



15.8 Restaurant Street

The newly proposed restaurant street on level 00 seeks to create a vibrant and buzzing atmosphere with a variety of existing and new cafes, restaurants and eateries. The internally connected street will offer a unique dining experience with views of the harbor.

The series of eateries will extend along the Pirrama Road façade, starting from the existing Balla location and internally connected all the way through to Jones Bay Road with an on grade entrance. Entrance to Restaurant Street from Pirrama Road will be possible via the existing lift and escalators adjacent existing restaurants, Balla and Black. The proposal will not have any impact on the external façade.

The new restaurant street precinct is proposed to have a continuous path and connection to the existing casual dining food court area. The pedestrian traffic can then also continue onto the newly proposed retail precinct area which is proposed to the Astral hotel lobby. The intent of the newly proposed precincts is to maintain a constant flow of pedestrian traffic throughout level 00.

15.9 Light Rail on Level B2

The light rail station located on level B2 along the Pirrama Road façade is currently hidden behind a paneled façade with single entry doors or alternatively accessed via lift, stair and escalator from level 00 of the Star. The new proposal is to open the light rail station up to Pirrama Road, creating a stronger street front presence for the light rail station and taxi queuing area. For public arriving at the Star via light rail or taxi, a strong visual connection to Pirrama Road, Pirrama Park and the existing restaurants along the street will enable patrons to explore dining options along street level or enter the Star via the existing lift and escalators to the Pirrama Road façade. For passers-by via Pirrama Road the existing light rail and taxi queuing area will be easily visible and accessible.

16.0 Conclusion

The design proposals as outlined in this document have been prepared with consideration of the Secretary's Environmental Assessment Requirements (SEARs) as Section 75W of the Environmental Planning and Assessment Act 1979. In particular, the design responds to the existing and surrounding environment whilst providing a built form and architectural expression that delivers design excellence with limited environmental impact beyond what has already been assessed (up to and including Mod14).

The design includes the following elements as described in detail earlier in this report.

- A new Ritz-Carlton Hotel and Residential Tower
- A 'Ribbon' element to Level 07 connecting the new Hotel and Residential Tower to the existing building along Pirrama Road
- Level 05 Sky Terrace
- Astral Hotel Pool and Spa Recreational Facility Upgrade
- Tower to Sovereign Link by Escalator and Lift
- Level 03 Sovereign Column Façade Treatment along Pirrama Road
- Various reconfiguration works around Vertical drum Level 00 to L5
- Façade Integration Works
- Infrastructure Upgrades
- Level B2 Transport Interchange
- Transport Improvements – Other Locations
- Site Wide Landscape and Public Domain Upgrades
- Level 00 - Restaurant Street
- Pirrama Road and Jones Bay Road - Food and Beverage tenancies
- Food and Beverage – Other Locations
- Darling Hotel Corners
- Site-Wide Acoustic Strategy
- Site-Wide Lighting Strategy
- Special Lighting Events
- Signage Upgrades
- Stormwater upgrades

The form of the new Ritz-Carlton Hotel and Residential Tower has been developed to limit the impacts on the existing and surrounding environment through detailed analysis of solar access to adjacent public space, view sharing opportunities, wind impacts, streetscape and design integration. The proposals enhance and positively contribute to the quality of the public domain through increased street level activation, including a new neighbourhood centre, Ritz Carlton's porte-cochere, retail frontages together with careful architectural detailing and high quality material selections.

The location of the tower within the Pyrmont peninsula means that it is largely viewed either as part of the emerging skyline that frames the Darling Harbour/CockleBay waterfront, or as a singular tower that is viewed in-the-round, rather than as part of the tall building cluster that is the Sydney CBD skyline. This gives rise to an architectural form and expression that responds to this unique condition. The organic form of the tower with incremental adjustments in plan between floors at the lower levels ensure that the tower makes a rich, positive and varying contribution to the skyline of both Pyrmont and the broader city context, whilst limiting it's environmental impacts beyond what has already been assessed (up to and including Mod14).

The architectural form has been developed to ensure solar access to key public spaces, including Union Square and Pyrmont Bay Park is maximised. Solar access to these public spaces has directly informed the form and height of the tower thus protecting the ongoing significance of these public spaces to Pyrmont and the broader community. The shadow impacts to Union Square are limited to between 19 May and 24 July, ensuring that for 72% of the year there is no overshadowing impact to Union Square. When overshadowing to Union Square occurs, i.e.: during mid winter, the shadow impact is limited to between 10.30am and 11.30am thus avoiding the key lunchtime period. The tapering of the lower tower form to the north also assists with sun access to Pyrmont Bay Park between 2.00pm and 3.00pm in mid winter and helps to reduce the enviromental impact of the proposal beyond what has already been assessed (up to and including Mod14).

Union Square currently benefits from a high degree of direct solar access. The loss in direct solar access as resultant from the proposed tower is minimal and has been determined by close analysis to result in a limited environmental impact. Over the period of a year the current average figure for direct solar access to Union Square between 9.00am and 3.00pm is 82.1%. The additional shadow from the proposed tower sees this annual figure reduced to 81.5%, a reduction of 0.6% - a negligible environmental impact beyond what has been assessed up to and including Mod14.

Over the period of a year the current average figure for direct solar access to Pyrmont Bay Park between 9.00am and 3.00pm is 100%. The additional shadow from the proposed tower and ribbon sees this annual figure reduced to 97.20%, a reduction of 2.8%, again a very limited environmental impact beyond previous assessments including Mod 14.

The tower steps back from the site boundary at the north, both

to introduce a local street scale but additionally to mitigate potential down drafts at this important pedestrian corner. Given the placement of the new Neighbourhood Centre at this key northern corner, pedestrian comfort whas been treated as an important design driver. The tower is curved in plan to help the wind pass around the tower, thus mitigating pressure differentials and limiting down drafts to the public domain reducing .

The form of the 'ribbon element' has been developed such that it is enclosed at the western edge, thus providing protection from southerly winds as channeled through the existing gaps between the Astral Towers.

The Pirrama Road frontage has been opened up at Street level to increase transparency and activation, thus encouraging greater use of the light rail and ease of wayfinding. The finishes to this area will be upgraded to create a more pedestrian friendly environment and improved experience. These and other measures as outlined in this report encourage increased use of public transport.

In summary, the proposals as set out in this document create a landmark architecture that is unique and true to the character of Pyrmont, that enhances and supports the public spaces and local community whilst creating an exciting destination for all. The proposals include significant public domain, streetscape and accessibility improvements. Substantial public benefit will be delivered via improved connections to the light rail and traffic improvement measures. Through a combination of considered design and detailed analysis, the tower form has ben developed to ensure limited overshadowing and sun access impacts on adjacent properties and public space.

In accordance with the Secretary's Environmental Assessment Requirements (SEARs), the proposals have been developed with limited environmental impact beyond what has already been assessed (up to and including Mod14).



17.0 Appendices

FJMT Integrity Statement

SEPP65 Compliance Statement

SEPP65 Compliance Schedule

Apartment Storage Schedule

Architectural Drawings

Shadow Analysis; Winter, Equinox, Summer Solstice, Union Square



17.1 Integrity Statement

22rd of September 2017

Clare Brown
Director
Urbis

Level 23, Darling Park Tower 2
201 Sussex Street
Sydney, NSW 2000
Australia

Dear Clare,

Project: The Star, Modification 13

Reference: Design Integrity Statement

Pymont is a special and integral part of the City of Sydney, rich in history, character and identity. The proposal as set out in the architectural design statement seeks to create a landmark architecture that is unique and true to the character of Pymont, that enhances and supports the public spaces and local community while creating an exciting destination for all.

An organic responsive architecture grows from the sandstone of Pymont, and is formed and shaped by the line of winter sun into public space and parks, curved to reduce wind effects and to share views. It is a sculptural architecture.

A landmark for Pymont and the City of Sydney that is not the result of a imported, placeless, international architecture, but an unique identity, growing from and responding to the very special qualities of this beautiful place.

We would like to confirm that the design intent and principles proposed in the winning competition scheme have been maintained throughout the Development Application process. The competition design principles were;

- _ Sunlit public spaces: protecting and enhancing the public space of Pymont
- _ Sharing with neighbours: Winter sun and views
- _ A new Pymont community building and extended public space network
- _ Responsive organic biomorphic tower form: A landmark for Pymont
- _ Rising from the sandstone: An architecture of Pymont
- _ A great hotel city landmark: Unique, Open and Inviting
- _ Sustainability and landscape: Biofiltration and integrated photovoltaics

These key principles continue to underpin our design response.

Further, the initiatives in our design proposal that were supported by the community all remain, namely the neighbourhood centre, tower form gesture to mitigate impacts on neighbours view and sun light access, and providing a strong landmark feature for Pymont.

We underscore that the current design is conceptually, quantitatively and qualitatively consistent with that of the original competition design, to the best of our capacity.

Thank you for your ongoing consideration.

Yours faithfully,

Richard Francis-Jones
Design Director

cc fjmt file, fjmt accounts



architecture
interiors
urban
landscape
community

Directors
Richard Francis-Jones
Jeff Morehen

Principals
Elizabeth Carpenter
Geoff Croker
David Haseler
Christine Kwong
Johnathan Redman
Sean McPeake
Adrian Yap
Simon Barr
Annie Hensley

Associate Principal
John Perry

Senior Associates
Lina Sjögren
James Perry

Associates
Christopher Bridge
Andrew Chung
Phillip Pham
Daniel Bourke
Peter Dawson
Soenke Dethlefsen
Louise Goodman
William Pritchard

17.2 SEPP65 Compliance Statement

We confirm that Richard Francis-Jones of Francis-Jones Morehen Thorp is registered as an architect (registration number 5301) under the Architects Act 2003 and has directed the concept design of the multi unit residential flat development for the new Ritz-Carlton Hotel and Residential Tower for the Star Entertainment Group.

We confirm that the design quality principles set out in Part 2 of State Environmental Planning Policy No 65 - Design Quality of Residential Flat Development (SEPP 65) may be achieved for the residential development as outlined in the Architectural Design Statement and Architectural Plans prepared by Francis- Jones Morehen Thorp Pty Ltd (the Architect).

Yours faithfully,



Richard Francis-Jones
Design Director



17.3 SEPP65 Compliance Table

The Star: Modofication 13 — Apartment Design Guide Analysis - June 2017																	
Clause Number	Clause Title	Objective	Design Criteria	Compliance	fjmt Commentary												
PART 03 - SITING THE DEVELOPMENT																	
	Site Analysis	3A-1	Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context	√	<ul style="list-style-type: none">Refer to Section 06 of the report - Site Location and Analysis												
		3B-1	Building types and layouts respond to the streetscape and site while optimising solar access within the development	√	<ul style="list-style-type: none">Refer to the Streetscape Section 6.5 & 7 of the Design Report as accompanies this submission.The apartments are located to optimise solar access and minimise overshadowing within the site and to the significant public domain elements.												
	Orientation	3B-2	Overshadowing of neighbouring properties is minimised during mid winter	√	<ul style="list-style-type: none">The building forms and orientation have been composed to minimise overshadowing. Refer to detailed shadow analysis and commentary within Section 14.12 of the Design Statement as accompanies this submission.												
	Public Domain Interface	3C-1	Transition between private and public domain is achieved without compromising safety and security	√	<ul style="list-style-type: none">The proposals have been developed to ensure compliance. The apartments are located within the tower form which is separated from street level and the existing public domain by a podium, approximately 38m high as measured from Jones Bay Road.												
		3C-2	Amenity of the public domain is retained and enhanced	√	<ul style="list-style-type: none">Modification 13 works include substantial upgrades to the public domain along Jones bay Road and Pirrama Road. Refer to the Landscape Design Report as accompanies this submission for details.												
	Communal and Public Open Space	3D-1	An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping <ul style="list-style-type: none">Communal open space has a minimum area equal to 25% of the siteDevelopments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)	√	<ul style="list-style-type: none">Communal open space equates to over 40% of the tower-related site area. Refer to section 11.15 of the Design Statement for a diagram calculating these areas.Generous facilities have been included on an elevated terrace at the base of the tower. 50% direct sunlight is provided to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter) - refer to shadow diagrams.												
		3D-2	Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting	√	<ul style="list-style-type: none">The communal open space includes a swimming pool, pool deck, change facilities, exercise facilities, generous landscaped areas and allows for a range of uses. The level of amenity will be high an aligns with the overall quality of the proposal.												
		3D-3	Communal open space is designed to maximise safety	√	<ul style="list-style-type: none">Passive surveillance of space and CPTED principles have been considered throughout the development and can be enhanced with CCTV coverage of the public domain and lobby areas. The communal open space is overlooked from adjacent apartments, and has proximity to the gym and change facilities. A full CPTED report accompanies this submission.												
		3D-4	Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood	√	<ul style="list-style-type: none">Given the unique nature of the wider precinct, the residential communal open space occupies an elevated within the site. The communal open space has been position adjacent to Jones Bay Road such that it has good proximity to the tower, adjacent residential areas and access to direct sun.												
	Deep Soil Zone	3E-1	Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality Deep soil zones are to meet the following minimum requirements: <table><tr><td>Site area</td><td>Min. Dim.</td><td>Deep Soil zone (% of site area)</td></tr><tr><td><650m2</td><td>-</td><td>7%</td></tr><tr><td>650m² - 1500m²</td><td>3m</td><td>7%</td></tr><tr><td>>1150m²</td><td>6m</td><td>7%</td></tr></table>	Site area	Min. Dim.	Deep Soil zone (% of site area)	<650m2	-	7%	650m² - 1500m²	3m	7%	>1150m²	6m	7%	√	<ul style="list-style-type: none">The site area has been calculated as the total tower and 'ribbon' area. This equates to approximately 4,800sqm. 3E-1 requires 7% of this, ie: 336sqm to be deep planting (>6m deep). While this is not achievable given the elevated nature of the site, a generous landscaped area incorporating deep planters and appropriate landscaping has been provided within the communal area. Additionally, Modification 13 works include extensive upgrades to the street level public domain including tree planting.
Site area	Min. Dim.	Deep Soil zone (% of site area)															
<650m2	-	7%															
650m² - 1500m²	3m	7%															
>1150m²	6m	7%															
	Site Amenity - Visual Privacy	3F-1	Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room <ul style="list-style-type: none">Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:<table><tr><td>Building Height</td><td>Habitable Room & Balcony</td><td>Non Habitable Room & Balcony</td></tr><tr><td>Up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>Up to 12m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>Up to 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table>	Building Height	Habitable Room & Balcony	Non Habitable Room & Balcony	Up to 12m (4 storeys)	6m	3m	Up to 12m (5-8 storeys)	9m	4.5m	Up to 25m (9+ storeys)	12m	6m	√	<ul style="list-style-type: none">All building separation distances comply with the criteria. The tapering at the base of the tower form results in substantially increased building separation from neighbouring residential and commercial building sites, most notably to the north and west are in excess of 30m. Refer to diagram in Section 11.9 of the Design Statement.
Building Height	Habitable Room & Balcony	Non Habitable Room & Balcony															
Up to 12m (4 storeys)	6m	3m															
Up to 12m (5-8 storeys)	9m	4.5m															
Up to 25m (9+ storeys)	12m	6m															
		3F-2	Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space	√	<ul style="list-style-type: none">The proposals achieve this requirement.												
	Site Access - Pedestrian Access and Entries	3G-1	Building entries and pedestrian access connects to and addresses the public domain	√	<ul style="list-style-type: none">All entries and pedestrian ways address the greater public domain. The primary entrance to the residential tower is located along Jones Bay Road which already accommodates other residential lobbies. The resort frontage surrounding the primary entrance will be activated with tenancies and good visual connection through choice of lighting and glazing for passive surveillance.												

The Star: Modofication 13 — Apartment Design Guide Analysis - June 2017					
Clause Number	Clause Title	Objective	Design Criteria	Compliance	fjmt Commentary
		3G-2	Access, entries and pathways are accessible and easy to identify	√	<ul style="list-style-type: none">The residential entry is located on Jones Bay Road and is clearly identifiable with a clear street presence.
		3G-3	Large sites provide pedestrian links for access to streets and connection to destinations	√	<ul style="list-style-type: none">The proposals have been developed with consideration of this, as nominated in the relevant section of the Design Statement.
	Vehicle Access	3H-1	Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes	√	<ul style="list-style-type: none">Residential carparking is provided within an underground, automated car stacker which is accessed from the existing service road as highlighted within the traffic consultants report.
	Bicycle and Car Parking	3J-1	Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas. <div>1. For development in the following locations:<ul style="list-style-type: none">✱ on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or✱ on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centreThe minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less The car parking needs for a development must be provided off street.</div>	√	<ul style="list-style-type: none">Refer to the traffic consultants report for details of compliance.
		3J-2	Parking and facilities are provided for other modes of transport	√	<ul style="list-style-type: none">Bicycle parking is provided in accordance with City of Sydney requirements.
		3J-3	Car park design and access is safe and secure	√	<ul style="list-style-type: none">Residential carparking is provided within an underground, automated car stacker which can be accessed directly by residents from a lobby at basement level.
		3J-4	Visual and environmental impacts of underground car parking are minimised	√	<ul style="list-style-type: none">Residential carparking is provided within an underground, automated car stacker which is accessed from the existing slip road. No additional vehicular cross over is created.
		3J-5	Visual and environmental impacts of on-grade car parking are minimised	√	<ul style="list-style-type: none">not applicable
		3J-6	Visual and environmental impacts of above ground enclosed car parking are minimised	√	<ul style="list-style-type: none">not applicable
PART 04 - DESIGNING THE BUILDING					
	Solar and Daylight Access	4A-1	To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space <div><ul style="list-style-type: none">✱ Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas✱ In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter✱ A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter</div>	√	<ul style="list-style-type: none">The proposal comply with these requirements. Refer to Section 11.6 of the Design Statement for diagrams illustrating compliance.
		4A-2	Daylight access is maximised where sunlight is limited	√	<ul style="list-style-type: none">All apartments have been designed to maximise their window openings to capture views and as a consequence optimise their access to sunlight be it direct, reflected or ambient.
		4A-3	Design incorporates shading and glare control, particularly for warmer months	√	<ul style="list-style-type: none">Shading and glare control have been incorporated in to the facade design as nominated in the relevant section of the Design Report.
	Natural Ventilation	4B-1	All habitable rooms are naturally ventilated	√	<ul style="list-style-type: none">All apartments have operable windows with compliant open areas.All 'winter gardens' have sliding / folding doors opening into the living spaces to maximise ventilation
		4B-2	The layout and design of single aspect apartments maximises natural ventilation	√	<ul style="list-style-type: none">Apartments are well orientated to maximise the natural ventilation performance of apartments.
		4B-3	The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents. <div><div>1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.</div><div>2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line</div></div>	√	<ul style="list-style-type: none">There are four stories with apartments inside the first nine stories of the building which comply with these requirements. Refer to Section 11.8 of the Design Report for diagrams illustrating compliance.

The Star: Modofication 13 — Apartment Design Guide Analysis - June 2017					
Clause Number	Clause Title	Objective	Design Criteria	Compliance	fjmt Commentary
		4C-1	Ceiling height achieves sufficient natural ventilation and daylight access 1. Measured from finished floor level to finished ceiling level, minimum ceiling heights are: Minimum ceiling height for apartment and mixed use buildings <ul style="list-style-type: none">* Habitable Rooms - 2.7m* Non-Habitable Rooms - 2.4m* Two Storey Apartments - 2.7m for living area floor and 2.4m for second floor where it's area does not exceed 50% of the apartment area.* Attic Spaces - 1.8m at edge of room with a 30 degree minimum ceiling slope.* If located in mixed use areas - 3.3m for ground and first floor to promote future flexibility of use. These minimums do not preclude higher ceilings if desired	√	<ul style="list-style-type: none">All habitable rooms, with the exception of a minority kitchens, will achieve a minimum ceiling height of 2.7m. 20% of apartment kitchens will achieve a minimum ceiling height of 2.4m, however these kitchens will be of high amenity with good daylight and view access, and contiguous to open plan living and dining areas.All non-habitable rooms will achieve a minimum ceiling height of 2.4m
		4C-2	Ceiling height increases the sense of space in apartments and provides for well proportioned rooms	√	<ul style="list-style-type: none">All habitable rooms, with the exception of a minority kitchens, will achieve a minimum ceiling height of 2.7m. 20% of apartment kitchens will achieve a minimum ceiling height of 2.4m.All non-habitable rooms will achieve a minimum ceiling height of 2.4mAll ceiling mounted services are capable of being located in 2.4m ceilings over wet areas.
		4C-3	Ceiling heights contribute to the flexibility of building use over the life of the building	√	<ul style="list-style-type: none">The apartment ceiling heights comply with Objectives 4C1 and 2
		4D-1	The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity 1. Apartments are required to have the following minimum internal areas: <ul style="list-style-type: none">* 1 Bedroom - 50m2* 2 Bedroom - 70m2* 3 Bedroom - 90m2 The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m ² each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m ² each. 2. Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms	√	<ul style="list-style-type: none">All apartments conform to the required minimum internal areas.Apartment sizes have been developed in accordance with the client brief whilst providing efficient apartment planning. Apartments sizes as nominated in the client brief exceed those nominated in 4D-1.All habitable rooms have windows which represent more than 10% of the floor area of the room.
		4D-2	Environmental performance of the apartment is maximised 1. Habitable room depths are limited to a maximum of 2.5 x the ceiling height 2. In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window	√	<ul style="list-style-type: none">All apartments comply with the 8m to the back of the kitchen rule of thumb.All apartments are open plan layouts, with living rooms and bedrooms located against the external envelope of the building to maximise natural light and ventilation.
		4D-3	Apartment layouts are designed to accommodate a variety of household activities and needs 1. Master bedrooms have a minimum area of 10m2 and other bedrooms 9m2 (excluding wardrobe space) 2. Bedrooms have a minimum dimension of 3m (excluding wardrobe space) 3. Living rooms or combined living/dining rooms have a minimum width of: <ul style="list-style-type: none">* 3.6m for studio and 1 bedroom apartments* 4m for 2 and 3 bedroom apartments 4. The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts	√	<ul style="list-style-type: none">All apartments comply with the minimum ADG bedroom sizes.All apartments comply with the minimum ADG living room widths.In some instances living room widths have been designed for on an angle, in order to maximise the use of the space, increase the sunlight and to take advantage of panoramic views. An example of this is seen in the vignette below. 