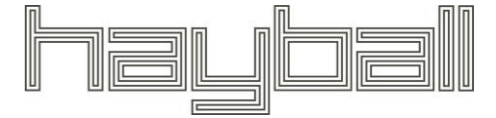


Development Summary - Normanby Road Precinct - Site 6

Development Summary 8/8/2019
Project Number 1949



| SITE 6 - DEVELOPMENT SUMMARY | | | | | | | | | | | | | | | |
|----------------------------------|------|------|------|------|------|-------|-----------|-------|----------------|-------------|--------------------|------------|----------------|----------------|-------------------------|
| LEVEL | SOHO | 1B1B | 1B1S | 2B1B | 2B2B | 2B2BS | 3B2B/3B3B | TOTAL | GFA (excl BAL) | CARPARK GFA | RES NSA (excl BAL) | NLA RETAIL | NLA COMMERCIAL | BAL TOTAL (m²) | CARPARKING SUPPLIED No. |
| BASEMENT | | | | | | | | | 1212 | 0 | | | | | RES |
| GROUND | | | | | | | | | 1157 | 397 | | 213 | 37 | | |
| UPPER GROUND / MEZZ | | | | | | | | | 1061 | 637 | | | 265 | | 10 |
| LEVEL 1 | | | | | | | | 0 | 1205 | 642 | 0 | | 400 | 0 | 10 |
| LEVEL 2 | | | | | | | | 0 | 1205 | 642 | 0 | | 400 | 0 | 10 |
| LEVEL 3 | | | | | | | | 0 | 1205 | 642 | 0 | | 400 | 0 | 10 |
| LEVEL 4 | | | | | | | | 0 | 443 | 0 | 0 | | 378 | 0 | 0 |
| LEVEL 5 - RESIDENTIAL AMENITY | | 2 | | | 2 | | | 4 | 614 | | 270 | | | 302 | |
| TOWER LEVEL LVL 6-29 (24 Levels) | | 24 | | | 96 | | 24 | 144 | 15024 | | 12120 | | | 1248 | |
| Level 30 | | 0 | | | 0 | | 3 | 3 | 497 | | 377 | | | 162 | |
| TOWER LEVEL LVL 31-35 (5 Levels) | | 5 | | | | | 15 | 20 | 2750 | | 2165 | | | 220 | |
| TYPICAL TOWER LEVEL 6-29 | | | | | | | | | 626 | | 505 | | | 52 | |
| TYPICAL TOWER LEVEL 31-35 | | | | | | | | | 550 | | 433 | | | 44 | |
| SUBTOTAL | 0 | 31 | 0 | 0 | 98 | 0 | 42 | 171 | 26373 | 2960 | 14932 | 213 | 1880 | 1932 | 40 |
| | 0% | 18% | 0% | 0% | 57% | 0% | 25% | 100% | | | | | | | |

| | |
|--|------|
| TOTAL COMMERCIAL AND RETAIL | 2093 |
| RATIO OF COMMERCIAL AND RETAIL / SITE AREA | 1.72 |

| | |
|--|-----|
| Building Height (storeys above street level) | 36 |
| Typical Tower Efficiency | 79% |

| | RESIDENTIAL PARKING | | | | | | | RETAIL | COMMERCIAL | SHARE | |
|----------------------------|---------------------|------|-----|-----|-----|-----|----|---------|------------|----------------|--|
| PARKING OVERLAY RATE (MAX) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1 | 1/100m2 | 1/100m2 | 2+1 per 25 car | |
| PARKING REQUIREMENT (MAX) | 0 | 15.5 | 0 | 0 | 49 | 0 | 42 | 2.13 | 18.8 | 5.26 | |
| ROUND DOWN (MAX) | 107 | | | | | | | 26 | | | |
| CARPARKING SUPPLIED No | 30 | | | | | | | 10 | | | |

| | OVERLAYRATE | PROVISION | SUPPLIED |
|------------------------|-------------------|-----------|----------|
| RESIDENTIAL BIKE SPACE | 1 per dwelling | 171 | 173 |
| COMMERCIAL BIKE SPACE | 1 per 300 sq | 7 | 7 |
| VISITOR BIKE SPACE | 1 per 10 dwelling | 17 | 17 |
| MOTORCYCLE SPACES | 1 per 50 dwellins | 3 | 4 |
| STORAGE CAGES | 1 per dwelling | 171 | 202 |

NOTE
The information presented herein is preliminary. It will require further advice from a professional planning consultant and other consultants and is subject to approval from the relevant Statutory Authorities.
Accurate survey information will be required from a licensed land surveyor. Any information shown to date shall be subject to confirmation by a licensed land surveyor.
Floor areas shown have generally been measured using the guidelines - 'Method of Measurement for Residential Property' - published by the Property Council of Australia.
All areas and measurements shown are rounded to the nearest whole number.
All areas shown have generally been measured from drawings produced at the yield study stage and are approximate and for illustrative purposes only.
Further development of this design will require information produced by a number of specialist consultants.
This information, together with other considerations, such as the requirements of relevant statutory authorities, construction tolerances and the like, and/or changes requested by the client, may result in significant changes to the information presented.
Hayball accepts no legal responsibilities for any decision, commercial or otherwise, made on the basis of the information presented.