	TV Monitors			Excl.
D3	Sky Channel Installation			Excl.
E ALLOWANCES				
E1	Broadcasting Infrastructure			Excl.
E2	Telstra Infrastructure Upgrade			Excl.
E3	Building & External Signage			
F EXCLUSIONS				
F1	Site Works, Carparks & L/Scaping			Excl.
F2	Site Services			Excl.
F3	Site Infrastructure			Excl.
F4	1. Drop Off Area			Excl.
F5	2. Plaza			Excl.
F6	3. Level 2 of Facilities Buildg			Excl.
F7	4. Grandstand Seating			Excl.
F8	5. GAP Building			Excl.
F9	6. GRA Office Building			Excl.
F10	7. Greyhound Trialling Block			Excl.
F11	9. Parade Ground / Marquees			Excl.
F12	10. West Parking Area 155 No.			Excl.
F13	11. Covered Parking Area 25 No.			Excl.
F14	12. Staff Parking 10 No.			Excl.
F15	13. On Grade Parking 60 No.			Excl.
F16	14. Trailer Parking 50 No.			Excl.
F17	15. Landscaped Areas			Excl.

Carried forward

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Rider Levett Bucknall Qld
Brisbane Office

Page 1 of 2

REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY AT LOGAN - PHASE 1 SCHEMATIC

Total Cost Summary

GFA: Gross floor area
Rates current at November 2008

Zone	Level	GFA m ²	Cost/m ²	Total Cost
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Brought forward

49-Sch4 - Business affairs

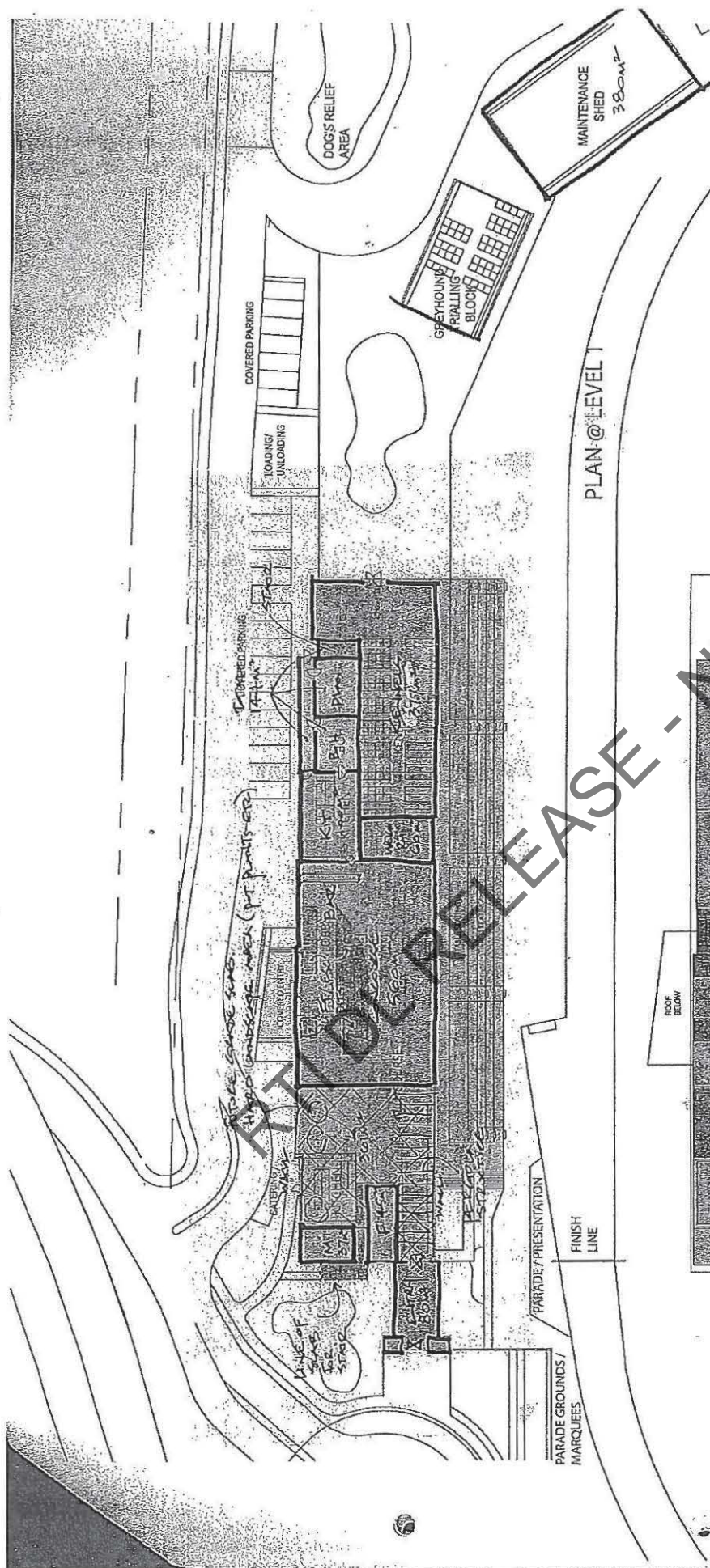
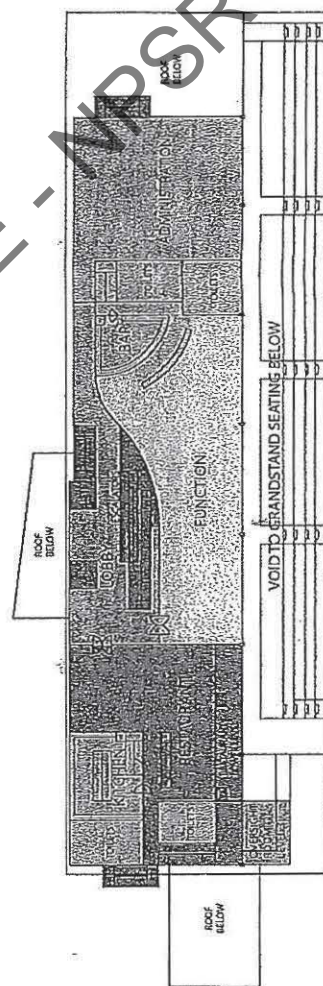
F EXCLUSIONS Cont'd

F18	16. Existing Trees	Excl.
F19	17. Batters 1:4 Slope	Excl.
F20	18. Property Line/Fence	Excl.
F21	19. Stormwater Basin	Excl.
F22	20. Parade/Presentation Area	Excl.
F23	Inner Dog Track	Excl.
F24	Outer Dog Track	Excl.
F25	Slipping Track	Excl.
F26	Tote Machines	Excl.
F27	Gaming	Excl.
F28	Photo Finish Cameras, Sky Camera	Excl.
F29	All Building Electrical Services	Excl.
F30	All TV's, Sky Channel Connection	Excl.
F31	Loose Cullery, Plates, etc	Excl.
F32	Headworks	Excl.
F33	Local Authority Fees and Charges	Excl.
F34	Council Fees and Charges	Excl.
F35	PLSL Levey and WPHS Fees	Excl.
F36	Professional Fees	Excl.
F37	Cost Esc. beyond a 12/08 Start	Excl.
F38	GST	Excl.

Net Cost \$5,250,000

Margin & Adjustments Distributed

Total Cost \$5,250,000



PLAN@LEVEL 2

DIAGRAMMATIC FLOOR PLANS
GRA MAIN BUILDING

GRA MAIN BUILDING

SINC0001

15/01/08

MP-10(C)

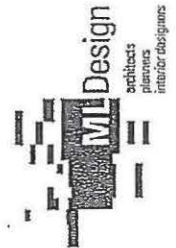
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REPLACEMENT OF PARKLANDS GREYHOUND RACING FACILITY @ LOGAN

GREYHOUND RACING AUTHORITY





DRAFT

DIAGRAMMATIC CROSS SECTION THRU 'A-A'

GREYHOUND RACING AUTHORITY MASTER PLAN

SINC0001

10/12/07

MP-11

SCALE: 250 @ A3



GREYHOUND RACING AUTHORITY



- KEY TO DEVELOPMENT
- 1 DROP OFF AREA
 - 2 PLAZA
 - 3 GRA FACILITIES BUILDING
 - 4 GRANDSTAND SEATING
 - 5 GAP
 - 6 GRA OFFICE
 - 7 MAINTENANCE SHED
 - 8 GREYHOUND TRAILLING BLOCK
 - 9 PARADE GROUNDS / MARQUEES
 - 10 FUTURE DEVELOPMENT
 - 11 WEST PARKING AREA
 - 12 143 PROVIDED
 - 13 COVERED PARKING
 - 14 37 PROVIDED
 - 15 STAFF PARKING
 - 16 10 PROVIDED
 - 17 ON GRADE PARKING
 - 18 60 SPACES
 - 19 TOTAL NO OF PARKING 250
 - 20 TRAILER PARKING
 - 21 50 PROVIDED
 - 22 LANDSCAPED AREAS
 - 23 EXISTING TREES
 - 24 BATTER 1:4 SLOPE
 - 25 PROPERTY LINE
 - 26 WATER DETENTION BASIN /
 - 27 WATER QUALITY MANAGEMENT



DRAFT

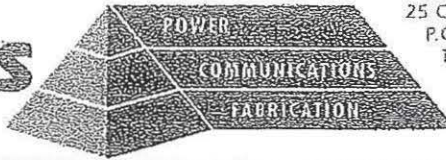
STRUCTURE PLAN

SING0001 10/12/07 MP-09 SCALE: 1500 @ A3

GREYHOUND RACING AUTHORITY MASTER PLAN

GREYHOUND RACING AUTHORITY

BRANDONS



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

Quotation : 27442

ABN: 41 010 637 279

Friday, 7th November 2008
GREYHOUND RACING AUTHORITY
AMY STREET
BREAKFAST CREEK QLD 4010

Job Address:
AMY STREET
BREAKFAST CREEK QLD 4010

Attn: Darren

Phone: 3262 7800
Fax: 3262 7809

Quotation to perform the following work:

NEW TRACK REVISED 21-11-08 TO MEET LIGHTING DESIGN FOR TRACK LIGHTING
SUPPLY AND INSTALL ELECTRICAL SERVICES

- ENGINEERS DRAWINGS AND FEES
- ENERGEX INCOMING CONDUITS
- UNDERGROUND SERVICES
- CONSUMERS MAINS
- MAIN SWITCHBOARD
- ELECTRICAL SERVICES TO CARPARK
- ELECTRICAL SERVICES TO ADMIN BUILDING/ KITCHEN BAR AREA/ KENNELS
- ELECTRICAL SERVICES TO MAINTENANCE SHED
- ELECTRICAL SERVICES TO TRACK LIGHTING
- ELECTRICAL SERVICES TO STARTING BOXES
- AIR CONDITIONING SERVICES TO KENNELS AND KITCHEN BAR AREA
- TESTING AND COMMISSIONING

PLEASE NOTE - ELECTRICAL SERVICES INCLUDES:

- SUBMAINS
 - DISTRIBUTION SWITCHBOARD
 - GENERAL LIGHTING AND POWER
 - TELECOMMUNICATIONS (PHONE/DATA)
 - PUBLIC ADDRESS
 - SECURITY AND ACCESS CONTROL
 - FIRE SERVICES
 - PC SUM \$10000.00 TRACK TIMER
 - PC SUM \$5000.00 IRRIGATION CONTROL SYSTEM
 - PC SUM \$15000.00 ENGINEERS DRAWINGS AND FEES
 - PC SUM \$50000.00 ENERGEX CAPITAL CONTRIBUTION FEE
- PLEASE NOTE - OUR PRICE EXCLUDES
- ENERGEX / POWER AUTHORITY TRANSFORMER
 - ENERGEX SUBSTATION
 - TELSTRA FEES

GST Exclusive Price \$

GST \$ 49-Sch4 - Business affairs

GST Inclusive Price \$

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

Page 1 of 2



PROPOSED NEW 615 METRE CIRCUMFERENCE GREYHOUND RACING TRACK (Inside Circumference)

EXISTING LIGHTING HARDWARE - BEENLEIGH							
			2 BY 2KW 6.5 HIGH	3 BY 2KW 8.0 HIGH	1 BY 2KW 6.5 HIGH	2KW MOUNTED OFF SHOWGROUND POLES TO REMAIN	2KW MOUNTED OFF TELECAST BUILDING
POLES	TOTAL	24	17	6	1	NA	NA
FLOODS	TOTAL	65	34	18	1	8	4

NEW BUDGET LIGHTING DESIGN - TOTAL HARDWARE REQUIRED - LOCATION TO BE DECIDED							
			2 BY 2KW 6.5 HIGH	3 BY 2KW 8.0 HIGH	1 BY 2KW 6.5 HIGH	NA	2KW MOUNTED OFF TELECAST BUILDING
POLES	TOTAL	38	28	9	1	NA	NA
FLOODS	TOTAL	88	56	27	1	NA	4

ADDITIONAL HARDWARE TO BE PURCHASED				
		6.5 METRE 2 x 2KW	8 METRE 3 x 2KW	6.5 METRE 1 x 2KW
POLES	TOTALS	11	3	NIL
FLOODS	TOTAL	23		

Preliminary Lighting Design Only (Not For Construction).

Horizontal Lux Over track: 940 Uniformity Min: Ave = 0.61 Min: Max 0.41

Vertical illuminance To Camera mounted at 15 Metre above Track: 814

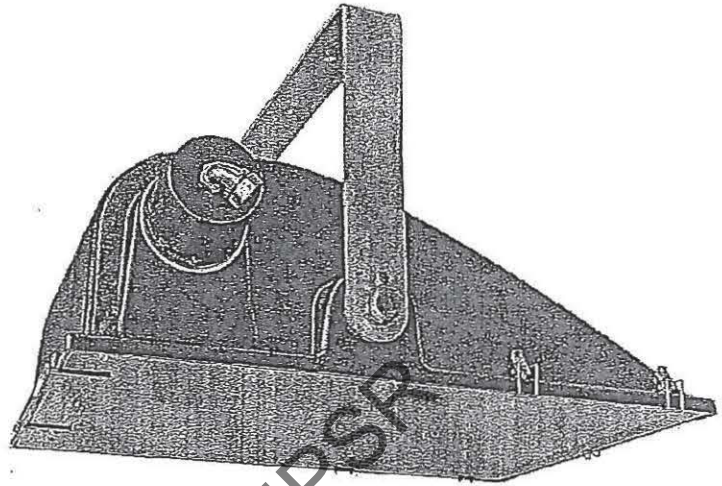
Uniformity Min: Ave = 0.42 Min: Max 0.21

WADCO ECOFLOOD 100

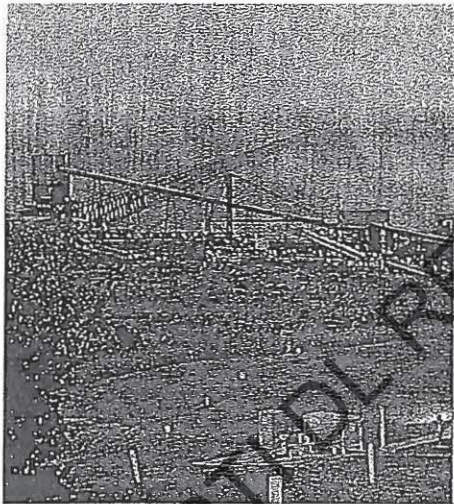
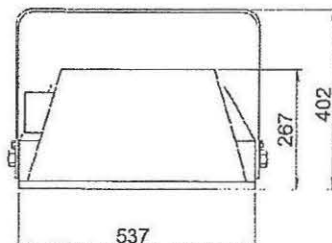
CAST ALUMINIUM ENVIRONMENTALLY FRIENDLY CUT-OFF FLOODLIGHT
UP TO 2000 WATT METAL HALIDE OR 1000W HIGH PRESSURE SODIUM

APPLICATIONS

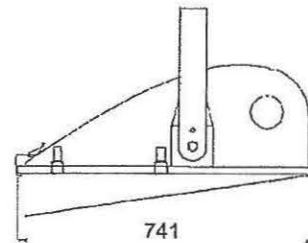
- Wharf and Port Facilities
- Chemical Works
- Material Handling Machines
- Coal Preparation Plants
- Draglines
- Conveyor Gentries
- Transfer Towers
- Sewerage Treatment Plants
- General Area Lighting
- Airport Lighting
- Sports Fields



No light pollution, Enables compliance with Australian Standards AS 4282



Single Ended Lamp Version
Rear View



Side View

AUSTRALIAN OWNED COMPANY
PRODUCTS DESIGNED & MANUFACTURED IN AUSTRALIA



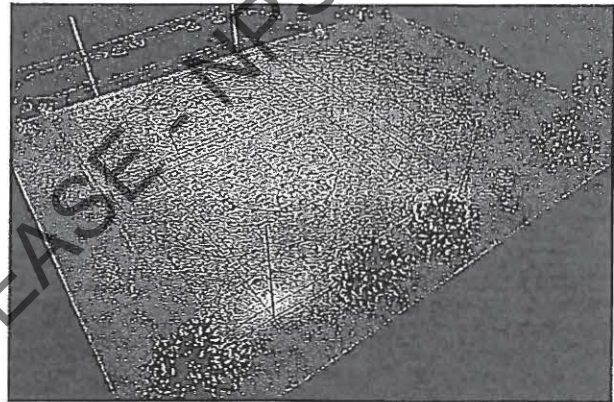
WADCO ECOFLOOD 100

CAST ALUMINIUM

STANDARD FEATURES

- HINGED LENS
- CUT OFF LIGHT DISTRIBUTION
- REMOTE CONTROL GEAR (STANDARD)
- QUICK RELEASE STAINLESS STEEL CATCHES
- HIGH TEMPERATURE SILICON SEALS
- TOUGHENED GLASS VISOR
- SPILL LIGHT CONTROL
- COMPACT DESIGN
- GALVANISED STEEL TRUNNION MOUNT
- POWDER COATED
- IP65 PROTECTION
- MANUFACTURED AND TESTED IN ACCORDANCE WITH AUSTRALIAN STANDARDS
- MANUFACTURED IN AUSTRALIA GUARANTEEING LONG TERM AVAILABILITY OF PARTS AND SERVICE

ELECTRICAL OPTIONS
VARIOUS OPTIONS
AVAILABLE ON REQUEST



Realistic Rendered Designs Available To Assist Evaluation



3 Harley Crescent, Condell Park N.S.W 2200 Australia
P.O Box 127, Condell Park N.S.W 2200 Australia
Tel: 61 2 9791 9999 Fax: 61 2 9791 9898
Email: sales@wadco.com.au Website: www.wadco.com.au

*PRODUCT SPECIFICATION AND DESIGN SUBJECT TO CHANGE WITHOUT NOTICE

DATA SHEET

WADCO ECOFLOOD 100

CAST ALUMINIUM

STANDARD ORDERING CODES

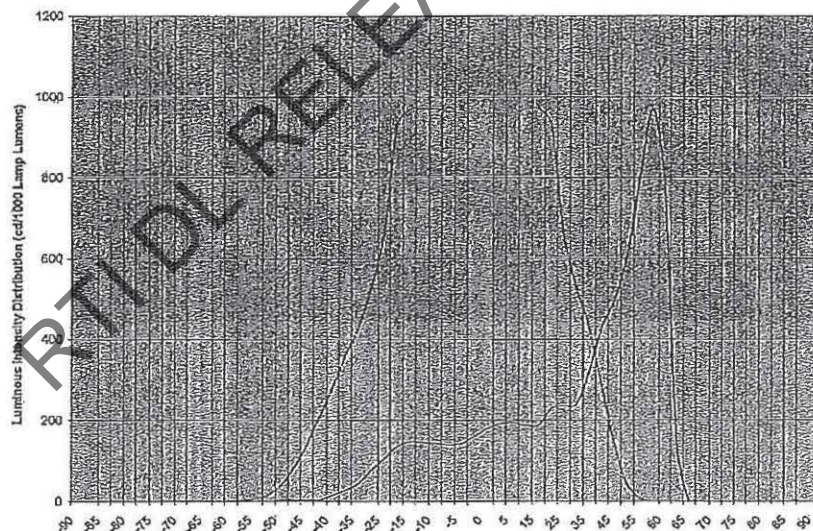
CAT. NO.*	WATT S	LAMP TYPE	START CURRENT	RUN CURRENT	WEIGHT (KGS)**
ECO100-1000E/SE	1000	SINGLE ENDED METAL HALIDE	3 AMPS	4.9 AMPS	26
ECO100-1000M/SE	1000	SINGLE ENDED HIG PRESSURE SODIUM	5.67 AMPS	5.03 AMPS	26
ECO100-2000E/SE	2000	SINGLE ENDED METAL HALIDE	6.26 AMPS	5.57 AMPS	28

ELECTRICAL DATA IS TYPICAL ONLY AND IS FOR STANDARD CONTROL GEAR..ADDITIONAL ELECTRICAL SPECIFICATIONS ARE AVAILABLE ON REQUEST.

NOTE: LAMP AND CONTROL GEAR MANUFACTURING TOLERANCES CAN VARY THE ABOVE DATA.

*CATALOGUE NUMBERS REFER TO VERSIONS WITH REMOTE CAST CONTROL GEAR BOX

**WEIGHT REFERS TO OPTICAL ASSEMBLY ONLY (CONTROL GEAR REMOTE)



AUSTRALIAN OWNED COMPANY
PRODUCTS DESIGNED & MANUFACTURED IN AUSTRALIA



LOGAN SITE

PROJECT MANAGEMENT FEES

RTI DL REVERSE-NPSR

From: 49-Sch4 (SKM) [mailto: @skm.com.au]
Sent: Thursday, 27 November 2008 2:29 PM
To: dbeavls@graq.org.au
Subject: RE: Staged Development - Costings

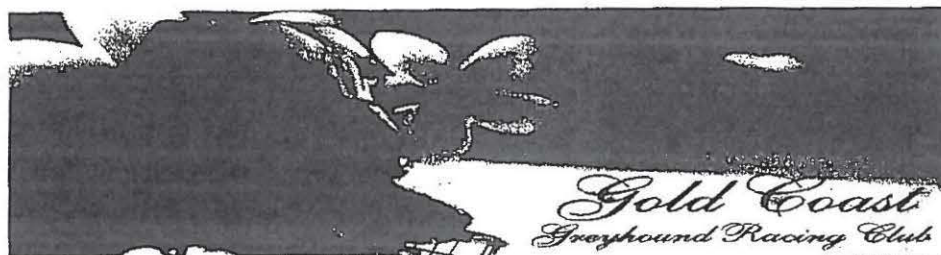
Darren,

I have completed a quick review with the following comments:

- You have included the consultants costs I assume that you have received for the Development Application Stage under Commencement Costs. There are additional fees associated with the detailed design of the facility required for Operational Works submission to Council. With review of the original report the Professional Fees were approx 12% of the SUBTOTAL construction costs.

Regards
49-Sch4

RTI DL RELEASE - NPSR



REL. TO	09 DEC 2008	IN
DATE	09 DEC 2008	TREASURY
OFFICER		

RECEIVED
- 5 DEC 2008
OFFICE OF THE TREASURER

3rd December 2008

Hon AP Fraser-MP
100 George Street
BRISBANE Q 4000

Dear Sir,

Re: Gold Coast Greyhound Racing Club

The committee of the Gold Coast Greyhound Racing Club elected at the Annual General Meeting held on the 3rd October 2008 respectfully request that we be given the opportunity to meet with you to express our concerns for our Club and more importantly our concerns for the future of the greyhound racing industry in Queensland.

If granted time with you we have prepared a full briefing of matters of concern for discussion.

Regardless of the outcome of the proposed complex for Logan the greyhound industry is desperate for a third track that can cater for the needs of the industry. Currently there has been an unprecedented increase in the number of dogs suspended for injury and fighting. At the meetings conducted at Albion and Ipswich between 3rd and 7th November there were 9 dogs suspended for fighting for 28 days to 12 months. The industry cannot stand to lose dogs at this rate.

Peter Beattie announced in August 2007 that the Gold Coast Greyhound Racing track was to be closed and redeveloped at part of the new Gold Coast hospital. While this was understood and accepted by the greyhound industry nobody would have thought that it is now December 2008 and little appears to have been done by the present members of Greyhounds Queensland to progress in establishing a new racing facility.

It is widely expressed within the industry that stakeholders have no confidence in

49-Sch4

Because of this situation we have seen the formation of the "Watchdog Committee", which represents people of exceptional experience in the industry trying to get "the ear" of the directors of Greyhounds Queensland.

49-Sch4

The committee of the Gold Coast Greyhound Racing Club believes at this time all Club Committees in SE Queensland are united in their approval of a joint 7 day complex super centre for Greyhound racing. The committees are happy to work as one to ensure the success of such a complex. We are all passionate about greyhound racing and would like to have some input into the centre which will service our industry for many years into the future

Sinclair Knight Merz, Consultants, provided a Master plan & Costings Report to the Board in January 2008. This report raised major concerns of the Cronulla Park site with contamination, gases, undulation and the capabilities of the site to store water needed to service the site as a greyhound sand track. Greyhounds Queensland does not presently have the funds to develop the complex outlined in this report.

If the directors of Greyhounds Queensland would consider submissions for other sites between Logan and the Gold Coast in the Ormeau/Pimpama areas, we believe using the costings from the report of Sinclair Knight and Merz a complex could be developed and fully functional for the \$10 million allocated for the redevelopment of a greyhound complex. This is with the financial backing of
49-Sch4 the Brisbane Club who have access to substantial assets owned by the Brisbane Club.

These are some of the options and points we would like to present to Greyhounds Queensland but have received negative replies 49-Sch4 As we have stated previously, many long term stakeholders would like to see Greyhound Racing flourish in Queensland and they would like to be given the opportunity to have their ideas considered by the present directors of Greyhounds Queensland.

We await your reply and thank you in anticipation for your consideration

49-Sch4 - Signature

Lyn Snow
Honorary Secretary

ABN: 81 074 636 035
108 Bromley Street Cornubia 4130
Telephone 07 32876003 email: info@gcgrc.com.au

**Treasurer of Queensland
Ministerial Correspondence Action Sheet**

Due Date:	Division: <i>Racing</i>	Dept Ref:
	AUT/ED: <i>M Kelly</i>	

ACKNOWLEDGEMENT LETTER

One option must be selected:

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

ACTION

One option must be selected:

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

Copy to: _____

Ministerial Policy Advisor Comments:

*pls mung with fax copy received last week.
Thanks*

RTI/DL RELEASE - NPSP

49-Sch4 - Signature

Name *LACHLAN SMITH* Signature: _____ Date: *8 / 12 / 2008*

Keyword:

Racing

Notes:

Duplicate of QTO-64208

MC 49-Sch4 - Signature D/OUT

26

✓ RAC/1021(2)

QTO-04265

Department - FYI Comp

Ministerial

Document Number: QTO-04265

Requested By:

Topic Summary: Letter to Andrew Fraser from Lyn Snow regarding Gold Coast Greyhound Racing Club

Keywords: Racing

Correspondence Dated: 03/12/08

Received: 09/12/08

Date Due: FYI - No reply required

Completion Date: 15/12/08

Responsible DUT: David Ford

Author / Destination

Name: Lyn Snow

Title: Honorary Secretary

Organisation: Gold Coast Greyhound Racing Club

Assigned To

Group: Office of Racing

Responsible Officer: Michael Kelly

Keep Confidential: Yes

Ministerial Letter



CORRESPONDENCE.tif

Policy Advisor: Lachlan Smith

Response

Response Document

Response Type: Normal Response

Submit via: OUT

CLLO: No

Other Documents

FYA

File Number:

First Submitted:

Signed:

Comments:

Comments Summary

Date & Time	Person	Action	Comment
15/12/08 14:38	Carole Miller	FYI Completed	Filed RAC/1021
12/12/08 11:09	Ben Disteldorf	Ministerial Allocated	Duplicate of QTO-04208

RTI DL RELEASE - NPSR

Michael
Kelly/OR/QTreasury
23/12/2008 05:02 PM

To Ian Munro/TO/QTreasury@QTreasury,
lachlan.Smith@ministerial.qld.gov.au,
michael.dart@ministerial.qld.gov.au

cc

Subject Re: doggies

Michael/Ian

It is my understanding from the last meeting b/w AF and Kerry Watson that the max allocation is the Logan land plus \$10M.

As it stands at present all their figures are based on sensible assumptions (but assumptions all the same). Hence the need for GQL to do the EPA assessment of the Logan site that I understand AF intends to approve funds release for in Jan. This should allow a firming up their figures re site works and they can recast the building side of their plan to fit within the \$10M.

All they need at Logan is two tracks and a very basic building structure - definitely not anything as elaborate as is in their proposal. This is what Kerry has been advised and understands, but a lot turns on the site assessment re cost of site preparation and headworks charges to see what is left out of the \$10M. Once this is known a detailed and reliable assessment of what \$ they really need to make Logan work can be done (as opposed to what they want). If they cannot make Logan work for the \$10M then we have two very clear options as I see it:

- make additional funds available to give GQL a workable solution at Logan; or
- tell GQL the \$10M is it and sort out the rest themselves.

It is clear there is not enough money available for the current GQL plan re Logan. Accordingly, all the GQL office and admin will remain at AP until that saga is finalised (if ever). If they ever manage to release any value from AP this can be used to do more building at Logan site to give them what they want. The strategy from the very start was to make sure they did not get everything they wanted re building Logan or else they will never resolve AP.

73(2)Irrelevant

MK

Ian Munro/TO/QTreasury

Ian Munro/TO/QTreasury
23/12/2008 02:50 PM

To "Michael Dart" <michael.dart@ministerial.qld.gov.au>, "mike kelly" <mike.kelly@racing.qld.gov.au>
cc "Lachlan Smith" <lachlan.smith@ministerial.qld.gov.au>, "Leah Kelly" <leah.kelly@treasury.qld.gov.au>, "Lauren Sturgess" <Lauren.Sturgess@treasury.qld.gov.au>

Subject Re: doggies

Not clear how this helps.

Doggies' proposal asks for \$15M plus land plus \$10M compo. Failing to see the attractiveness of this.

73(2)Irrelevant

RTI DL RELEASE - NPSR

Ian Munro/TO/QTreasury

Ian Munro/TO/QTreasury

24/12/2008 09:40 AM

To Michael Kelly/OR/QTreasury@QTreasury

cc lachlan.Smith@ministerial.qld.gov.au,
michael.dart@ministerial.qld.gov.au,
leah.kelly@treasury.qld.gov.au

Subject Re: doggies

MK, MD

I do not agree that a "wait and see" approach is in the best interests of the State.

It is my understanding from GQL's proposal of 1 December 2008 that the expected cost of Stage 1 of the Logan facility is approximately \$25M (down from \$40M in the first proposal). The proposal clearly states that GQL is unable to fund even Stage 1 of the development without Government assistance over and above the land and \$10M compensation.

Transferring the land and part payment of the \$10M to enable further site investigations would imply the Government's agreement to fund the remainder of the facility. While the release of part of the \$10M may enable GQL to firm up some of the preliminary costings, I would not expect that the cost would be revised below \$10M. Therefore, the Government should be upfront about whether it is considering funding the remainder of the facility or not. Giving part payment with no expectation of funding the rest for GQL is a waste of both the Government and GQL's time and money.

The Government's conditions on the transfer of the land and any funding should be clearly stated to GQL in writing, or we will find ourselves in the position of having a racing body in possession of a site that it is unable to develop, and then the pressure will be on for the Government to provide further assistance.

As to a solution involving GQL realising their share of the Albion Park asset, their efforts to engage QHRL have been ineffective at best, and with the prospect of assistance from Government for Logan, GQL will not be incentivised to seriously look at options involving Albion Park. It is also noted that an article from the Courier Mail on 9 December 2008 stated that "the two parties were working in a spirit of cooperation and significant progress had been made" in relation to revised redevelopment plans for greyhound and harness racing at Albion Park, which would not indicate that QHRL was even considering an exit strategy for greyhounds.

While it may be the case that GQL has been verbally advised that the Government will only be providing the \$10M compensation and the land, and that they need to come up with the rest themselves, the 1 December 2008 proposal would indicate that they have not taken this advice. I think that we need to agree a way forward internally and communicate this clearly in writing to GQL before making an announcement regarding the transfer of land at Logan. This way, there can be no confusion as to the Government's position.

Ian

Ian Munro
Assistant Under Treasurer
Queensland Treasury
Level 6 Executive Building
Phone: 32246866 Fax: 32276840
Mobile: 49-Sch4 - Mobile phone
Michael Kelly/OR/QTreasury

Michael
Kelly/OR/QTreasury
24/12/2008 11:01 AM

To Ian Munro/TO/QTreasury@QTreasury
cc lachlan.Smith@ministerial.qld.gov.au,
leah.kelly@treasury.qld.gov.au,
michael.dart@ministerial.qld.gov.au
bcc Carol Perrett/OR/QTreasury
Subject Re: doggies

Ian,

Some points I consider relevant.

Regardless of what GQL may say in their proposal it is based on assumptions not facts. What Govt needs is facts and real costs.

There is not, and never has been, any intention to transfer the land to GQL and then do site investigations - just to make it clear no land will be transferred until a workable plan exists and GQL is legally bound to implement the plan - I fail to see why anyone can have a different view. Concerns re 'pressure' are irrelevant as they will not have any land.

No implication arises from intended action - this is a question of Fact v Law - if really interested in the issues that apply to 'implications' have a look at decision of HCA in *Walton Stores (Interstate) Ltd v Maher*. In respect to Govt activities and possible contract/equitable remedies the HCA in *Australian Woolen Mills Pty Ltd v Cth* makes it all very clear:

'... it is necessary, ... that it should be made to appear that the statement or announcement which is relied on as a promise [here the subsidy statement] was really offered as consideration for the doing of the act, and that the act [buying and using the wool as directed] was really done in consideration of a potential promise inherent in the statement or announcement.'

The above is a very high hurdle for anyone to get over re Govt promises. Doesn't really matter anyway as GQL is not doing anything or expending any of their own funds hence no 'act' in reliance of a 'promise'. I would also argue that no promise has been made or implied - if anything AF statements to date are very much the opposite.

If what you refer to is more correctly the 'politics' of the matter then it really doesn't matter what we do because if they don't get the land and a facility at Logan the Govt will be blamed regardless. However, some level of political risk has been mitigated by AF's statements - refer Hansard if required. Anyway, not really our issue as I think AF is better placed to decide the political risks and deal with them.

I have sat in a room when AF told GQL that \$10M is it and no land will be transferred until we are satisfied a facility can be constructed - they know this regardless of what their 'plan' indicates - as Kerry Watson stated to AF "you can't blame use for asking". GQL will continue to ask for the lot.

I would not place too much emphasis on what is in the Courier-Mail at the best of times - when it is a racing article it usually has absolutely no semblance to the truth. But it was a nice picture of Kevin all the same.

I do agree we need to discuss in new year

MK