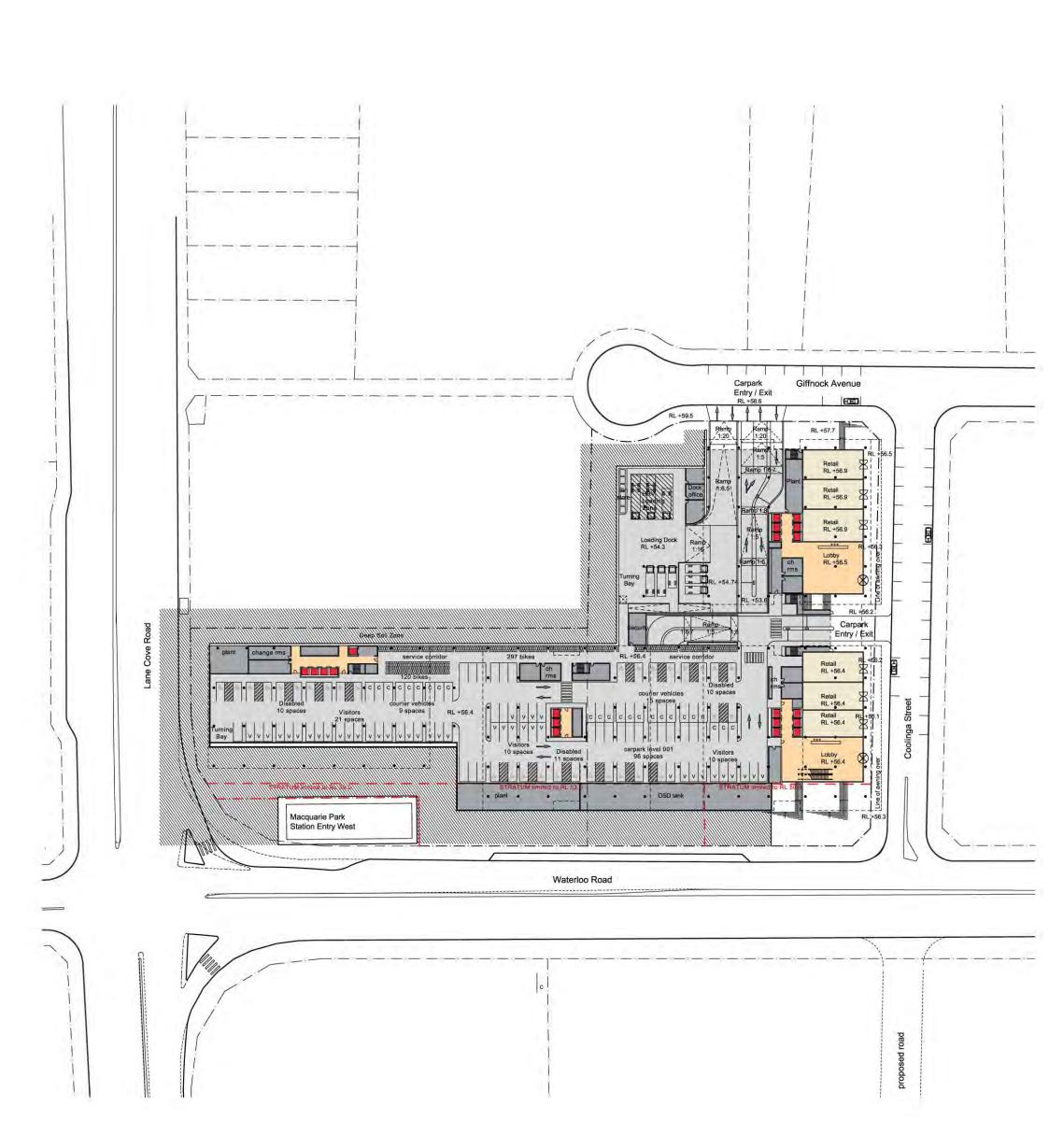


Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA02-001 Basement Level 001 Plan







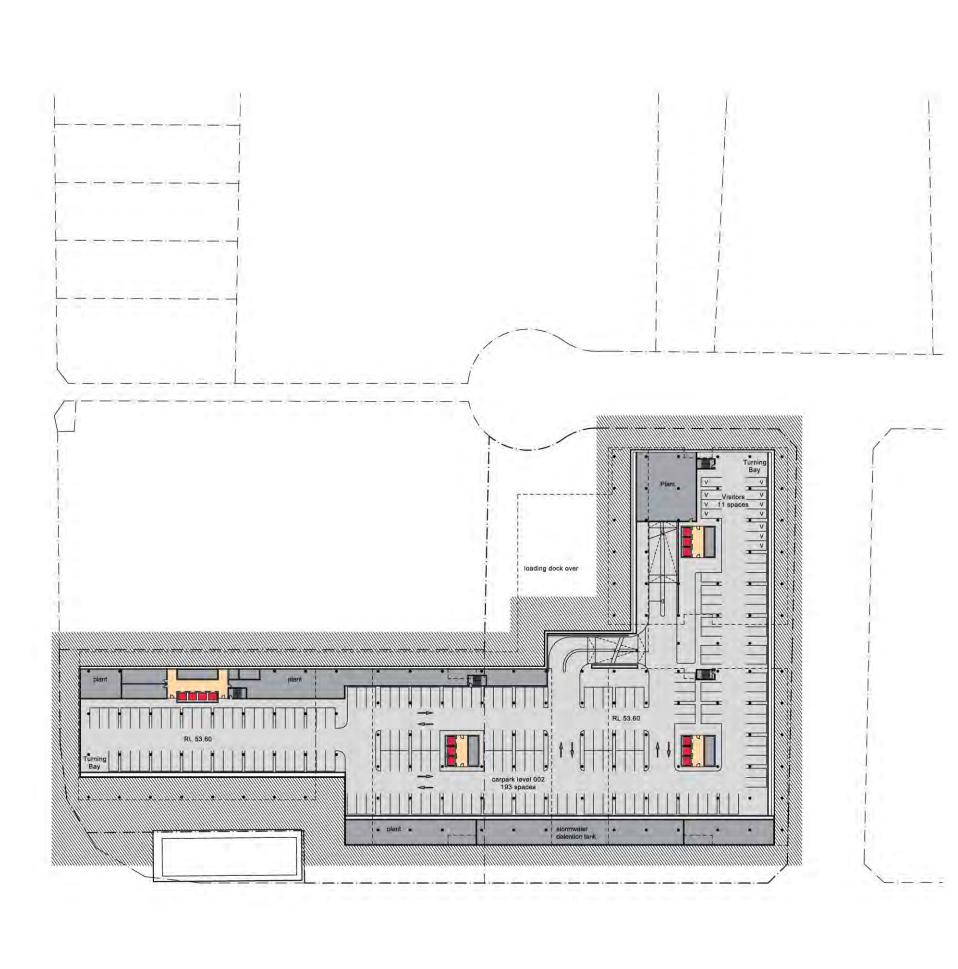
Macquarie Park Commerce Centre Macquarie Park Station

Architectural Design Statement S10758 July 2011

Waterloo Road

Preferred Project Plan PA02-002 Basement Level 002 Plan







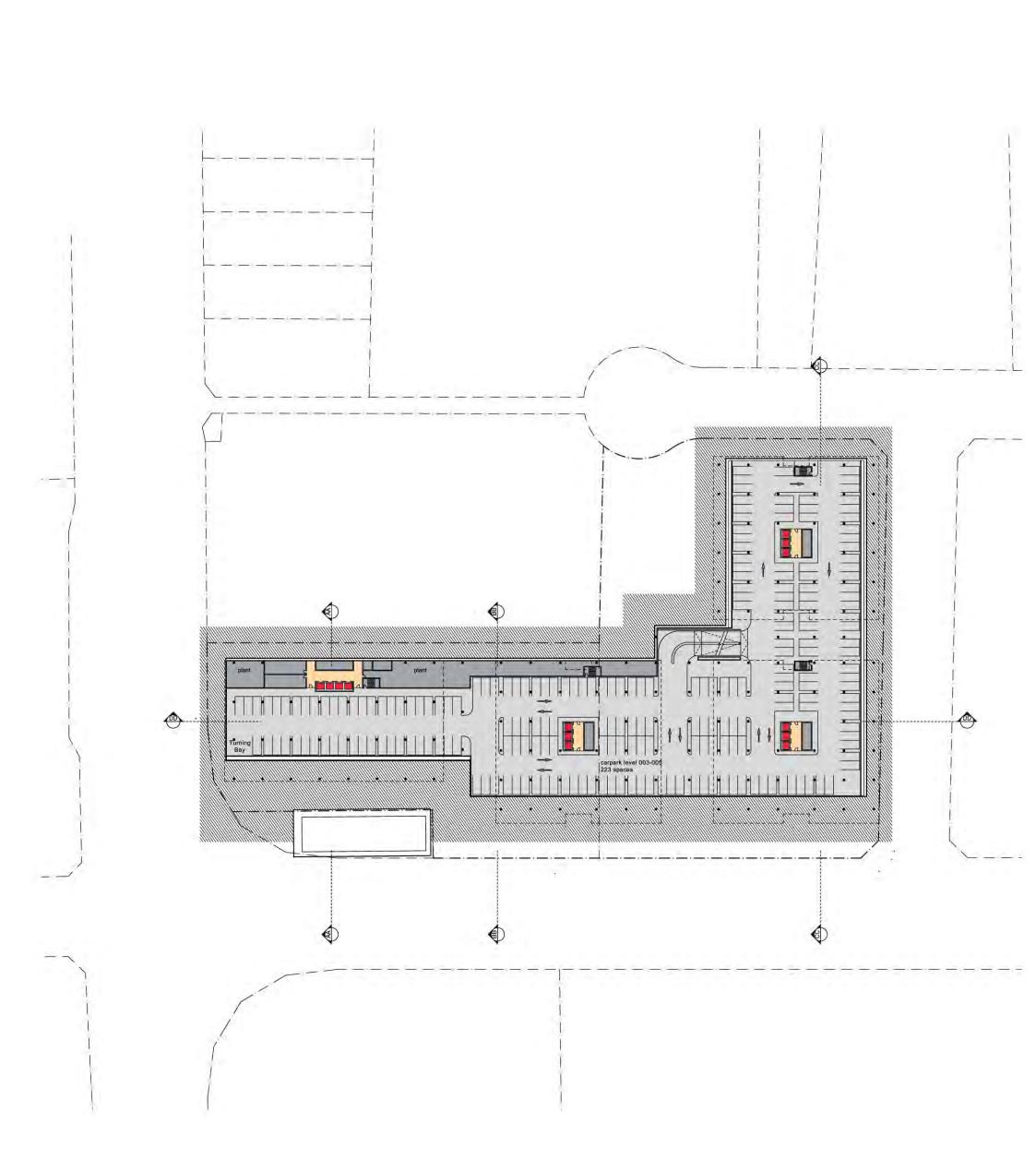
Macquarie Park Commerce Centre Macquarie Park Station

Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA02-003 Basement Level 003-005 Plan







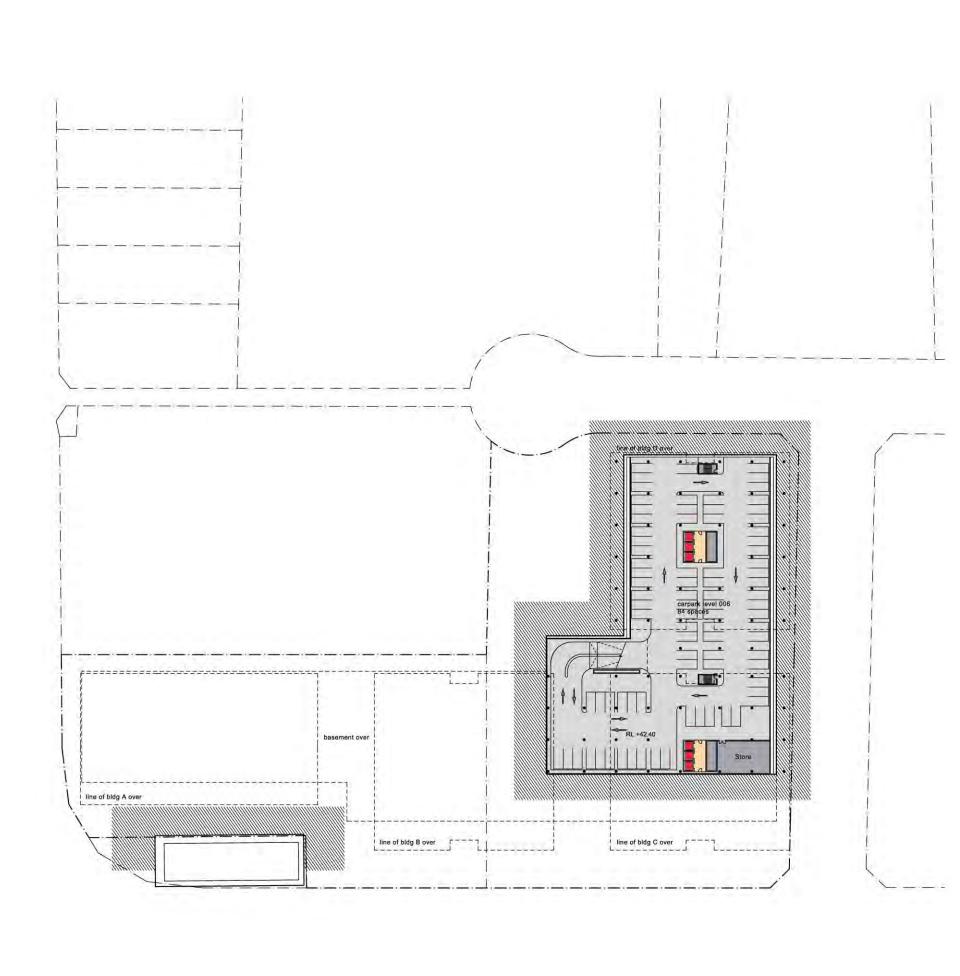
Macquarie Park Commerce Centre Macquarie Park Station

Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA02-006 Basement Level 006 Plan







Macquarie Park Station Waterloo Road

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Preferred Project Plan PA02-00 Ground Level Plan







Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA02-01 Typical Level Plan





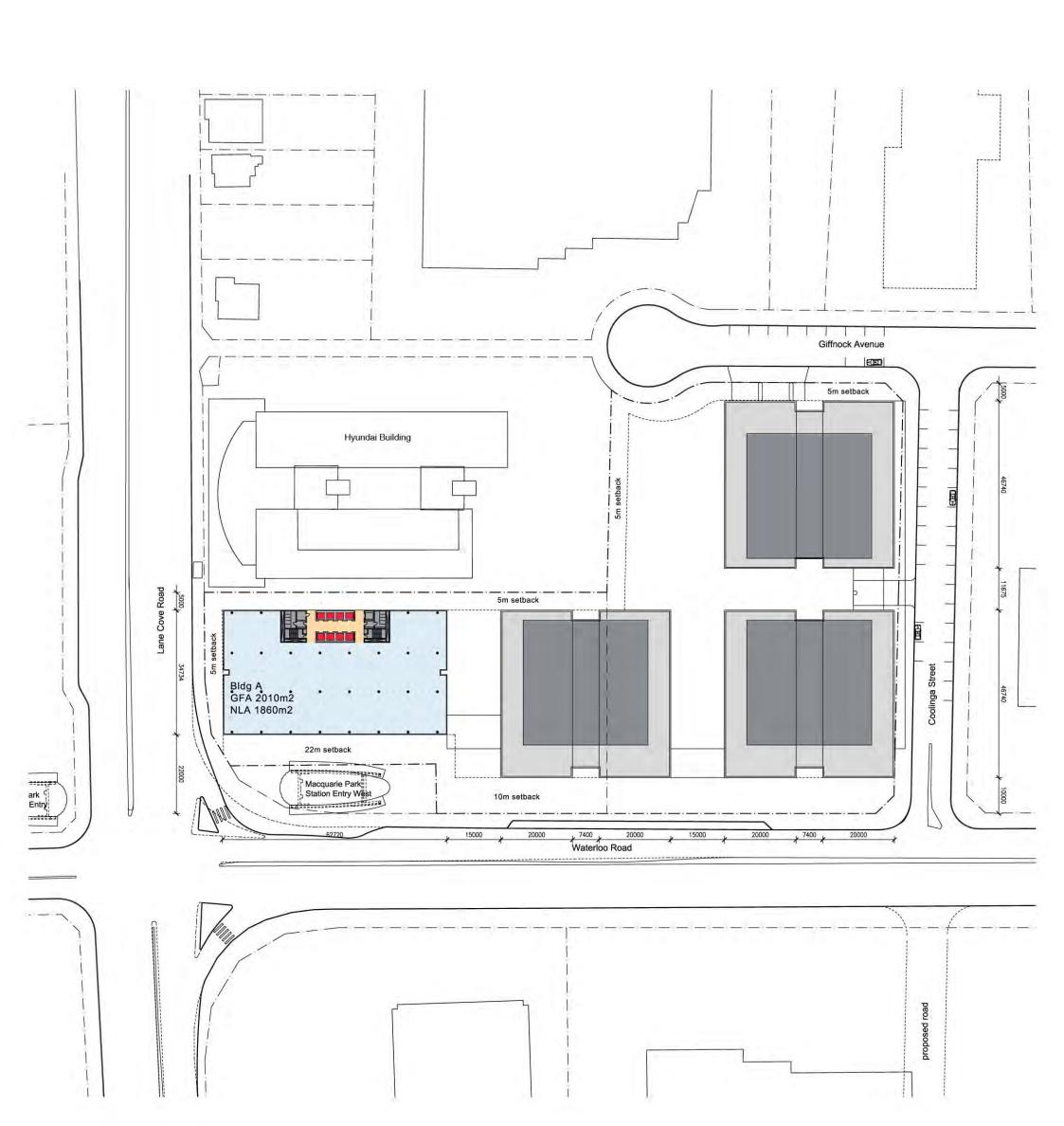


Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA02-10 Upper Level Plan





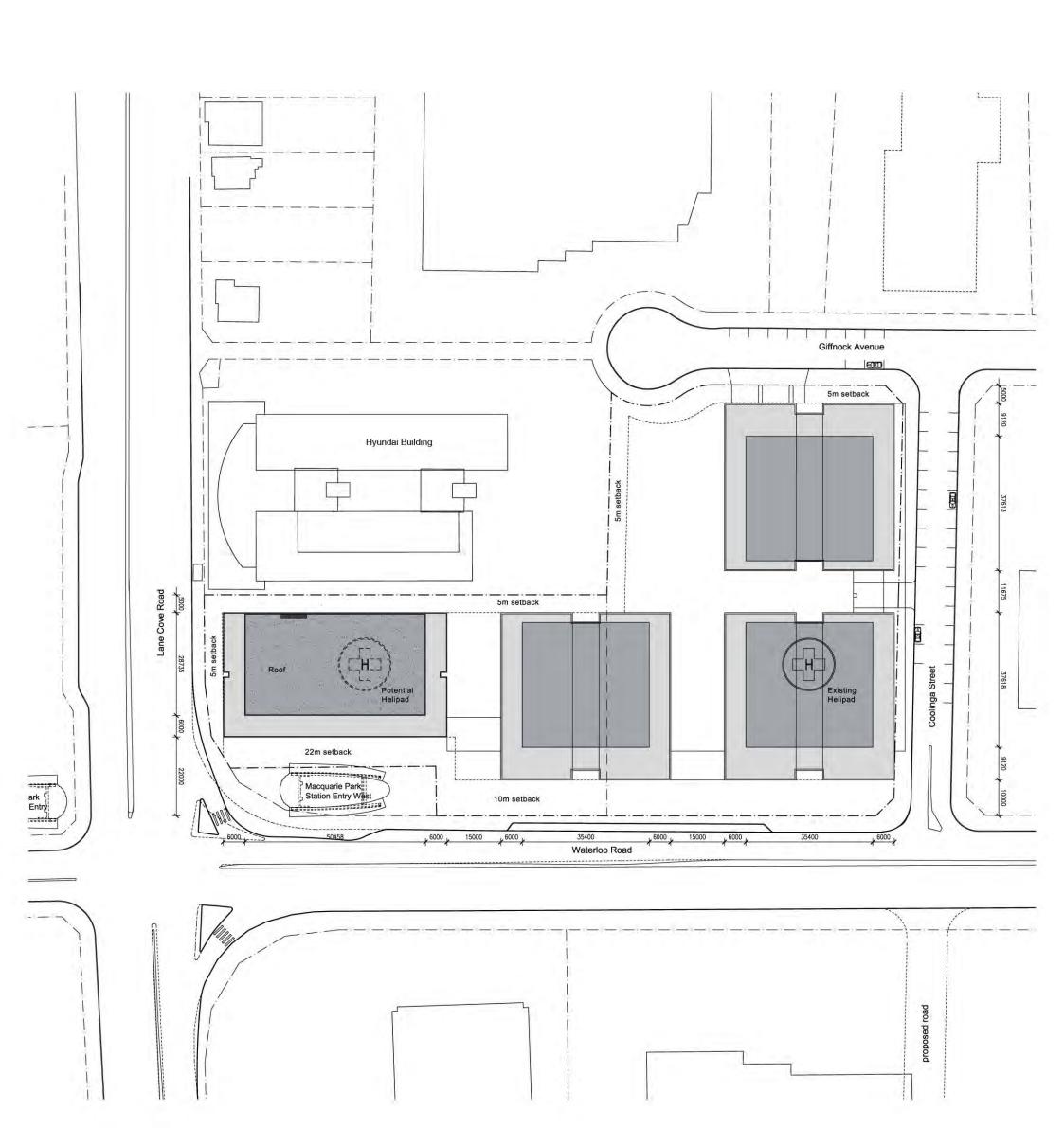


Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA02-20 Roof Plan







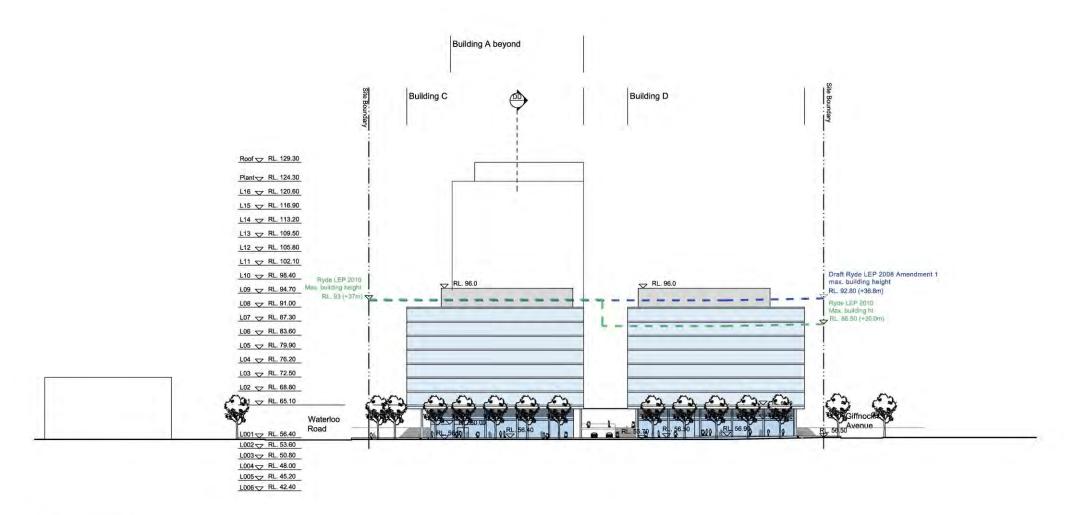
Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

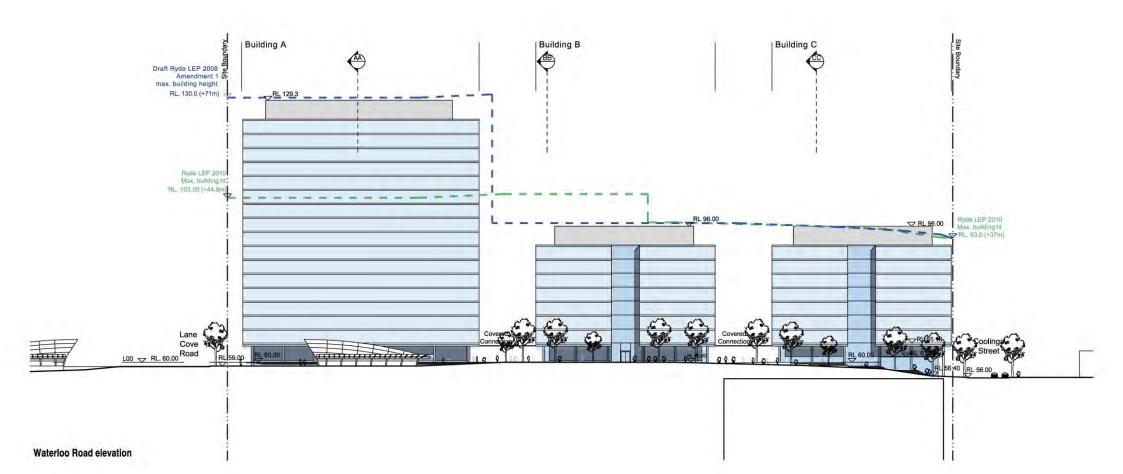
Preferred Project Plan PA05-01 Elevations Waterloo Road & Coolinga Street

Scale 1:1000





Coolinga Street elevation



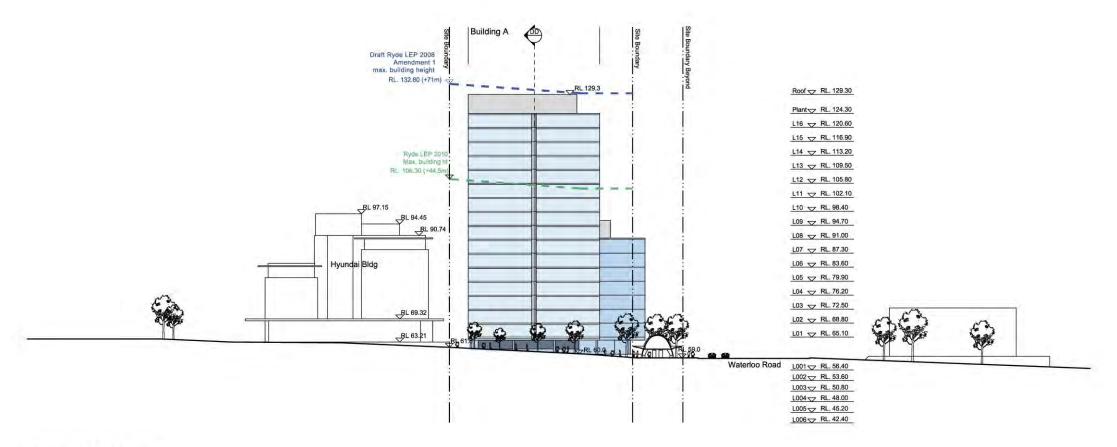


Macquarie Park Station Waterloo Road

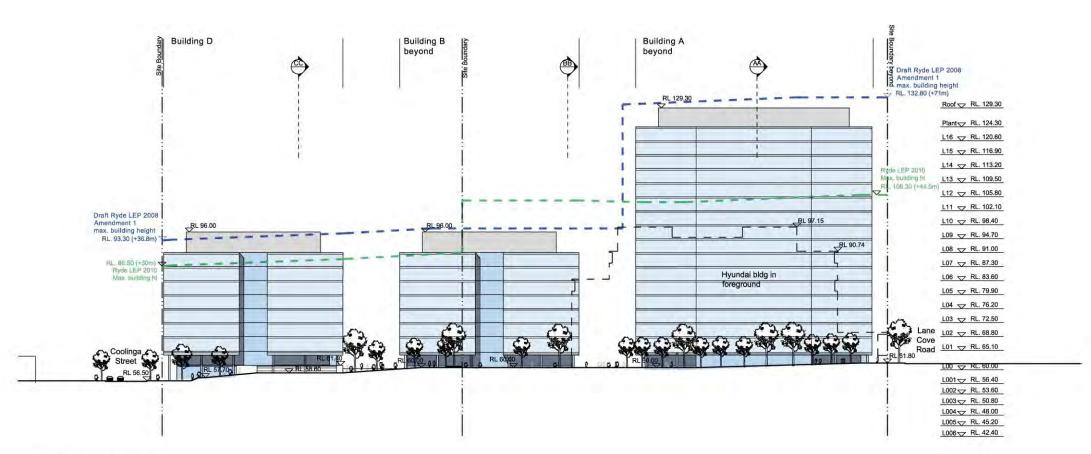
Architectural Design Statement S10758 July 2011

Preferred Project Plan PA05-02 Elevations Lane Cove Road and Giffnock Avenue

Scale 1:1000



Lane Cove Road elevation



BATESSMART

Macquarie Park Commerce Centre

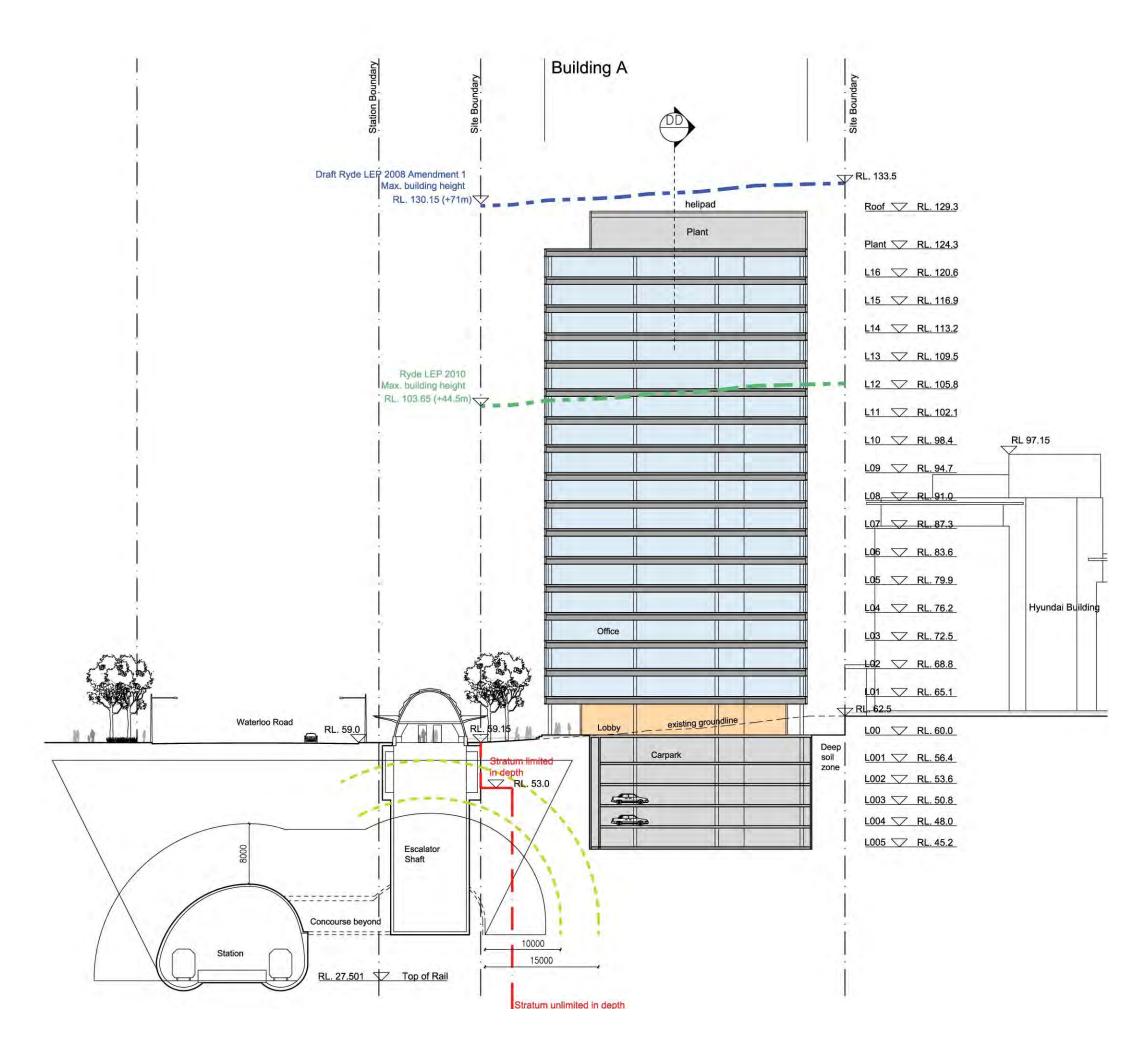
Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA06-01 Section AA

Scale 1:500

Property Stratum
 10-15m recommended radial distance from tunnel (refer to Parsons Brinckerhoff report)

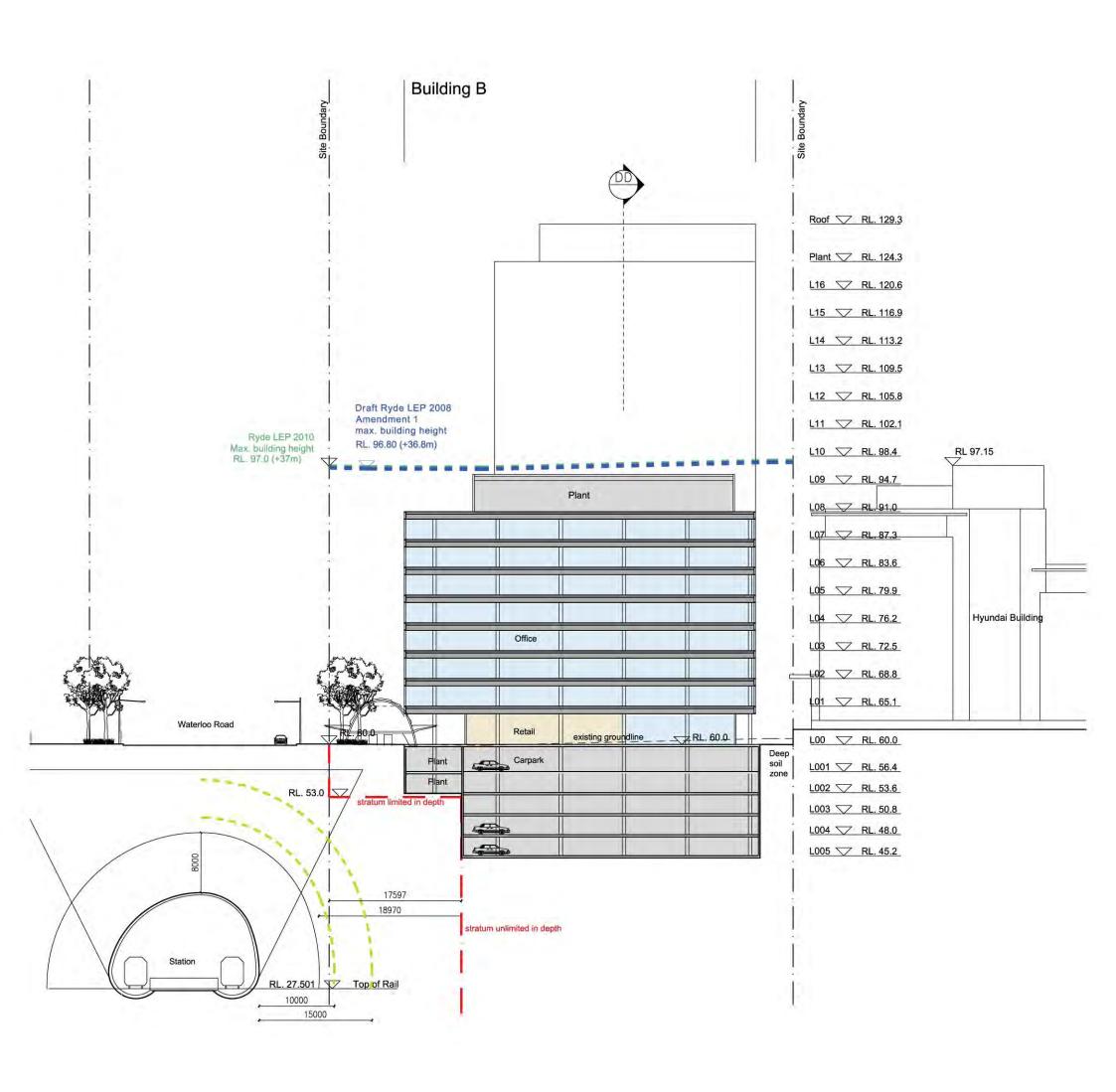




Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA06-02 Section BB

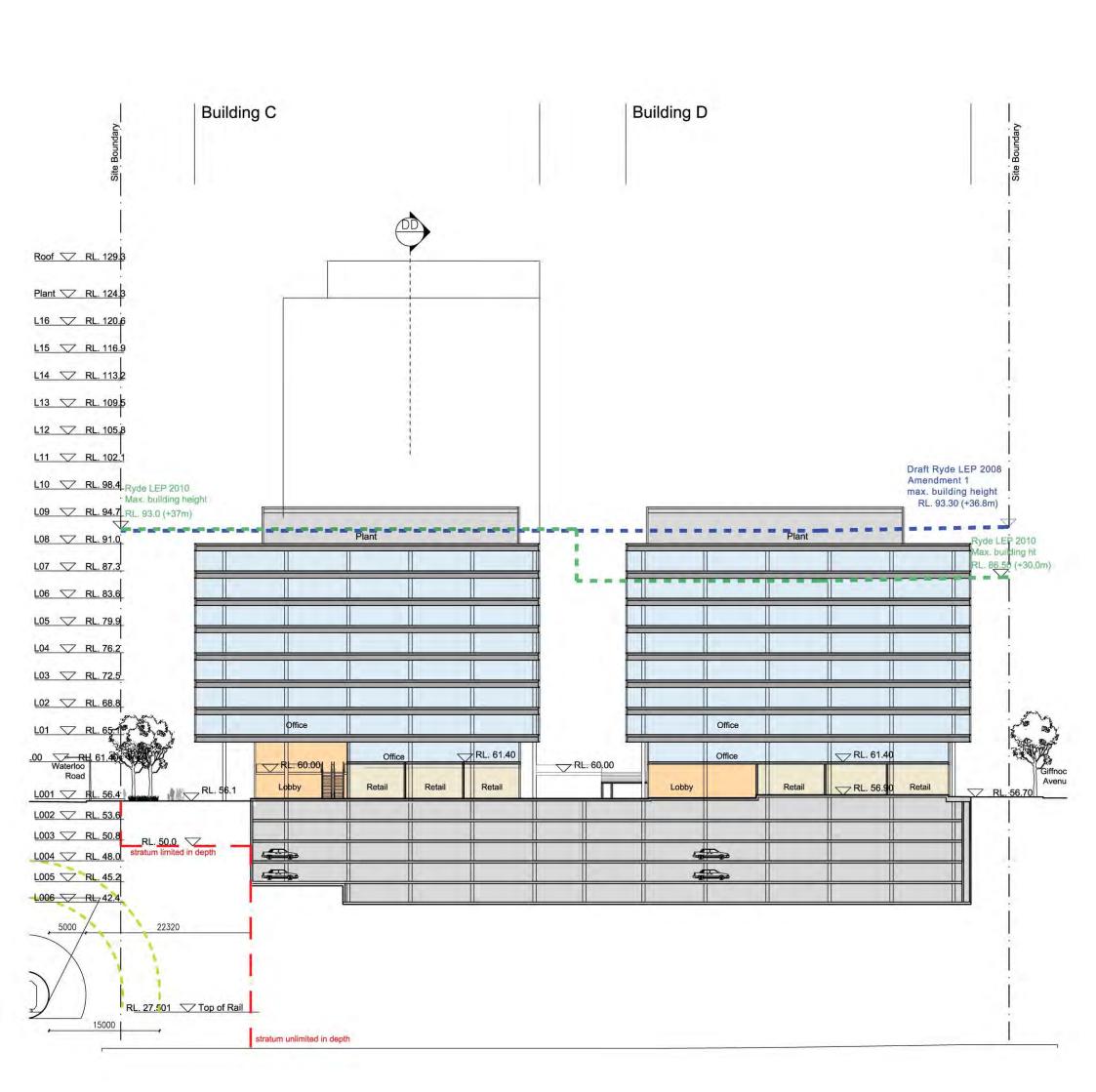




Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA06-03 Section CC

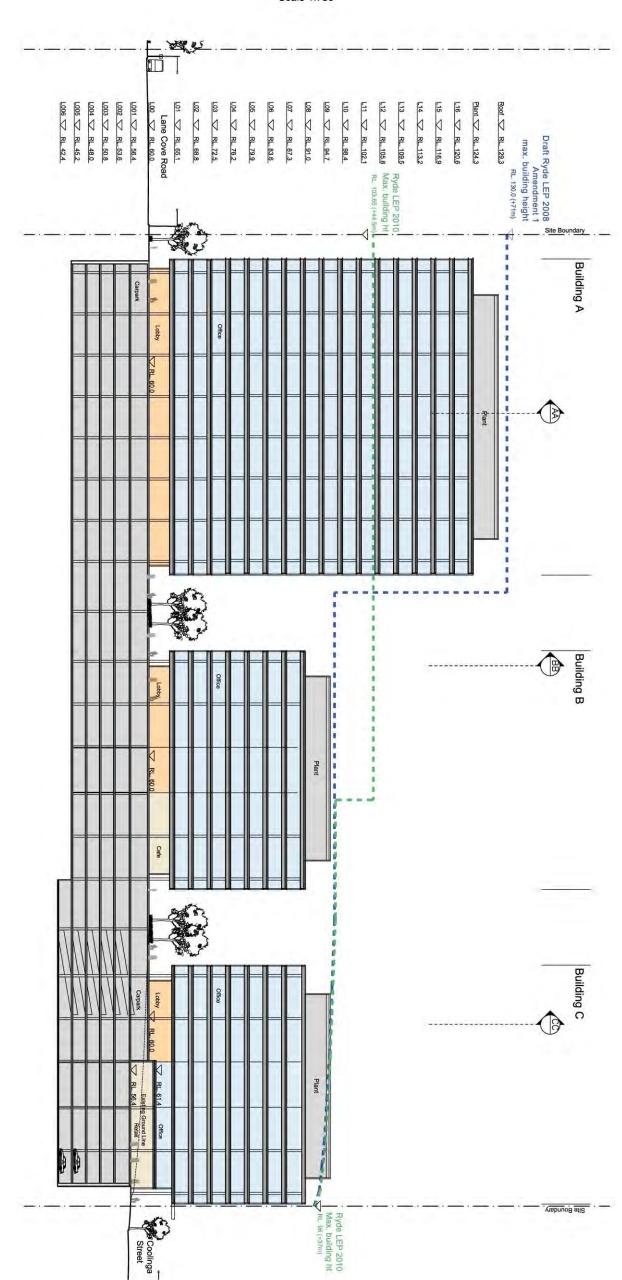




Macquarie Park Station Waterloo Road

Architectural Design Statement S10758 July 2011

Preferred Project Plan PA06-04 Section DD





Plant

| DEVELOPMENT | Т | | | | | BLDG A | | | BLDG B | | | BLDG C | | | BLDG D | | |
|----------------|--------------|-------------------|-------------------------------|---------|----------|--------------|----------|------------|--------------|----------|------------|--------------|----------|------------|--------------|----------|------------|
| | F14- | | | Dealder | | 0 | Datail | 0 | 0 | D-4-3 | 0 | 0 | D-4-3 | 0 | 0 | Datail | 0 |
| | Floor to | | | Parking | CDA (~2) | Commercial | Retail | Commercial |
| Level | Floor Height | Location | Use | Numbers | GBA (m2) | NLA (m2) | GFA (m2) | GFA (m2) | NLA (m2) | GFA (m2) | GFA (m2) | NLA (m2) | GFA (m2) | GFA (m2) | NLA (m2) | GFA (m2) | GFA (m2) |
| Level 17 Plant | 5000 | Roof | Plant | | | | | 0 | | | | | | | | | |
| Level 16 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 15 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 14 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 13 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 12 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 11 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 10 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 09 | 3700 | High Rise | Commercial | | | 1860 | | 2010 | | | | | | | | | |
| Level 08 | 3700 | High Rise/Roof | Commercial/plant | | | 1860 | | 2010 | | | 0 | | | 0 | | | 0 |
| Level 07 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Level 06 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Level 05 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Level 04 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Level 03 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Level 02 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Level 01 | 3700 | Low Rise | Commercial | | | 1860 | | 2010 | 1950 | | 2075 | 1950 | | 2075 | 1950 | | 2075 |
| Ground 00 | varies | Low Rise | Lobby/Retail/Commercial | | | 0 | 747 | 1428 | 735 | 276 | 1460 | 735 | 0 | 1225 | 1550 | | 1660 |
| Level B001 | varies | Basement/Lower Gr | Loading /Parking/Retail/Lobby | 111 | 11130 | | | 100 | | | 100 | 0 | 390 | 865 | 0 | 439 | 795 |
| Level B002 | 3000 | Basement | Parking | 201 | 9743 | | | | | | | | | | | | |
| Level B003 | 3000 | Basement | Parking | 220 | 8873 | | | | | | | | | | | | |
| Level B004 | 3000 | Basement | Parking | 220 | 8873 | | | | | | | | | | | | |
| Level B005 | 3000 | Basement | Parking | 220 | 8873 | İ | | | | | | | | | | | |
| Level B006 | 3000 | Basement | Parking | 70 | 6563 | | | | | | | | | | | | |
| OLIDEOTAL . | | | | 1010 | | 00700 | | | 4.400.5 | 070 | | 14005 | | | 45000 | 400 | |
| SUBTOTAL | | | | 1042 | 54055 | 29760 | 747 | 33688 | 14385 | 276 | 16085 | 14385 | 390 | 16615 | 15200 | 439 | 16980 |
| | | | | | | Bldg A Total | | | Bldg B Total | | | Bldg C Total | | | Bldg D Total | | |
| | | | | | | GFA (m2) | | | GFA (m2) | | 16361 | GFA (m2) | | 17005 | GFA (m2) | | 17419 |
| | | | | | | GFA (IIIZ) | | 34433 | GFA (IIIZ) | | 10301 | GFA (IIIZ) | | 17005 | GIA (IIIZ) | | 17419 |

Total Total
Commercial Retail Commercial
NLA (m2) GFA (m2)

TOTAL DEVLOPMENT

Total

| Carparking Summary (Macquarie | e Park Comdor DCP 2010) | Bicycle parking Summary (Macquarie Park Corridor DCP | 2010) | Definitions (Ryde LEP 2010) | | | | |
|---|-------------------------|--|-----------------|---|--|--|--|--|
| 1 car space per 80sqm GFA (excl. couriers) Proposed Carpark Efficiency | 1042 | 1 per 200sqm Commercial GFA1 per 750sqm GFA for Visitors1 per 300sqm floor area retail employees | 417 111 6 | Gross Floor Area (GFA): means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes: (a) the area of a mezzanine, and (b) habitable rooms in a basement or an attic, and (c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes: | | | | |
| (Typical Level) | 40sqm/car | 1 per 500sqm floor area retail shoppers | 4 | (d) any area for common vertical circulation, such as lifts and stairs, and(e) any basement: | | | | |
| Legend | | Total bikes | 538 | (i) storage, and (ii) vehicular access, loading areas, garbage and services, and (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and (g) car parking to meet any requirements of the consent authority (including access to that car parking), and (h) any space used for the loading or unloading of goods (including access to it), and | | | | |
| | High-rise Commercial | | | (i) terraces and balconies with outer walls less than 1.4 metres high, and(j) voids above a floor at the level of a storey or storey above. | | | | |
| | Low-rise Commercial | | | | | | | |
| | Lobby/Retail | | | | | | | |
| | Change Facilities | | | | | | | |
| | Basement | | | | | | | |