



Design Report – Response to Submissions Section 96(2) Modification Application SSD-6013



Concept : Perspective View from The Boulevard



Car Park Screening

The façade will fully screen the car park levels. The design of the car park screening to the North, South, and West facades is very similar to what was approved under SSD6013.

The façade to the car park levels still comprises a composite metal and perforated screen, wrapped over individual frames. The materiality and colours of the façade remain as detailed in the currently approved indicative finishes board (please refer Appendix A).

The subtle design development changes to the façade of the car park levels include the following:

1. The perforation of the façade panels has changed from circular to slotted perforations. As with the currently approved design, the new design will have a combination of varying slot sizes (please refer Appendix B).

The slotted perforations are more in keeping with the design language of the building; being a series of stretched, pulled and elongated surfaces that appear stacked on each other. The orientation of the slotted perforations adds direction to the panels and compliments the horizontality of the design language.

2. The façade panels have been strategically pulled away from each other in specific areas to create interest. At each point where the façade is pulled away, an aluminium channel will be used to provide continuity of the facade screening over the carpark levels (please refer Appendix C). Previously the car park panels slid in and out at certain fold lines.

The concept for the car park cladding is for it to appear stretched and pulled tightly over the mass behind, as opposed to a loosely woven fabric. By placing the panels in one plane, essentially flattening it, also meant that visible openings created by the previously sliding and overlapping arrangement were eliminated. The result is a more precise and defined façade envelope.

3. The panel sizing and positioning has been refined.
The car park levels are split North to South with a varying RL for vehicular circulation. In order to hide this disconnect on the façade, the panels have been standardised in size and wrapped universally around the car park. Panels are arranged in 5 equally high and continuous rows. The rows are stacked in the format of 1:2:1:1 to create an aesthetic of stacked discs varying in height.

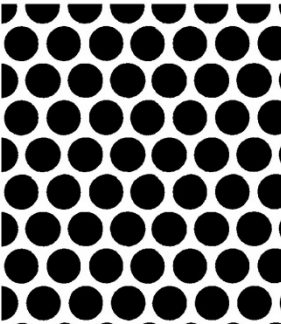
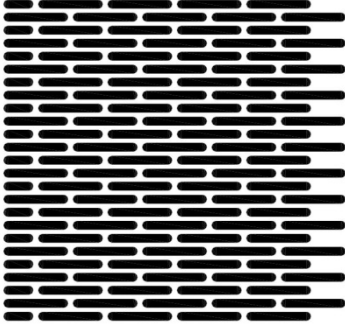
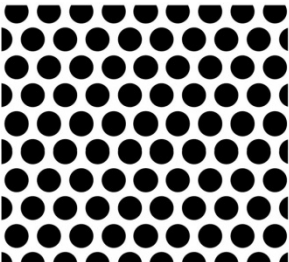
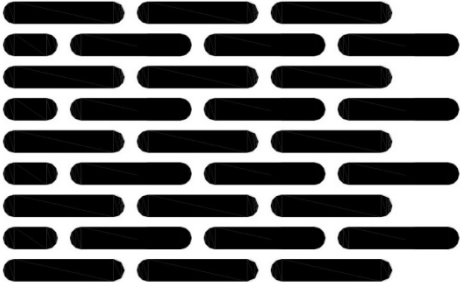
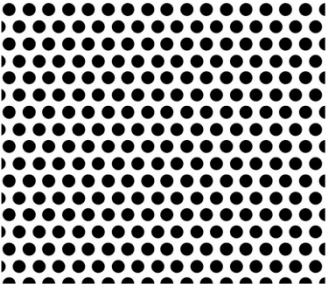
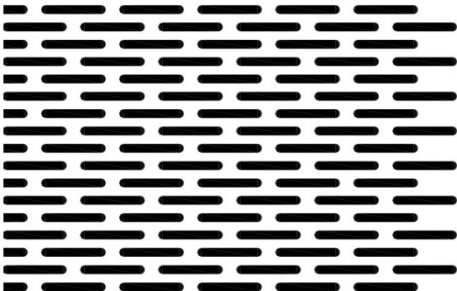


Appendix A – Indicative Finishes Board – Car Park Screen

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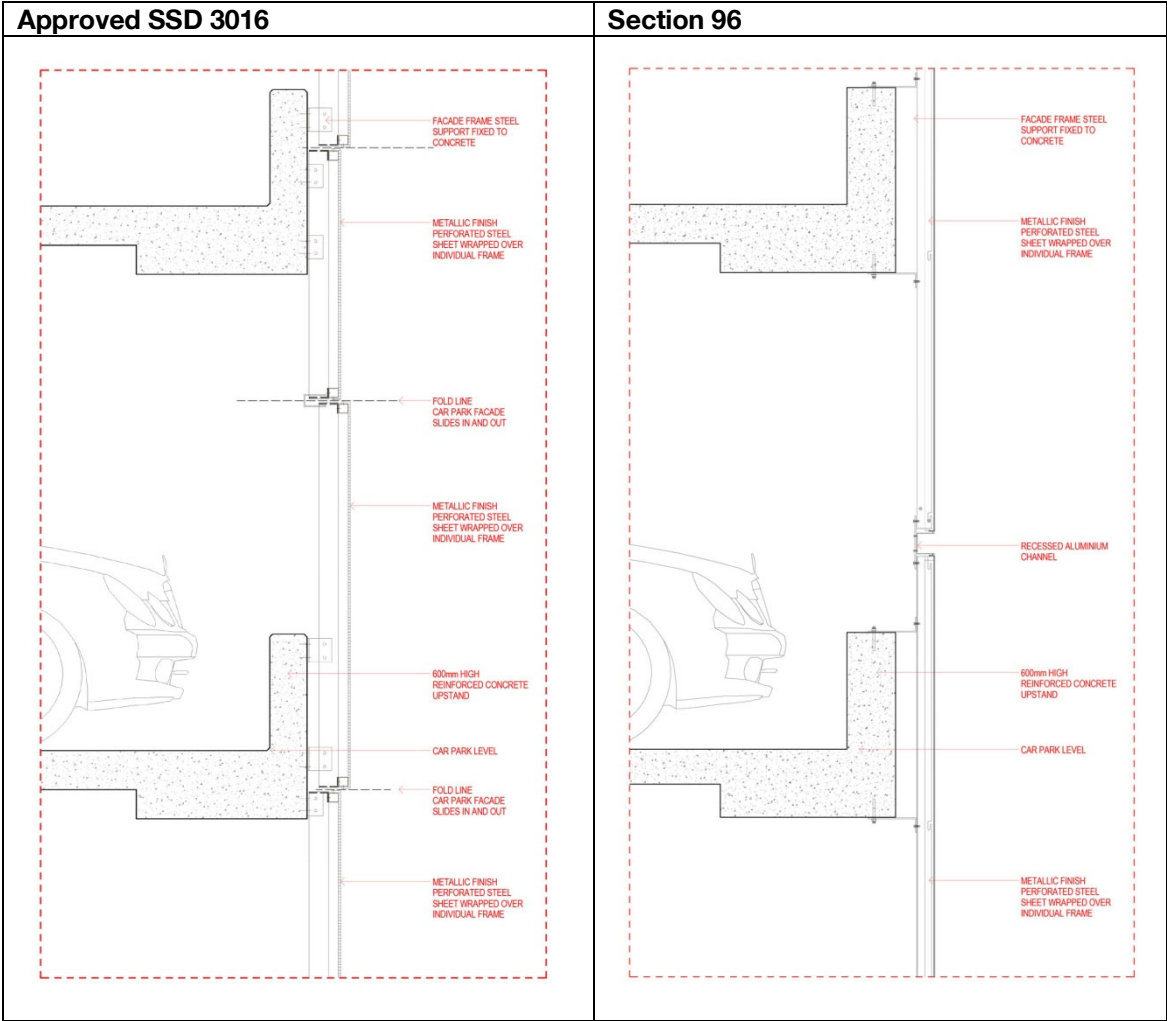


Appendix B – Perforation Layout

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 Approx. 35mm Diameter	 Approx. 50mm x 10mm
 Approx. 20mm Diameter	 Approx. 100mm x 20mm
 Approx. 10mm Diameter	 Approx. 50mm x 10mm

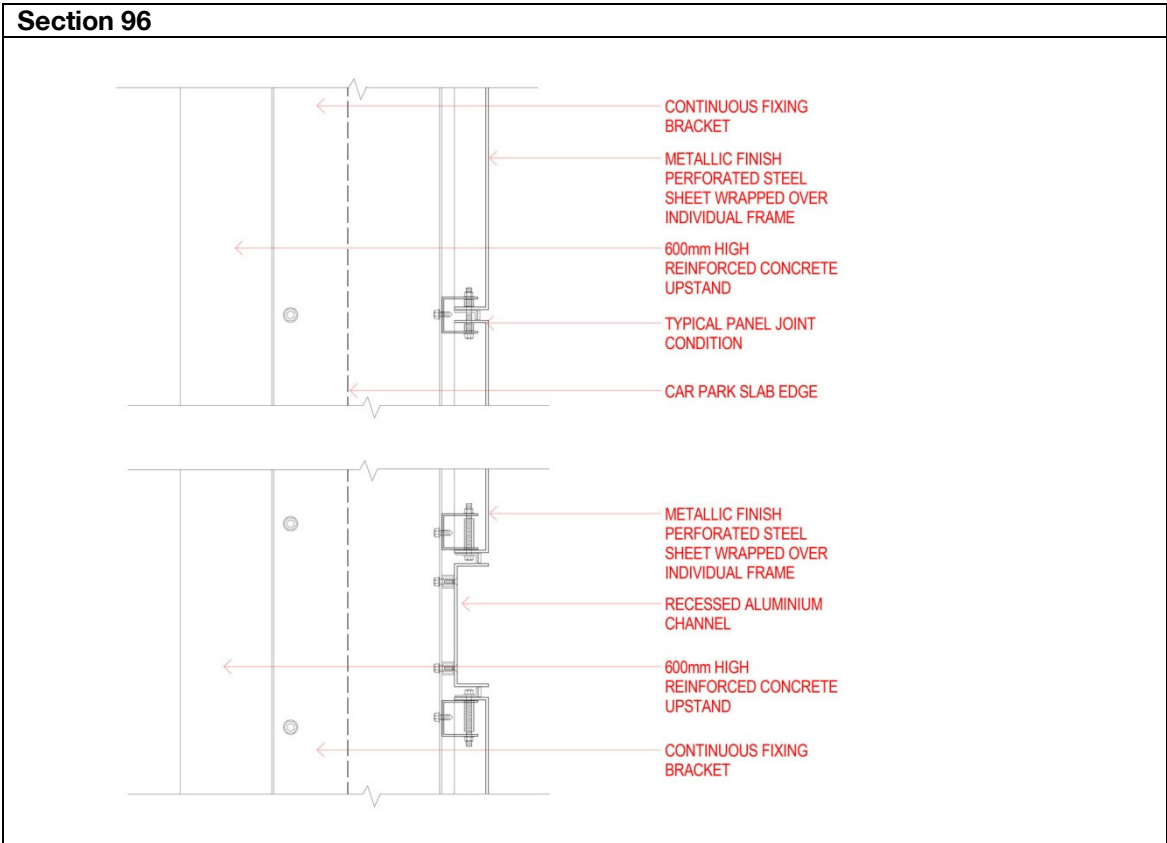
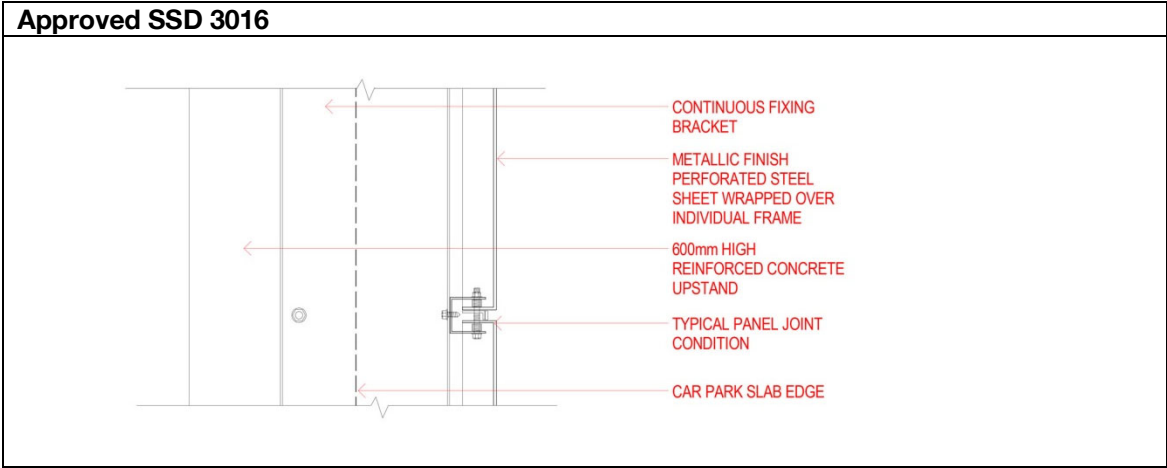


Appendix C – Car Park Cladding - Panel Joints Section





Appendix C (continued) – Car Park Cladding - Panel Joints Plan





Appendix D - Renders

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