

DESIGN STATEMENT

33-35 STEWART ST, RICHMOND

Stewart Street, and more widely Richmond, has a history of evolving building typologies that work within all or parts of the existing fabric. Many of the once industrial buildings have been converted to other uses, either through retrofitting existing spaces or removing parts and adding new built form. This overlapping of new and old styles with varying building uses creates a unique character that is comfortable with changes that new eras in time require. The site, 33-35 Stewart St is no different, over time it has had parts removed and spliced to what was originally the office building for the industrial and warehouse spaces that sits to the North. The other immediately surrounding buildings are; retrofitted and heightened residential uses to the North/East and North/West, Office share space to the East, and the wide rail corridor to the South with Richmond Station to the South/West.

The existing building sits like an island site with laneways and easements keeping space between neighbours on all sides. Our proposal retains the existing street façade to maintain the street character and history, then steps back to become a new primarily office building with two private residences on top. The entry to the new portion will be via a recessed forecourt area on the Eastern side.

The site enjoys access to all forms of local public transport including trains, trams and buses, making an ideal location for a commercial hub. The site is directly opposite an entry point to Richmond station, a less than five minute walk to trams and buses, and connection to the Yarra Trail bike path via Gosch's Paddock.

When questioning a suitable scale for this site we considered a building in the order of 30 meters raised in the local structure plan, and then started by measuring any amenity impacts that may occur. With residential uses pushing towards the Northern side of the site the proposal does not overshadow and residential spaces during Rescode hours on the 22nd September and maintains visual amenity due to setbacks. Then evaluating the built form of a the proposal we considered the varying scales which already occur throughout this part of Richmond and the buffer that the train lines provide to minimise in visual bulk from the South.

The façade treatment is a translated response to the intense movement of the railway lines, with panes of glazing at varying angles and widths creating a façade which has a sense of movement within it. The facades respond to their orientation with primarily open glazing to the South to draw light into the office spaces which transitions to a more solid North façade that shares a similar design language. Where the glazing slips behind the existing building then it changes to a darker colour to emphasise the separation and the glazing becomes a much finer detail to come to ground in a softer manner.