

Attachment 12 - 574 Meander Valley Road Prospect
Opteon Property Group - Consulting Report
(Pages = 24)



VALUE MADE VISIBLE

www.opg.net

Consulting Report

Proposed "Strathroy" Agri-Park
Part 574 Meander Valley Road
Prospect, Tasmania 7250

CONSULTING REPORT



Strathroy Agri-Park
Part 574 Meander Valley Road
Prospect, Tasmania 7250

Prepared For	Strathroy Pastoral
Report Purpose	Rezoning application purposes
Report Date	9 April 2015
Our Reference	6064159

Opteon Property Group

Opteon (Tasmania) Pty Ltd

ABN 32 159 055 133

PO Box 1044, Launceston 7250 TAS

P (03) 6335 1444 E tas.info@opg.net

F (03) 6331 1966 W www.opg.net

VALUE MADE VISIBLE

Table of Contents

1.0	Instructions	4
2.0	Introduction	5
3.0	Location – Strathroy Agri-Park	6
4.0	Tenure.....	8
4.1	Title Particulars:.....	8
4.2	Easements, Encumbrances & Other Interests Noted on Title	8
5.0	Planning	9
6.0	Site	10
6.1	Site Details	10
6.2	Services.....	10
7.0	Photography	11
8.0	Environmental Issues	12
8.1	Contamination	12
9.0	Land Capability.....	12
10.0	Northern Tasmanian Industrial Land Study (SGS)	13
11.0	Review of available Industrial Land	14
12.0	Industrial Land Market Commentary & Analysis	16
12.1	Recent Market Characteristics	16
12.2	Historical Analysis (1990-2014) – Northern Tasmania	16
12.3	Historical Analysis (1990-2014) – Key Municipalities	18
12.4	Conclusions.....	19
13.0	Comparison & Differentiation of Key Sites	20
13.1	Comparison	20
13.2	Concept Testing (by Proponent).....	21
13.3	Conclusion	21
14.0	Assumptions, Conditions & Limitations	23

1.0 Instructions

Instructions have been received to undertake consultancy advice as per the details below.

Instructing Party	Amy and Ben Grubb on behalf of Beaumont P Grubb, Strathroy Pastoral
Property Address	574 Meander Valley Road, Prospect, Tasmania 7250
Date of Instructions	7 April 2015
Client / Authorised Party	Strathroy Pastoral
Consultancy Purpose	Rezoning application purposes.
Specific Instructions	<p>Consultancy advice for planning/rezoning application purposes, including:</p> <ul style="list-style-type: none">• Long term industrial land supply and demand analysis; &• Comparison of the proposed “Strathroy Agri-Park” to competing industrial land developments. <p>Our consultancy report should only be relied upon for the stated purpose. It is specifically not suitable for land valuation or project feasibility advice.</p>
Pecuniary Interest	We confirm that the report author does not have any pecuniary interest that would conflict with the provision of proper and independent consultancy advice.
Documentation Provided	<p>Information we have been provided with and relied upon in undertaking our advice includes:</p> <ul style="list-style-type: none">• Copy of title;• Proposed development plans;• Northern Tasmanian Industrial Land Study, Stage 1 (May 2013) & Final (August 2014), prepared by SGS Economics & Planning;• Greater Launceston Plan (GLP); &• Launceston Industrial Strategy 2009-2029.

2.0 Introduction

It is proposed to seek rezoning of part of the land known as “Strathroy”, located at 574 Meander Valley Road, Prospect to facilitate development of an Agri (industrial) Park.

The Proponents considered that the land possesses physical and locational advantages to meet anticipated demand for industrial development associated with primary industry. Recent and continuing irrigation scheme development appears likely to enable more intensive, reliable and potentially higher value agricultural production, particularly in the north of the State. This has the potential to drive direct and indirect agri related business growth.

There are potential synergistic advantages in the clustering of agri and related business within a central location, however, there is currently no dedicated land offering of this type available.

The subject land appears suitable for the proposed development of a dedicated agribusiness estate, offering:

- Very good connectivity to the State Highway System and airport;
- Proximity to the Launceston CBD and services, yet being outside of urban area providing for ease of traffic movements;
- Capacity to provide 24 hour heavy vehicle movements;
- Centrally located to the main agricultural regions of the Northern Midlands, North West and North East;
- Access to work force;
- Sufficient consolidated land area to provide for the advantages of related industries co-locating, flexibility of lot size and long term staged development; &
- Proximity to available rail services and port facilities at Bell Bay (approximately 40 minutes).

This report will summarise the subject land (Sections 3-9) and address the following:

- Review and summarise the findings of the Northern Tasmanian Industrial Land Study, Stage 1 (May 2013) & Final (August 2014), prepared by SGS Economics & Planning (Section 10);
- Identify the most comparable existing land developments, which would potentially compete with the proposed development (Section 11);
- Provide an industrial land market commentary, including an historical review of industrial land take-up within relevant Municipalities (Section 12);
- Consider current land supply against historical take up within relevant municipalities (Section 12.2); &
- Provide a comparison of the proposed Strathroy Agri-Park site to the most comparable available land developments (Section 13).

3.0 Location – Strathroy Agri-Park

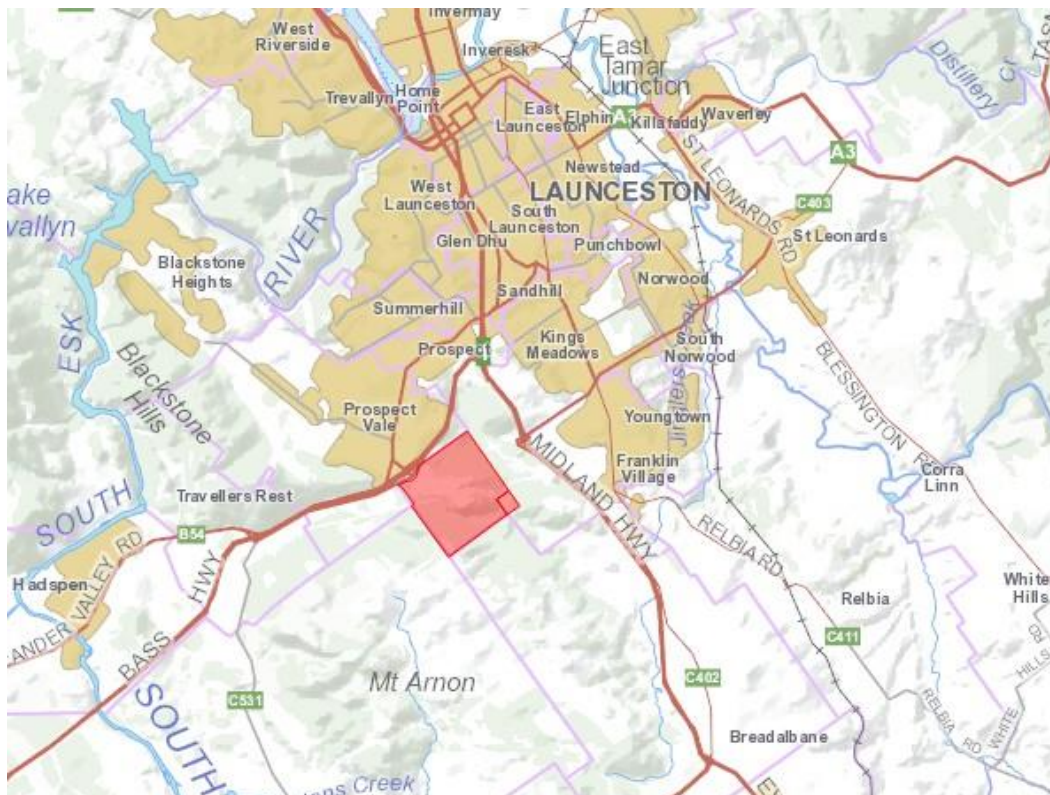
The subject property is situated on the eastern side of the Bass Highway within the suburb of Prospect, on the southern fringe of Launceston. The land is positioned opposite the developed industrial and residential area of Prospect and on the southern side of the Kate Reed Reserve. The property is predominantly buffered from residential development by the highway and is set within a rural and low density location, approximately 6 kms south of the CBD.

The property is advantaged by its proximity to the Bass Highway, which links Launceston and the North West Coast, and relatively close connectivity to the Midland Highway (approximately 2.6km), which connects Launceston to the Midlands and the south of the State. The land is also in the path of the proposed future Kings Meadows link road extension, which would further enhance connectivity and visibility of the site.

The Launceston airport is located within approximately 12 km of the land.

Existing access to the site is off Meander Valley Road. The design concept for the proposed development includes an access road off the existing roundabout off the Bass Highway exit/overpass, connecting with the southern end of Westbury Road.

Location Map



Specific Location Map



Proposed Plan Overall



4.0 Tenure

4.1 Title Particulars:

The subject land comprises part of the land contained within:

Title Reference	Tenure	Registered Proprietor	Title Area
Volume 114487 Folio 1	Freehold	Beaumont Percival Grubb	196.5 ha

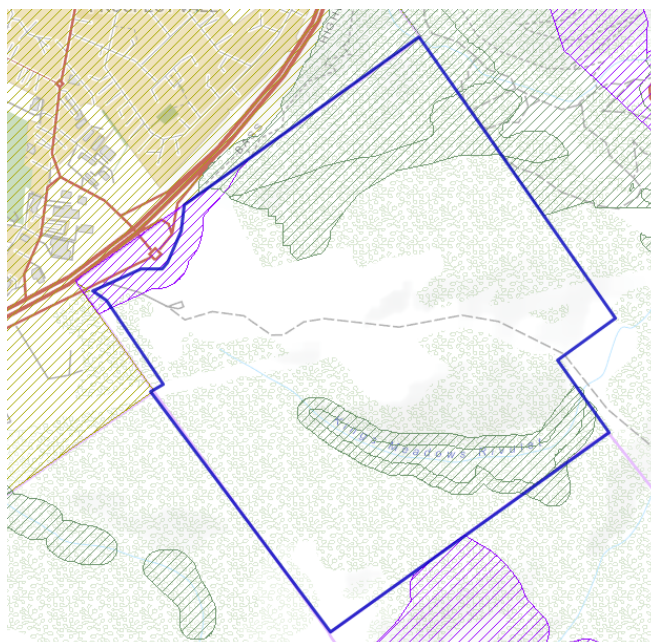
Assumption (Title) For the purpose of this report we have assumed that the title information provided to us is correct.

4.2 Easements, Encumbrances & Other Interests Noted on Title

- Encumbrances**
- Benefiting Easements, Rights of Way;
 - Benefiting Easements, Pipeline rights;
 - Burdening Easement, Pipeline right;
 - Proclamation under Section 9A & 52A of the Roads & Jetties Act 1935.

5.0 Planning

Local Government Area	Launceston City
Planning Scheme	Launceston Interim Planning Scheme 2012
Current Zoning	Rural Resource
Applicant for Re-zoning	We are advised by the Proponents that they will seek rezoning of part of the site to Light Industrial and General Industrial
Overlays	Priority Habitat <p>We have not sighted a Flora and Fauna report, however, from the Overlay Plan below and information provided by the Proponent, we understand that the overlay does not impact on the proposed development area.</p>



Existing Use	Rural – light grazing.
GLP	<p>The property has been identified as a Priority Investigation Area under the GLP (page 103) to “resolve site and development planning issues to facilitate a new industrial park and employment node to service the south west corridor”.</p> <p>The site is also proposed as forming part of the future Kings Meadows link road extension, linking the existing Kings Meadows Connector Road and Midland Highway with the Bass Highway.</p>

6.0 Site

6.1 Site Details

Site Description

The site of the proposed development comprises an irregular shaped parcel (within four proposed “super lots”). The land is of varying slope and undulation, ranging from slight to moderate. The overall site has a land area of approximately 196.5 ha, of which the proponent intends to seek rezoning of approximately 60ha. This land is located at the central part of the overall site. The four proposed super lots have a combined land area of approximately 54.4 ha (excluding road and wayleave easement).

An electrical wayleave easement passes through the land over the proposed Lot 4, as shown on the Proposed Plan Overall.

Dimensions

The shape and dimensions of the property are shown on the Title plan and Proposal Plan.

Source of Site Area

Title plan and Proposal Plan

6.2 Services

Services

We understand that all services, including trade waste and reticulated LPG are available for connection to the site at the cost of the developer.

7.0 Photography



Proposed Lot 1 (north west sector)



Proposed Lot 2 (south west sector)



Proposed Lot 3 (north east sector)



Power Lines and Wayleave Easement

8.0 Environmental Issues

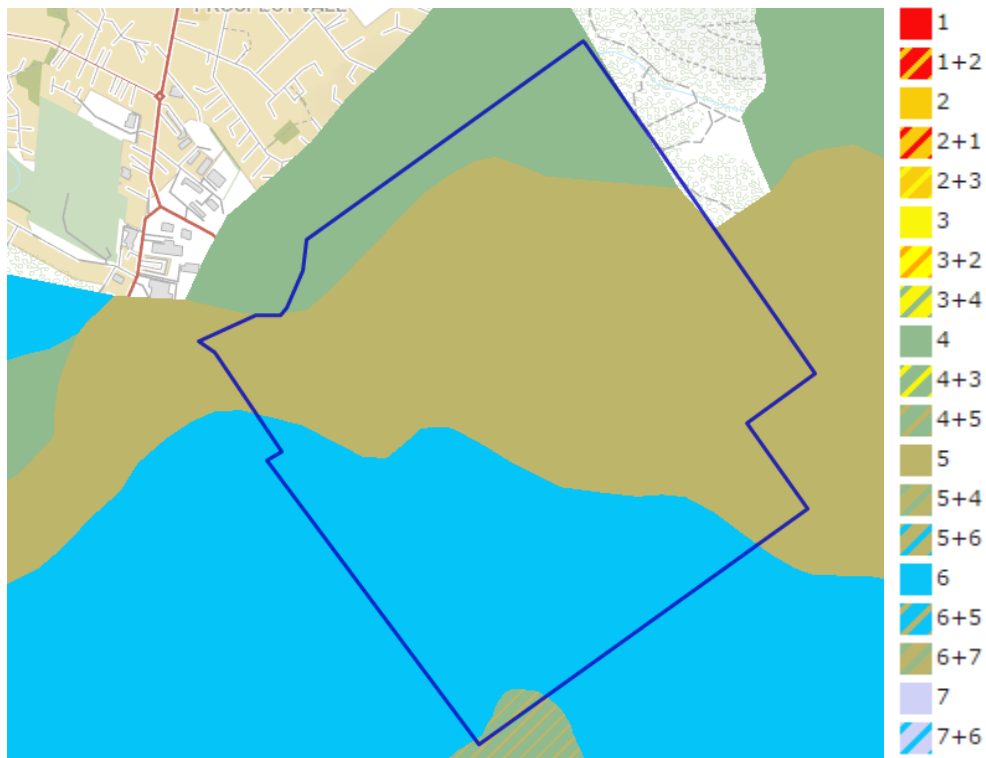
8.1 Contamination

Current Use	Rural
Past Use	Rural
Site Contamination	Based on our site observations, current and past uses along with surrounding uses, contamination of the site is considered unlikely.
API List of Potentially Contaminating Activities	The current and past uses are not listed on the API List of Potentially Contaminating Activities, Industries and Land Uses.
Environmental Audit	We have not been provided with an environmental audit, nor are we aware of the property being affected by soil contamination. We have not investigated the site beneath the surface or undertaken vegetation or soil sampling.
Contamination Assumption	This advice assumes that there are no actual or potential contamination issues affecting the property that would prevent its development and use for the proposed purpose.

9.0 Land Capability

Land Capability Comments	Based upon Land Information Services Tasmania (“LIST”) mapping, the subject land is predominantly within Land Capability 5 area, and to a lesser extent, Land Capability 4 and 6. Land Capability 4 is defined as: Land well suited to grazing but which is limited to occasional cropping or a very restricted range of crops. Land Capability 5 is defined as: Land unsuited to cropping and with slight to moderate limitations to pastoral use. Land Capability 6 is defined as: Land marginally suited to grazing due to severe limitations.
---------------------------------	--

Soils/Land Capability Map



10.0 Northern Tasmanian Industrial Land Study (SGS)

In 2013 and 2014, SGS Economics & Planning undertook an industrial land analysis for Northern Tasmania, incorporating the Municipalities of Break O’Day, Dorset, Flinders Island, George Town, Launceston, Meander Valley, Northern Midlands and West Tamar.

The SGS study identified an oversupply of industrial land within the Northern Tasmanian area relative to projected demand.

The Stage 1 study (page 87) identified 1,546 ha of suitable vacant land within the Northern Tasmanian region. SGS chose to exclude large land holdings at Tongana (128 ha) and Bell Bay (1,154 ha), in arriving at an adjusted total suitable supply of approximately 293 ha. The exclusion of these areas was in our opinion appropriate given their location.

SGS’s demand forecasts were based upon population growth expectations and industry specific factors, such as emerging market opportunities for increased exports and uptake of irrigations schemes.

Based upon high and low scenario modelling, SGS (page 88) projected demand for industrial land at between 88 ha and 127 ha over a 15 year period and between 194 ha and 277 ha over a 30 year period, indicating an oversupply of between 16 ha – 99 ha (SGS Stage 1, page 90).

While indicating sufficient existing supply of vacant industrial land to meet long term demand, SGS (page 88) commented that “there may be specific localised shortfalls and/or shortfalls at strategically located sites.”

11.0 Review of available Industrial Land

While we concur with SGS’s conclusion that within the broader Northern Tasmanian area there is currently more than sufficient supply of available industrial land relative to demand, we consider that the location of the available land represents distinct market segments, which typically do not compete directly for industrial land purchasers.

Our historical analysis of industrial land sales since 1990 (refer Section 12) demonstrates that the majority of the sales activity (in transaction volume) is concentrated within the Launceston and Northern Midlands (Translink) municipalities. We would anticipate this to continue due to locational advantages, notwithstanding the level of supply in other municipalities.

The Westbury industrial park, within the Meander Valley Municipality, offers relatively flat land with access to adequate services and the Bass Highway. This land would appear suitable for Agribusiness related industrial uses, however, the location is far less favoured by the market than Launceston and Translink, as reflected in very slow lot take-up.

We consider that Launceston, Northern Midlands and Meander Valley are the most relevant municipalities for the purpose of this analysis.

Available land within the West Tamar, George Town, Dorset and Break O’Day municipalities is considered inferior due to location, transport connectivity and relative proximity to services, major centres and agricultural regions.

Demand for industrial land in the **West Tamar Municipality** is weak. This is reflected in historical sales volumes and the failure of the proposed Legana Park Drive expansion. The original developer proposed new stage development twice without generating sales, before the mortgagee took possession. Demand for the development site also proved very weak. The ultimate purchaser has also been unable to achieve sales. Legana Park Drive is the main industrial precinct within this Municipality and whilst within 12 kilometres of Launceston, it is considered a secondary industrial location compared to the Launceston/Translink area.

The **George Town Municipality** industrial precinct is overwhelmingly concentrated at Bell Bay. This is a heavy industrial location, with large tracts of land controlled by Pacific Aluminium (Rio Tinto), Tasmanian Ports Corporation and the Receivers of Gunns Ltd. While this municipality has recorded by far the highest level (in land area) of industrial land sales in the 25 years from 1990 to 2014, there has been relatively little market activity outside of just a few major industry participants. Demand for industrial land within George Town itself, has been weak for an extended period of time. A long proposed industrial estate at the town's entrance has failed to proceed and the owner has been unable to sell the site to another developer, despite it having been on the market for several years. This municipality represents by far the highest supply of available industrial land, however, much of this land is controlled by a few larger entities and is not readily available for sale. We do not consider that land in this location competes directly with industrial land within the Launceston area.

The **Dorset and Break O'Day Municipalities** are outlying locations with less favourable connections to State Highway systems and other freight transportation modes. We do not consider that these locations compete directly with industrial land within the more favoured locations.

The industrial land supply within the **Launceston Municipality** is widely dispersed across the city and suburbs and mainly includes residual land within older developments. Some land is set within urban locations, presenting heavy vehicle transport access issues and potential land use conflicts. The scale of the residual land estates is limited. Based upon the SGS study (Stage 1, page 87), Connector Park (11 ha) and George Town Road/Lilydale Road (13 ha) are the largest available "suitable" industrial land supplies, however, this land is dispersed within existing development rather than consolidated for potential clustering of related business operations. On this basis, neither area is considered ideally suited for the proposed Agri-Park concept. Of the two, Connector Park is considered the superior offering due to its location and superior highway connectivity. George Town Road/Lilydale Road, on the northern outskirts of the city, is considered a materially inferior location with less favourable highway connectivity.

Based upon our analysis, we consider that the Connector Park Estate, Translink Industrial precinct and Westbury industrial park represent the most relevant land for the purpose of this analysis.

Our recent review of **Connector Park Estate** revealed 12 vacant lots of varying size, plus 5 lots within the older Merino Street section. Some of this land is sloping, undeveloped and rocky ground and the cost to develop may be a disincentive for lower value industrial use. Development for bulky goods retailing for the higher profile land would appear more likely. Part of this land adjoins residential development. The remaining land is also spread out through the estate, as opposed to consolidated. The existing "Light Industrial" zoning may restrict some uses that may otherwise be attracted to an Agri-Park. On this basis, we consider that the Connector Park land has limitations for potential (part) use for agribusiness and related enterprises.

Based upon the SGS study and our own inspection, there are currently 26 vacant developed lots and two larger undeveloped lots, suitable for subdivision, within the General Industrial zone of the **Translink** development. This assessment differs materially to SGS's Stage 1 Study (page 87) which indicated 54 suitable vacant lots. We assume that this includes potential lots which could be developed from the remaining undeveloped land. Currently there appears to be only seven of the 26 developed lots advertised for sale. These lots (available for sale) are typically smaller than 7,000 sqm. This land has good transport connectivity, is generally level and is suitably zoned to accommodate potential Agri-Park type uses, however, is subject to height restrictions due to proximity to the airport and does not have connections to natural gas and has limited trade waste handling capacity. Furthermore, it does not have the locational appeal of the subject land, being on the fringe of the greater Launceston urban area.

The **Westbury** development has met with very soft demand. This is a proposed 56 lot estate, of which 11 lots have been developed. Currently four are occupied, with three recorded sales since 2010. The fourth lot appears to be occupied by the developer. The development provides for lots of varying size. The land is generally level, has highway access and is zoned General Industrial. Currently three of the developed lots (Gatenby Drive) are marketed for sale. These lots range in area from 0.6 ha to 1.19 ha. Demand appears weak. The low number of sales set against the materially higher volume within the Launceston/Western Junction area indicates the superior demand for land in or close to Launceston. This would also indicate that the Westbury land is not a closely or directly competing location.

12.0 Industrial Land Market Commentary & Analysis

12.1 Recent Market Characteristics

The industrial sector in Northern Tasmania is now well past the peak of the cycle with the market having slowed significantly in the last 3 to 4 years. This followed a period of solid growth, including increased development activity.

The downturn can be attributed to weaker economic conditions, major restructuring and downsizing in the timber/forestry sector, decline in the manufacturing sector and weak business confidence due to economic conditions and the budgetary constraints of State and Federal governments.

As a result of the recent downturn, industrial land sales volumes have fallen sharply across all municipalities and there has been minimal recent development of new industrial land.

12.2 Historical Analysis (1990-2014) – Northern Tasmania

For the purposes of our analysis we have undertaken a review of industrial land (V3) sales across the Northern Tasmanian municipalities since 1990. We have excluded Flinders Island. Our analysis is based upon LIST records. We have attempted to eliminate transfers between related parties, sales of In globo development sites and resales of vacant lots, in order to more accurately reflect the take up of vacant industrial land within each municipality.

We consider that this period is of sufficient duration to provide a longer term assessment of market demand. This period spans varying market cycles, commencing in a recessed market in the 1990's, a period of good growth and new land development from around the early 2000's and the collapse of a major developer (Novak International), which preceded a large sell down of vacant lots within the Novak development within the Translink precinct. These lots flooded the market and appear to have absorbed demand, which may have exacerbated the extent of the downturn as market conditions softened from around 2009/10.

We have compared the identified sales within each municipality over the 25 year period to SGS's projected long term (30 years) high and low demand projections and suitable available land supply in order to identify localised demand/supply conditions. This analysis is summarised as follows:

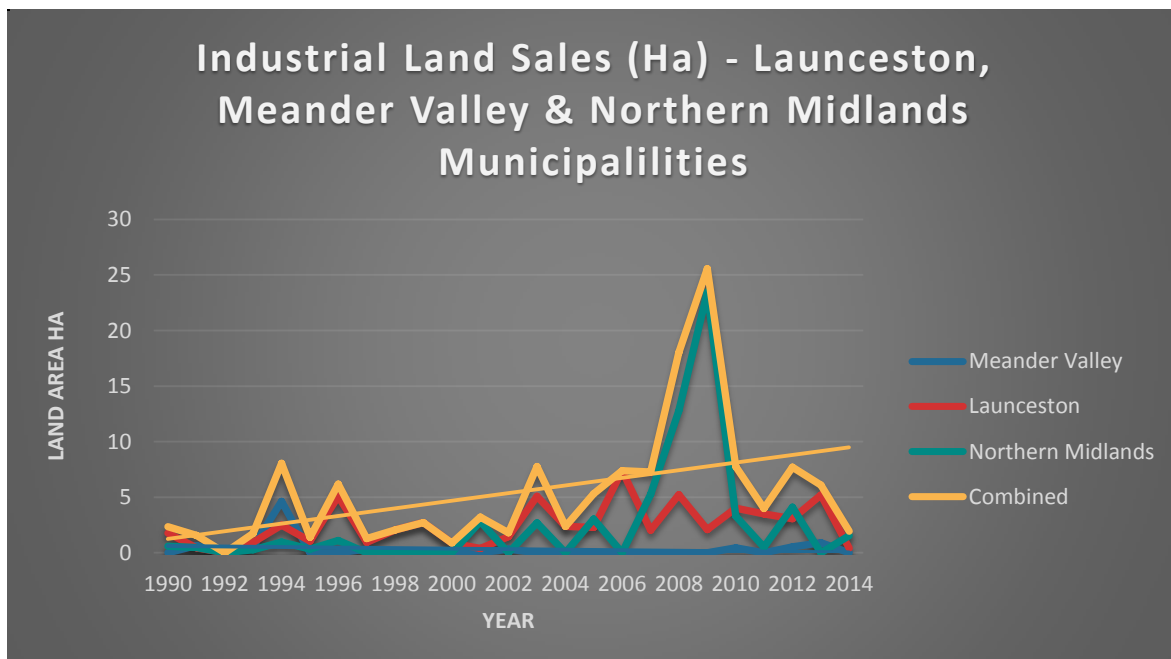
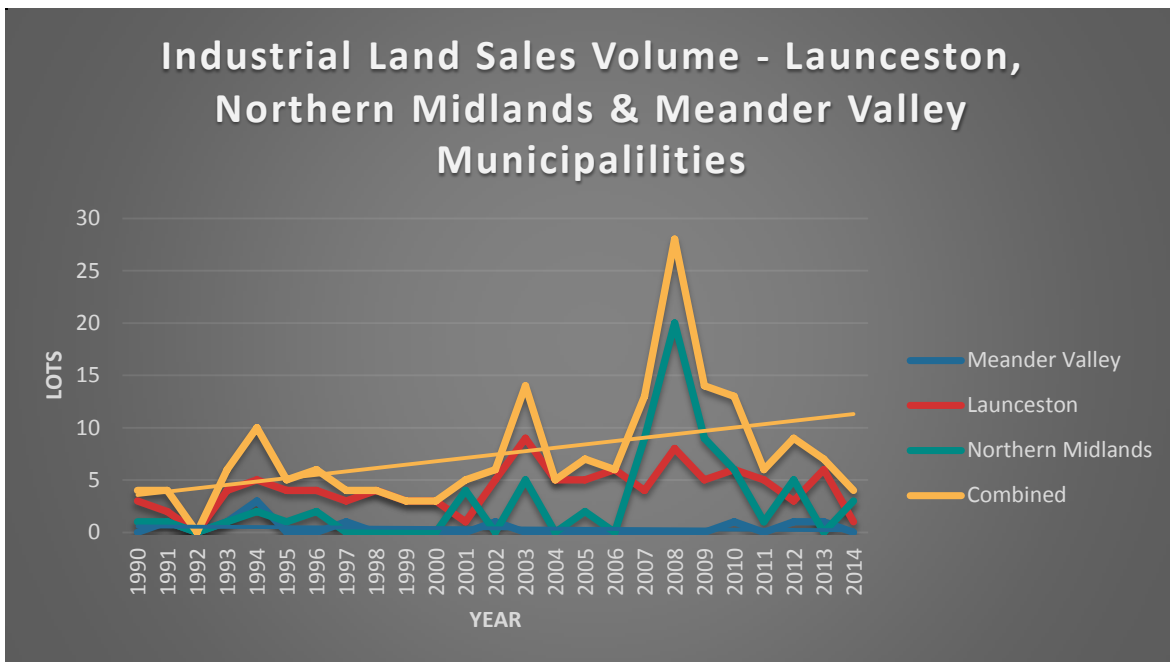
Municipality	Sales 1990-2014		SGS Supply Analysis		SGS Demand Projections		Comments
	Lots	Ha	Lots	Ha	Low	High	
Launceston	83	54.0	103	53	-	-	Historical take up does not indicate long term oversupply. Some of the available land is of limited market appeal due to position, proximity to conflicting uses, poor access, physical characteristics, etc.
Northern Midlands	61	56.6	63	66	-	-	Historical take up does not indicate significant long term oversupply.
Meander Valley	9	8.0	53	78	-	-	Historical take up indicates significant oversupply.
West Tamar	28	16.1	8	14	-	-	Historical take up does not indicate long term oversupply.
George Town	21	750.0	22	1,154	-	-	Not relevant. Distorted by Bell Bay precinct.
Dorset	21	51.2	13	175	-	-	Historical take up indicates significant oversupply.
Break O'Day	31	9.2	14	7	-	-	Historical take up does not indicate long term oversupply.
Totals	255	945.1	276	1,547	194 ha	277 ha	Excluding Bell Bay and Tongana, SGS estimated current supply at 293 ha

Excluding George Town/Bell Bay, the industrial land take up between 1990 and 2014 was approximately 195.1 ha, which is significantly lower than the SGS adjusted supply estimate of 293 ha. Based upon the above analysis, however, the oversupply is mainly attributable to the Meander Valley Municipality, which has an available supply of industrial land of approximately 78 ha, however, only recorded sales between 1990-2014 totalling approximately 8 ha.

It should also be noted that we are comparing adjusted sales data for a 25 year period to SGS's 30 year outlook. On this basis, it could be argued that there is a potential shortfall of industrial land within the Launceston Municipality to service long term demand, assuming similar trends to our historical (25 year) review.

12.3 Historical Analysis (1990-2014) – Key Municipalities

We have also graphed industrial land sales for the Launceston, Northern Midlands and Meander Valley municipalities, which we have identified as the most relevant markets for the purpose of this analysis. The following graphs illustrate historical market activity in both lot sales and land area (ha) and the relativity of demand between these locations. The data is as per the above table, with the exception that re-sales of vacant industrial land have been included, as these sales are considered part of normal market activity.



12.4 Conclusions

- There is currently an over-supply of industrial land relative to demand in some areas of Northern Tasmania.
- Supply does not drive demand. Some of the industrial land currently available in Northern Tasmania does not appeal to the market due to factors including location, highway/freight connectivity, conflicting land use issues, availability of services and physical characteristics.
- Industrial land within the municipalities of George Town, Break O’Day, Dorset and West Tamar are distinct markets, not directly competing for demand for land within Launceston or the Northern Midlands (Translink).
- Westbury industrial land within the Meander Valley municipality is considered somewhat relevant to this analysis given the scale of supply of industrial zoned land and its proximity to the highway, services and agricultural production. Notwithstanding, demand is weak in this location, emphasising the markets attraction to proximity to Launceston;
- There has been an upward trend in both lot sales volume and hectares sold over the past 25 years, predominantly driven by the Launceston and Northern Midlands (Translink) markets;
- Based upon historical analysis (25 years) there does not appear to be a long term over supply of available industrial land within the Launceston municipality, which has generally been the most active of the three markets, with the exception of the spike in activity at Translink between 2007 and 2010;
- The existing Launceston municipality industrial land supply is dispersed across a number of suburban locations, with varied characteristics and comprises remnant lots within older land developments. There are no consolidated broad acre industrial sites currently available in this municipality to accommodate the longer term development of a dedicated precinct of the type proposed by the proponents of the Strathroy Agri-Park.

13.0 Comparison & Differentiation of Key Sites

13.1 Comparison

In our opinion, the key sites with which the proposed Strathroy Agri-Park would potentially compete are:

- Translink;
- Connector Park; &
- Westbury (to a lesser degree)

Based upon the SGS study and our own observations and investigations, we have analysed these land estates against “Strathroy” as follows:

Site	Suitable Land (ha)*	Proximity-Launceston & Resources	LPG Gas	NBN	Industrial Trade Waste	Transport Connectivity	Planning Matters	Flexible Lot Size
Strathroy	54	Very Good	Available	Available	Available	Excellent	Requires Rezoning	Yes
Translink	54	Good	No	No	Limited	Very good	ANEF contour and OLS level restrictions	Yes
Connector Park	11	Good	No	Works commenced	Available	Very good	No major constraints. Proximate residential use.	Limited
Westbury	73	Moderate	Available	No	Available	Good	No major constraints	Yes

*Suitable land availability is as per the SGS Stage 1 study and verified as a reasonable reflection of land availability by our own investigations. The “Strathroy” suitable land estimate is based upon the Proposal plan and excludes roads and way leave easement.

The above assessment assumes that all services, including LPG, NBN and Trade Waste are available to the Strathroy site at a cost that would not undermine the feasibility of its development.

13.2 Concept Testing (by Proponent)

We have sighted copies of letters from several agribusiness and related service operations, expressing support for the proposed Strathroy Agri-Park.

These letters appear representative of the types of businesses to which the proposed development may appeal and include:

- Australian Wool Network;
- Hudson Civil Products;
- Irrigation Tasmania Pty Ltd;
- Roberts;
- Seedhouse;
- TFGA; &
- TP Jones & Co.

The common theme of these letters includes:-

- Proximity to Launceston;
- Highway system access;
- Benefits of co-location with similar/complimentary businesses; &
- Lack of existing suitable sites.

While these letters do not represent any commitment to the development, they appear to express interest from potential buyer/user groups and present reasonable arguments for a development of this type.

13.3 Conclusion

Relative to the most comparable available industrial land estates, we consider that “Strathroy” offers strategic advantages to accommodate a new Agribusiness and related services industrial park.

Translink is developing as a key transport and storage hub for the northern part of the State, is advantaged by its relatively flat land and proximity to the Launceston airport, however, has some limitations which may impact upon the potential uses of an Agri-Park, particularly in relation to access to natural gas, trade waste handling and building height restrictions.

Connector Park is well located, however, now represents remnant lots within the existing development. The land appears to lack the scale and concentration of available land to efficiently cater to the longer term development and co-location of agri and related businesses. The undeveloped land is also likely to be expensive to develop and given some high visibility lots and existing uses, may be better suited to bulky goods retailing.

Westbury offers the scale and concentration of suitable land and services for the flexible and efficient long term development of an Agri-Park, however, it is disadvantaged by its distance from Launceston, which remains the main area of industrial activity.

Based upon our analysis, we consider that the “Strathroy” land is well suited to the proposed development concept and longer term staged release and development. Further, we do not consider that there currently is a long term oversupply of industrial land of this type, within this location.

Date of Inspection 9 April 2015

Date of Consulting Advice 9 April 2015

Date Issued 8 May 2015

Currency of Advice 90 days from the date of this report, or such earlier date if you become aware of any factors that have any effect on the advice.

Signatories



Gavin Lippelgoes

Managing Valuer

Grad. Dip (Prop) B.Bus(Acc) FFin, AAPI, CPV

API Member 40045

Inspecting Valuer

Important

This consulting advice is subject to the definitions, qualifications and disclaimers and other comments contained within this report.

14.0 Assumptions, Conditions & Limitations

Area Disclaimer	<i>In the event actual surveyed areas of the property are different to the areas adopted in this report the survey should be referred to the author for comment on any implications. We reserve the right to amend our report and advice in the event that a formal survey of areas differs from those detailed in this report.</i>
Environmental Disclaimer	<i>This report is not an environmental audit and no advice is given in any way relating to environmental or pollution matters. Any comments given as to environmental or pollution factors in relation to the property are not given in the capacity as an expert. This advice is on basis that the property is free of contamination or environmental issues affecting the property not made known to the report author. In the event the property is found to contain contamination the matter should be referred to this office for comment.</i>
Full Disclosure Disclaimer	<i>Whilst we have attempted to confirm the veracity of information supplied, the scope of work did not extend to verification of all information supplied or due diligence. Our consultancy and report has been prepared on the assumption the instructions and information supplied has been provided in good faith, is not in any way misleading or deceptive, contains a full disclosure of all information that is relevant, there are no undisclosed agreements in place that affect the property and the sale price includes GST. The report author does not accept any responsibility or liability whatsoever in the event that we have been provided with insufficient, false or misleading information.</i>
Geotechnical	<i>We have not sighted a geotechnical engineers' survey of the property. We are not experts in the field of civil or geotechnical engineering and we are therefore unable to comment as to the geotechnical integrity of the ground and soil conditions. It is specifically assumed that there are no adverse geotechnical conditions that compromise the utility of the property for the current or highest and best use. In the event there is found to be adverse ground conditions we recommend the matter be referred to this Company for comment.</i>
Heritage Assumption	<i>This report is made on the assumption that there are no actual or potential heritage issues affecting the value or marketability of the property.</i>
Inconsistencies in Assumptions	<i>If there is found to be any variance, inconsistency or contradiction in any of the above assumptions then there may be a variation in the consultancy findings and advice.</i>
Market Change	<i>This consultancy advice is current as at the Date of Issue only. Market conditions may change significantly and unexpectedly over a relatively short period. We do not accept liability for losses arising from such subsequent changes.</i>
Market Evidence Information Availability	<p><i>In preparing this consultancy advice we have undertaken those investigations reasonably expected of a professional valuer having regard to normal industry practice so as to obtain the most relevant, available, comparable market evidence. Whilst we believe the market evidence information and any other information provided to be accurate, not all details can and have been formally verified. Due to privacy laws, confidentiality agreements and other circumstances beyond our control, the valuer may not have had access to:</i></p> <ul style="list-style-type: none"> • <i>Personal details of parties involved in transactions (including the relationship of the parties);</i> • <i>Information on recent transactions that are yet to become public knowledge; and</i> • <i>Copies of leases or contracts to confirm rents or prices and to ascertain whether or not rents or prices are inclusive or exclusive of GST.</i>

Market Value and Development Feasibility	<i>This consultancy advice is not intended, nor should it be relied upon for market valuation or project feasibility purposes.</i>
Native Title Assumption	<i>We are not experts in native title or the property rights derived there from and have not been supplied with appropriate expert advice or reports. This consultancy advice is made assuming there are no actual or potential native title interests affecting the subject property.</i>
Planning Disclaimer	<i>Town planning and zoning information was informally obtained from the relevant local and State Government authorities and is assumed to be correct. This information does not constitute a formal zoning certificate. Should the addressee require formal confirmation of planning issues then we recommend written application be made to the relevant authorities to obtain appropriate current zoning certificates.</i>
Professional Standards	<i>Our report has been prepared (where applicable) in accordance with applicable International Valuation Applications and Technical Information Papers of the International Valuation Standards Committee and the Australian Property Institute Practice Standards and Guidance Notes.</i>
Publication of Report	<i>The publication of this report in whole or any part, or any reference thereto, or the names and professional affiliations of the author is prohibited without the prior written approval of the valuation firm as to the form and context in which it is to appear.</i>
Site Survey Disclaimer	<i>This report is not a site survey and no advice is given in any way relating to survey matters. Any comments given in relation to the property are not given in the capacity as an expert, however, are based on our inspection of the property and review of the Certificate of Title plans. Should the addressee require absolute certainty in relation to the site area, dimensions or possible encroachments we recommend that a surveyor be engaged to provide appropriate advice and a survey of the property if considered necessary. In the event there are any fundamental inconsistencies between any site survey undertaken and site detail adopted in this report, the survey should be referred to the author for comment on any implications (including amendment of our advice if considered necessary).</i>
Third Party Disclaimer	<i>This report has been prepared for the private and confidential use of our client, Strathroy Pastoral for rezoning application purposes only. It should not be reproduced in whole or part without the express written authority of Opteon (Tasmania) Pty Ltd or relied upon by any other party for any purpose and the author and valuation firm shall not have any liability to any party who does so. Our warning is registered here, that any party, other than those specifically named in this paragraph should obtain their own advice before acting in any way in respect of the subject property.</i>