

Elise Adams

From: Malcolm Tuttle [mtuttle@racingqueensland.com.au]

Sent: Monday, 10 January 2011 10:34 AM

To: R Bentley

Subject: FW: Infrastructure Plan - Current Works

Bob

Below fyi

Regards Mal.

From: Mark Snowden [mailto:mark@munnixgroup.com.au]

Sent: Monday, 10 January 2011 10:19 AM

To: Malcolm Tuttle

Cc: Kearra Christensen; Paul Brennan

Subject: Infrastructure Plan - Current Works

Mal

For our meeting tomorrow I thought I would provide a bit of an overview of what work is currently underway in relation to the infrastructure plan, as follows:

Gold Coast

1. Contour are continuing with developing up the master plan for the site and have commenced some detailed design on the tunnels so that we have a better understanding of how they will impact on the master plan.
2. We have engaged Soil Surveys to carry out the following geotechnical investigations at the site, they met on site last week to identify borehole locations and I expect the testing to be completed once the weather allows:
 - Boreholes to RL-5.0 as a minimum at the indicative locations (19 off) as shown on the attached plan. Bore log records to be consistent with Australian Standards. Note boreholes 20 & 21 have been completed and are not included in scope.
 - Testing of the main soil types found across the site including CBRs, in situ moisture content, permeability, grading, atterberg limits, shrink swell and plasticity as a minimum.
 - Report on the presence of ground water and water table levels.
 - Report on geotechnical influences in relation to the construction of the major culvert/tunnel including foundation requirements, consolidation potential, retaining and excavations, dewatering, radius of drawdown, suitability for reinforced earth & ground anchoring. Testing should include shrink swells, allowable bearing capacity, end bearing & skin friction values for pier design as a minimum. Report to be in accordance with Gold Coast City Council – Geotechnical Stability Assessment Guidelines.
 - Report on geotechnical influences on the construction of the proposed extensions to the existing stormwater culverts.
 - Report on the suitability of the proposed extension to the existing lake.
3. We have engaged Duke Environmental to undertake the following work in relation to flooding and acid sulphate reports:

Preparation of EMP	\$3,845
Preparation of ASSMP	\$3,500

ASS Testing & Reporting	
Tunnels & Drainage	\$36,997
Track Areas	\$34,818
Lake Extension	Not required at this stage
Advise of Fisheries, Coastal & Water issues	\$2,880
Attendance at meetings	\$3,892
Total Environmental Services	\$82,040 plus GST

At this stage we are aiming to lodge an Operational Work Application early to mid February 2011. If the approval of the Op Works goes to IPIA time frames we would expect an approval late May early June 2011. This would leave only 5 months to construct the synthetic track prior to Melbourne Cup 2011. The Op Works application will require inclusion of the EMP, ASSMP and flood modelling report to comply with Council and state planning policy. Duke Environmental has indicated to enable provision of an ASSMP by February 2011 field testing would need to be completed prior to Christmas so that laboratory work can be completed over the Christmas period. We note that if they miss this window for field work the next opportunity would be after Magic Millions, 15 January 2011, which would delay the ASSMP until the end of February.

Beaudesert

1. Contour are continuing with developing up the master plan for the site and we have commenced some detailed design on the public facilities with Cox Rayner Architects as the footprint of the public facility will impact on the civil component of the work.
2. We are working with Beaudesert Race Club and Scenic Rim Regional Council in relation to the titling issues on the property, this is a two staged process, first of which is the short term lease between SRRC and RQL as the lease with the club expired on 31st December 2010. We need the short term lease to be able to lodge any applications with council to protect our interests. SRRC originally suggested a 'Trustee Permit' which wasn't acceptable to DERM (DERM need to provide resource entitlement as property owners), DERM have suggested a 'Trustee Lease' which SRRC is now preparing for us. The second part of the tenure process is the transfer of the freehold title to RQL and the structure of a lease between RQL and Beaudesert Race Club. As this is a longer process to arrange we need the short term lease in the interim.
3. We have met and have commenced negotiations with the Mununjali Tribe who are the traditional owners of the land at Beaudesert. They have a cultural interest in the lagoon and have made us aware of a Bora Ring in the centre of the racecourse. We have met them on site with the surveyors to mark out the Bora Ring but they were unable to identify its exact position so we are having the area slashed and will revisit. The tribe will be a referral agency in any application as it is crown land and we will need to negotiate an acceptable outcome.
4. We put out a tender for the civil works at Beaudesert prior to Christmas which closed 5th January and we are currently reviewing the tenders received. Whilst we can't engage a contractor until the infrastructure plan is approved we decided to go to tender so that we would have prices in and a preferred contractor lined up to commence works upon approval to avoid time delays with this project.
5. We have prepared and are awaiting to lodge a Operational Works Application with Scenic Rim Regional Council for the civil works at Beaudesert. This was programmed to be lodged prior to Christmas but has been delayed due to DERM requiring a 'Trustee Lease' between us and SRRC prior to providing resource entitlement for the application.

Deagon

1. Contour are continuing with developing up the master plan for the site and have allowed for the main roads resumption.
2. We are continuing with the proposed construction of the Jockey Rehabilitation and Training Facility which in summary includes the following:
 - Receipt of feedback from individual RQL managers and CEO on the internal layouts to finalise design for the tender
 - Review of the tender package which is due to go out on the 17th January
 - Preparation of the list of renderers, this is an important part of the process so that we receive the best prices possible couple with sufficient expertise and quality
 - Finalisation of the draft conditions for the BCC approval
 - Finalisation of the cost plan by Rider Levett Bucknall
 - Ongoing project management of the construction

Ipswich

1. Contour are continuing with developing up the master plan for the site and have allowed for the training track to continue training at the Ipswich facility.
2. Wingate property developers have submitted a new submission for the proposed development of the corner parcel of land as a retail centre prior to Christmas and we will need to review this submission and prepare a impact assessment to RQL/ITC to identify the financial benefits and risk analysis associated with the proposed development.

Cairns, Townsville, Mackay, and Rockhampton

1. Other than the work needed at Rockhampton to deal with the flood (which is not considered part of the infrastructure plan) we are continually refining the planning and costings of these individual projects as required.
2. During our visit to Cairns we agreed to expend \$100,000 over the next couple of months on the stables at Cairns due to the structural issues in the buildings.

Albion Park Raceway

1. Dealing with BCC in relation to their objections to the proposed development of the site
2. We are about to undertake a flood study of the site to assist with overall design
3. We are about to undertake extensive geotechnical investigations of the site to also assist with our planning of the site
4. Before too long we will initiating a preliminary application with council to be able to obtain a master plan approval of the site which will value add the site
5. Any dealings with the current court action of the HRQ

General

1. Any ongoing finalisation of the infrastructure plan consultation
2. Addressing any cost and planning impacts of alternative scenarios with the projects

3. Whilst the consultants fees have been paid when due over the last few months these costs need to be reconciled against the individual projects in a budget to actual format. There is quite a bit of work in this process and will need to be completed before the costs get away from us.

Mal, I'm sure I haven't covered everything that is going on but this will give you a reasonable overview. At present my workload is pretty much capacity and will continue to be so unless some of the above works are halted due to the current delay with the approval of the infrastructure plan.

Look forward to discussing this further with you tomorrow.

Mark Snowdon

Director

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