

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The text is contained within a white square frame that is partially open on the right side. A white L-shaped line extends from the top and right sides of the frame across the top of the page.

**URBIS**

# **CONSULTATION OUTCOMES REPORT**

520 Gardeners Road,  
Alexandria

Prepared for  
**CHARTER HALL**  
2 February 2022

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Associate Director     Stephanie Potter  
Senior Consultant     Erin Riley  
Project Code             P0032153  
Report Number         Final

---

**Urbis acknowledges the important contribution that  
Aboriginal and Torres Strait Islander people make in  
creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices, the Traditional  
Owners on whose land we stand.**

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd  
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

**[urbis.com.au](http://urbis.com.au)**

# CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1.	Overview of the project .....	1
1.2.	Response to SEARS .....	1
<b>2.</b>	<b>Community and stakeholder participation strategy .....</b>	<b>3</b>
2.1.	Engagement objective and approach .....	3
<b>3.</b>	<b>Stakeholders .....</b>	<b>5</b>
<b>4.</b>	<b>Forms of engagement .....</b>	<b>8</b>
4.1.	Newsletter .....	8
4.2.	Engagement email and phone line.....	8
<b>5.</b>	<b>Issues raised .....</b>	<b>9</b>
<b>6.</b>	<b>Future community and stakeholder engagement .....</b>	<b>16</b>
	<b>Disclaimer.....</b>	<b>17</b>

## Appendix A Fact Sheet

### FIGURES

Figure 1 IAP2 Public Participation Spectrum.....	3
Figure 2 Stakeholder categorisation .....	5
Figure 3 Surrounding community .....	6
Figure 4 Community distribution zone (the surrounding community) .....	8

### TABLES

Table 1 Response to SEARs.....	1
Table 2 Stakeholder matrix.....	6
Table 3 Issues raised and project response.....	9



# 1. INTRODUCTION

This communications and engagement outcomes report has been prepared by Urbis Pty Ltd (Urbis) for Charter Hall to support a State Significant Development Application (SDDA) for an industrial estate at 520 Gardeners Road, Alexandria.

## 1.1. OVERVIEW OF THE PROJECT

Charter Hall is seeking to redevelop the existing site at 520 Gardeners Road, Alexandria to deliver a multi-level warehouse and distribution centre. The proposal comprises of the following:

- Site preparation including minor bulk earthworks
- Construction of a multi-level warehouse and distribution centre with ancillary office
- Construction of two new driveways on Bourke Road and widening of the existing access at Gardeners Road
- 144 light vehicle parking spaces, 12 motorcycle parking spaces and 64 bicycles parking spaces
- Landscaping works throughout the ground level of the site and second level of the warehouse and distribution centre.

## 1.2. RESPONSE TO SEARS

Table 1 Response to SEARs

SEARs Item	Reference within this report
<b>Engagement</b>	
Detail engagement undertaken and demonstrate how it was consistent with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> . Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:	The Engagement Strategy was prepared and implemented to ensure Charter Hall delivered an engagement program consistent with DPIE’s <i>Undertaking Engagement Guide: Guidance for State Significant Projects</i> .  Refer to Section 2 of this report for more detail.
Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:	See below
<ul style="list-style-type: none"> <li>▪ The relevant Department assessment team</li> </ul>	Refer to Sections 3 and 4 of this report for detail on feedback, methods of consultation and project response.
<ul style="list-style-type: none"> <li>▪ Any relevant local councils</li> </ul>	Refer to Sections 3 and 4 of this report for detail on feedback, methods of consultation and project response.
<ul style="list-style-type: none"> <li>▪ Any relevant agencies</li> </ul>	Refer to Sections 3 and 5 of this report for detail on feedback, methods of consultation and project response.

<b>SEARs Item</b>	<b>Reference within this report</b>
<ul style="list-style-type: none"> <li>▪ The community</li> </ul>	Refer to Sections 3 and 5 of this report for detail on feedback, methods of consultation and project response.
If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.	Consultation not relevant to this project.
<b>Additional assessment requirements</b>	
Consultation – Your EIS must be informed by consultation with: <ul style="list-style-type: none"> <li>▪ Transport for NSW, regarding the proposed access arrangements along Bourke Road and Gardeners Road</li> </ul>	Refer to Section 5 of this report for detail on consultation with Transport for NSW.

## 2. COMMUNITY AND STAKEHOLDER PARTICIPATION STRATEGY

Community and stakeholder engagement throughout the development of the SSDA was achieved through the implementation of the engagement strategy outlined in this section.

### 2.1. ENGAGEMENT OBJECTIVE AND APPROACH

Urbis Engagement was engaged by Charter Hall to prepare and execute an engagement strategy (Strategy) to support the State Significant Development Application (SSDA) for the proposed warehouse and distribution centre at 520 Gardeners Road, Alexandria (the site).

In accordance with NSW Department of Planning, Industry and Environment (DPIE) expectations around engagement for state significant projects, the Strategy was prepared and implemented to ensure Charter Hall delivered an engagement program consistent with DPIE’s *Undertaking Engagement Guide: Guidance for State Significant Projects*.

The engagement approach is adapted from the International Association of Public Participation’s (IAP2) Public Participation spectrum. The spectrum (Figure 1) describes goals for public participation and the corresponding promise to the public. For this strategy, the engagement objective aligns to the goal of consulting with stakeholders and the community. This means our objective is to obtain public feedback on the proposal.

Figure 1 IAP2 Public Participation Spectrum

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
PROMISE	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2

To achieve these objectives, the engagement approach involved:

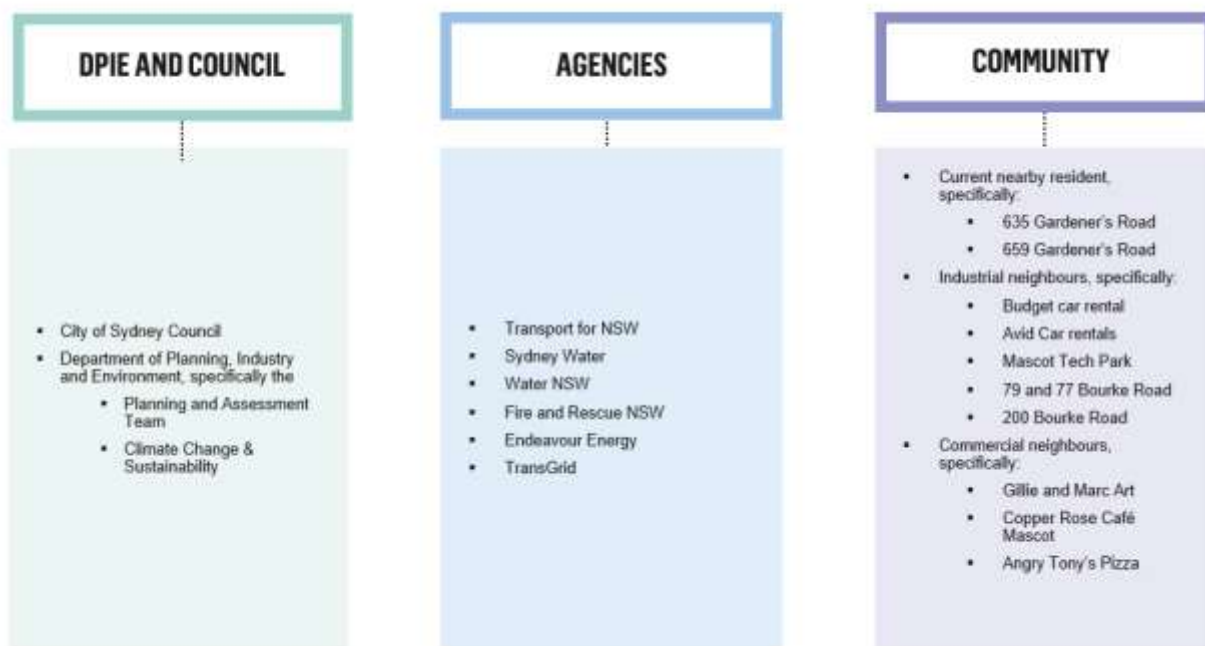
- Providing consistent, relevant, jargon-free and up to date information on the proposal, impacts, benefits, and the SSDA process through accessible, tailored open lines of communication
- Responding appropriately and in a timely manner to concerns or questions raised by the community and stakeholders
- Facilitating information flow to the project team by establishing working relationships to ensure stakeholder and community views and local knowledge are appropriately incorporated into the design of the project

- Managing expectations by closing the feedback loop through sharing how stakeholder and community views influenced the proposal.

### 3. STAKEHOLDERS

As outlined in the SEARs, DPIE defines stakeholders as the relevant Department assessment team, local councils, any relevant agencies and the community. As described in DPIE’s *Undertaking Engagement Guide: Guidance for State Significant Projects*, the community is anyone (individuals, groups of individuals or organisations) interested in or are likely to be affected by the project. The stakeholders for the project have been categorised by group, as shown in the figure below.

Figure 2 Stakeholder categorisation



For this project, we have defined the impacted community as the surrounding affected landowners as shown in Figure 3. While the proposal is located adjacent to similar industrial properties, it is in proximity to a number of mixed-use buildings with residential apartments. Engagement with the impacted community will focus on the specific potential impacts of this proposal, including noise and traffic during construction and operation.

Figure 3 Surrounding community



To ensure a coordinated approach, Urbis Engagement collaborated with Charter Hall to engage with various stakeholder groups for the proposal.

The Stakeholder matrix in Table 2 outlines the stakeholders, engagement objective and forms of engagement.

Table 2 Stakeholder matrix

Stakeholder	Engagement objective	Forms of engagement
City of Sydney	Consult: Obtain feedback on the proposal.	<ul style="list-style-type: none"> <li>▪ Teams meeting</li> </ul>
Department of Planning, Industry and Environment, specifically: <ul style="list-style-type: none"> <li>▪ Industry Assessments Team</li> <li>▪ Environment, Energy and Science Group</li> <li>▪ Heritage NSW.</li> </ul>	Consult: Obtain feedback on the proposal.	<ul style="list-style-type: none"> <li>▪ Teams meeting</li> </ul>
Relevant agencies including: <ul style="list-style-type: none"> <li>▪ Transport for NSW</li> <li>▪ Sydney Water</li> <li>▪ Fire and Rescue NSW</li> <li>▪ Endeavour Energy</li> </ul>	Consult: Obtain feedback on the proposal and understand how the proposal may impact each agencies' service.	<ul style="list-style-type: none"> <li>▪ Teams meeting</li> <li>▪ Written correspondence.</li> </ul>

<b>Stakeholder</b>	<b>Engagement objective</b>	<b>Forms of engagement</b>
<p>Community (people or groups likely to be impacted by the project)</p> <p>Current nearby residents, specifically:</p> <ul style="list-style-type: none"> <li>▪ 635 Gardeners Road</li> <li>▪ 659 Gardeners Road.</li> </ul> <p>Industrial neighbours, specifically:</p> <ul style="list-style-type: none"> <li>▪ Budget car rental</li> <li>▪ Avid Car Rental</li> <li>▪ Mascot Tech Park</li> <li>▪ 79 and 77 Bourke Road</li> <li>▪ 200 Bourke Road.</li> </ul> <p>Commercial neighbours, specifically:</p> <ul style="list-style-type: none"> <li>▪ Gillie and Marc Art</li> <li>▪ Copper Rose Café Mascot</li> <li>▪ Angry Tony's Pizza.</li> </ul>	<p>Consult: Obtain feedback on the proposal by providing balanced and objective information to assist in understanding the proposal's impacts and benefits.</p>	<ul style="list-style-type: none"> <li>▪ 1800 number and project email</li> <li>▪ Fact sheet by letterbox drop.</li> </ul>

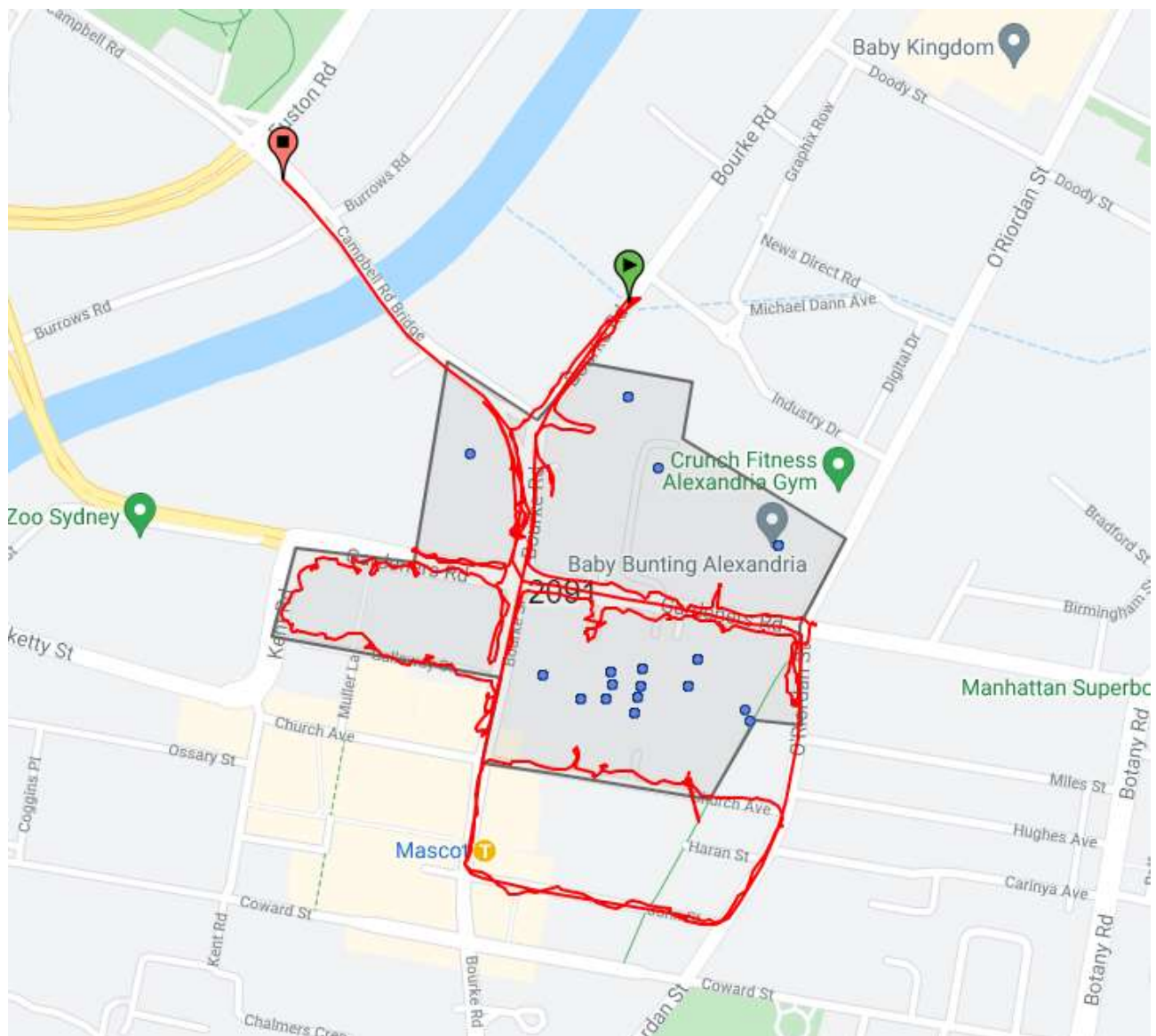
## 4. FORMS OF ENGAGEMENT

### 4.1. NEWSLETTER

The newsletter outlined key features of the proposal and invited feedback. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.

It was distributed by letterbox drop to approximately 2,150 properties on 26 November 2021. The newsletter distribution footprint is outlined in Figure 4 below.

Figure 4 Community distribution zone (the surrounding community)



### 4.2. ENGAGEMENT EMAIL AND PHONE LINE

Members of the public were invited to contact Urbis through a dedicated phone number and email address. These contact details were managed by Urbis to enable stakeholders and the community to provide feedback on the project.

At the time of writing this report, no community enquiries have been submitted through to the dedicated phone number and email address.

## 5. ISSUES RAISED

The following table outlines the issues raised by the community and stakeholders, and the project response.

Table 3 Issues raised and project response

Stakeholder	How this group was consulted	Feedback	Project response
Department of Planning Industry and Environment (DPIE)	Teams Meeting, 21 October 2021, 12PM	<ul style="list-style-type: none"> <li>▪ Detail to be provided in relation to use, operation and known tenants of multi-level warehouse and distribution centre.</li> <li>▪ Engagement to be undertaken with TfNSW in relation to site access.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The EIS has been prepared to include detail on the use, operation and known tenants of the warehouse and distribution centre including an assessment of any relevant impacts or proposed mitigation measures.</li> <li>▪ Engagement has been undertaken with TfNSW as detailed in the Traffic Assessment prepared by Ason.</li> </ul>
City of Sydney Council	Teams Meeting, 24 November 2021, 4PM	<ul style="list-style-type: none"> <li>▪ Design of elevations in relation to bulk and scale.</li> <li>▪ Opportunities for public art on large expanses of façade.</li> <li>▪ Potential residential amenity / visual impacts of any plant located on the roof.</li> <li>▪ Opportunities for tree canopy coverage and deep soil planting.</li> <li>▪ Access to the site by pedestrians and cyclists including preparation of Green Travel Plan.</li> <li>▪ Interface with public domain including pedestrian safety in relation to heavy vehicle movements.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The design of the elevations has been carefully considered to mitigate any bulk and scale impacts of the proposed built form.</li> <li>▪ Any plant located on the roof is proposed to be appropriately screened as required.</li> <li>▪ As detailed in the Landscape Plans, opportunities for tree canopy coverage and deep soil planting have been maximised across the site.</li> <li>▪ A Framework Green Travel Plan to encourage access to the site by sustainable modes has been prepared by Ason as part of the Transport Assessment.</li> </ul>

Stakeholder	How this group was consulted	Feedback	Project response
		<ul style="list-style-type: none"> <li>▪ Bicycle parking and End of Trip facilities to be provided on site.</li> <li>▪ Confirmation of private road to the north of the site in relation to the adjoining data centre.</li> <li>▪ ESD measures to be provided on site.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The relationship of the proposal to the public domain has been carefully considered to maximise activation and pedestrian safety.</li> <li>▪ Bicycle parking and End of Trip facilities are provided as part of the development as shown on the Architectural Plans.</li> <li>▪ ESD measures proposed on site as part of the development are detailed in the ESD Report.</li> </ul>
Transport for NSW (TfNSW)	Virtual meeting on 24 September 2021 via Teams with TfNSW Development Assessment Team, Ason Group (traffic consultant) and Charter Hall.	<ul style="list-style-type: none"> <li>▪ Initial meeting to discuss the proposed access strategy and assessment requirements.</li> <li>▪ TfNSW asked for further information to be provided in regards benefits of maintaining the access on Gardeners Road, which is a state-controlled road.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ason Group undertook the relevant analysis, inclusive of preliminary SIDRA modelling analysis, to demonstrate the benefit to travel times and the performance of the overall network of maintaining the Gardeners Road access.</li> </ul>
	Virtual meeting on 17 November 2021 via Teams with TfNSW Development Assessment Team, Ason Group (traffic consultant), Project Strategy and Charter Hall.	<ul style="list-style-type: none"> <li>▪ Presentation of results of options testing the with and without scenarios for the Gardeners Road access.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ason Group submitted results to TfNSW for review and comment.</li> </ul>

Stakeholder	How this group was consulted	Feedback	Project response
	Written correspondence, 1 December 2021	<ol style="list-style-type: none"> <li>1. The proposed development will directly impact on the intersection of Bourke Road / Gardeners Road, increasing delays and queues well beyond acceptable Levels of Service (LoS).</li> <li>2. Motorists and freight vehicles leaving the proposed driveways in Bourke Street would interrupt the flow of traffic by attempting to access the right turn bays into Gardeners Road. The movement requires crossing multiple traffic lanes through often queued traffic, which is not acceptable to TfNSW, particularly considering the impact that the proposed development would have to the existing LoS of the intersection. The proposed generations to the subject site need to meet a Warrant Assessment for the traffic signals to be retained, otherwise the signals would be required to be removed and the median closed to restrict access to left-in, left-out (LILLO) arrangement. This work would be required to be undertaken by the Applicant at no cost to TfNSW.</li> <li>3. As Gardeners Road is a classified road with high movement function, any disruptions to through traffic by slow moving service vehicles turning left accessing site could have a detrimental impact to network safety and efficiency but also operations to the future development's operations. TfNSW recommends consideration is given to the</li> </ol>	<ol style="list-style-type: none"> <li>1. It is critical to note that the Proposal represents a significant decrease in traffic volumes when compared to the historical use of the Site as a Bunnings Warehouse. It is expected to remove flows altogether during the weekend peak period, whereas the previous Bunnings was recorded to generate some 636 vehicle trips during the Saturday peak hour.</li> </ol> <p>Further, during the critical afternoon peak the Bunnings development was recorded to generate some 391 vehicle trips. As such it is evident that the current Proposal would actually reduce the Site's impact on the road network when compared to its historical use.</p> <p>Regardless of the above, the preliminary SIDRA project case (i.e. with development scenario) modelling prepared for the pre-lodgement consultation adopted the User-Given Cycle Time timing option; which resulted in unrealistic durations in the order of 40 seconds for the diamond phase (Phase D) resulting in unrepresentative results.</p> <p>Upon refinement of the modelling for the SSDA submission, timing for the project case scenarios was modified to User-Given Phase Times; adopting the same phase sequence and timing as the base model. This has provided more representative results noting the small number of additional trips in the context of the overall intersection volume</p>

Stakeholder	How this group was consulted	Feedback	Project response
		<p>development providing a left turn deceleration lane into the site from Gardeners Road.</p> <p>4. Consideration should also be given to the management of pedestrians along Gardeners Road frontage.</p>	<p>(increases of around 1% in the AM peak and less than 3% in the PM peak) which would not be expected to materially influence the phase times.</p> <p>Subsequent to the initial consultation with TfNSW, and following the easing of COVID-19 lockdown restrictions by the NSW Government on 25 October 2021, Ason Group commissioned further traffic surveys for the revised traffic modelling.</p> <p>2. As described above, when compared to the use of the Site as a Bunnings, the Proposal would actually decrease the traffic generation associated with the Site, including the movements from the Bourke Road access (the Bunnings TA 2017 recorded a total of 102 exit movements from this access in the PM peak whereas the Proposal is anticipated to generate 60 exit movements).</p> <p>Further to the above reduced exit movements, the truck access has been designed so interruptions in traffic flows are avoided, with the largest vehicles will exit into the second lane of Bourke Road (as permitted by AS2890.2:2018) during suitable gaps in traffic.</p> <p>Finally, the finalised modelling assessment demonstrates that the impact of the Proposal on the intersection would not be material (i.e. vehicles exiting onto Bourke Road would not materially impact the intersection operation).</p>

Stakeholder	How this group was consulted	Feedback	Project response
			<p>Note, with regards to access from Gardeners Road. The retention of the Gardeners Road access for truck access is considered essential given the lack of alternative routes to gain entry to the Site.</p> <p>3. Noting that the Gardeners Road access will be modified to a heavy vehicle entry access it is unlikely that the access would meet the warrants. However, it is critical to note that the warrants are specified as a guide only with the introduction of the Warrant Guide specifying “It must be emphasised that these are only a guide... All traffic data should be analysed...to determine the optimum solution”.</p> <p>As such, it is proposed to maintain the existing signals to provide all movements into the Site and reduce the need for re-routing of traffic around the network. This is particularly relevant to vehicles travelling from the east and south of the Site, which would alternatively have to reroute north along O’Riordan Street, past Green Square and south along Bourke Road. This is clearly not a desirable solution to unnecessarily force additional (heavy) vehicles past Green Square Train Station, which is subject to high pedestrian activity.</p> <p>With regards to the consideration to a left-turn deceleration lane, it is noted that the SIDRA assessment has demonstrated that the left-turn movement into the Site would have almost no impact to the through flows on Gardeners Road,</p>

Stakeholder	How this group was consulted	Feedback	Project response
			<p>noting that the movement is anticipated to be a peak of 5 vehicle movements per hour. As such it is evident that a deceleration is not warranted or required to mitigate the impact of the Proposal.</p> <p>4. The current signalised access at Gardners Road provides a pedestrian crossing across the Site frontage, this provides additional benefit to retention of the signals.</p>
Ausgrid	Supply application lodged, and design services offer received.	<ul style="list-style-type: none"> <li>▪ Network alterations are required to connect development and therefore connection or relocation cannot be offered at this stage.</li> <li>▪ Design related services offer received detailing installation of two standard surface chamber type substations and decommission and recover S.2999 required.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Design to be progressed on the basis of supply offer.</li> </ul>
Sydney Water	<p>Inquiries submitted to Sydney Water on:</p> <ul style="list-style-type: none"> <li>▪ 23 November 21</li> <li>▪ 29 November 2021</li> </ul>	<p>Key topics include:</p> <ul style="list-style-type: none"> <li>▪ Investigation application.</li> <li>▪ Pressure flow Inquiry – Bourke Rd.</li> <li>▪ Pressure flow inquiry – Gardeners Rd.</li> <li>▪ Sewer service diagram.</li> </ul>	<ul style="list-style-type: none"> <li>▪ S73 application to be made upon receipt of Planning Approval.</li> <li>▪ Charter Hall will continue to work closely with Sydney Water throughout the planning process and keep them informed of any updates and changes to the proposal.</li> </ul>
Fire and Rescue NSW	Request for concept meeting submitted on 26 August 2021.	<ul style="list-style-type: none"> <li>▪ FRNSW opted to not attend a meeting (advised on 2nd September 2021).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Draft FEBQ has now been prepared for Stakeholder review, prior to formal submission to FRNSW.</li> <li>▪ FEBQ to be further developed and lodged.</li> </ul>

Stakeholder	How this group was consulted	Feedback	Project response
		<ul style="list-style-type: none"> <li>▪ FRNSW clarified that a meeting would be at their discretion during the FEBQ stage if deemed necessary.</li> <li>▪ Proposed FEBQ discussed.</li> <li>▪ FRNSW happy for the FEBQ to proceed on basis discussed.</li> </ul>	
Community (people or groups likely to be impacted by the project)	Fact sheet sent on 26 November 2021 to 2,150 residents and businesses located near the proposed site. The fact sheet included details of the project, enquiry line and invitation to attend a briefing with the project team.	No feedback received to date.	<ul style="list-style-type: none"> <li>▪ Charter Hall will continue to reach out to the community throughout the approval process to keep them informed of any updates and changes to the proposal.</li> </ul>

## **6. FUTURE COMMUNITY AND STAKEHOLDER ENGAGEMENT**

Charter Hall welcomes feedback on the proposal. Charter Hall will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases through:

- Continuing to engage with the community about the project, its impacts, and the approval process
- Providing information on how the community's views have been addressed in the EIS
- Enabling the community to seek clarification about the project through the two-way communication channels.

# DISCLAIMER

This report is dated 2 February 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Charter Hall (**Instructing Party**) for the purpose of Report on outcomes (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# APPENDIX A

# FACT SHEET



