21 MAY 2026

Shire of Esperance

ORDINARY COUNCIL MEETING

26 MAY 2026

ATTACHMENTS FOR LATE ITEMS EXCLUDED FROM AGENDA

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APRIL || REVISION A

JAMES STREET CULTURAL PRECINCT

2026

SHIRE OF ESPERANCE

DESIGN DEVELOPMENT REPORT

ACKNOWLEDGEMENTS

H+H Architects acknowledge the Traditional Owners of Country on which we live, work and create. We recognise their enduring connection to land, waters, sky and community and pay our respect to Elders past and present. We celebrate and embrace Aboriginal and Torres Strait Islander cultures and their ongoing contribution to our shared history, heritage and the built environment.

PREPARED BY

H+H Architects (H+H) on behalf of the Shire of Esperance (SoE).

DOCUMENT CONTROL

PROJECT NAME	JAMES STREET CULTURAL PRECINCT
DOCUMENT SIZE	A3 Two-sided prints
PROJECT NUMBER	0617-25 (HH250232)
PROJECT TEAM	RG, DH, AD, PG, EP, JdJ

REVISION	DATE ISSUED	DISTRIBUTION
A	14.04.2026	Shire of Esperance

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EXECUTIVE SUMMARY

This Design Development Report has been prepared to document the finalised Design Development position for the James Street Cultural Precinct (JSCP). It consolidates the coordinated design development undertaken since endorsement of the revised concept design, including refinement of the precinct planning, built form, architectural response, materiality, landscape approach, servicing strategy, accessibility outcomes, staging considerations, consultant coordination, cost planning, and key project risks and dependencies.

The Design Development phase has progressed the project from an endorsed revised concept into a substantially developed and coordinated design response, supported by ongoing stakeholder engagement, consultant input, technical investigations, and review of operational and delivery requirements. This report is intended to provide the Shire of Esperance with a clear summary of the current developed design and the principal matters progressed through Design Development. It also identifies the key items that remain subject to separate statutory approval processes, procurement decisions, and subsequent documentation stages.

Importantly, unanimous Shire Council endorsement was received on 24 March 2026 in relation to the revised concept design and Concept Design Report previously presented by H+H Architects to Council on 9 December 2025. Council resolved unanimously to:

1. accept the H+H Concept Design Report for the JSCP project;
2. request the CEO progress the JSCP project on the basis of the revised design; and
3. request the CEO pursue funding for the project from Lotterywest and other funding providers.

This endorsement provided the basis for progression into Design Development and confirmed the Shire's support for the revised design direction.

A separate package is being prepared for Development Approval. Accordingly, this report focuses on the coordinated Design Development outcome rather than reproducing the full statutory planning submission.

Shire of Esperance endorsement is requested for:

1. The finalised Design Development design position for the JSCP, including the updated precinct planning, architectural, landscape, access, and servicing responses.
2. The project's refined design intent, operational outcomes, and staging framework as the basis for progression to the next phase of work.
3. Progression to the next stage of project delivery, including finalisation of the Development Approval package, ongoing authority liaison, cost and scope alignment, and preparation of subsequent documentation.

Endorsement of this report confirms that the Design Development package is an accepted basis for progressing the project, noting that final statutory approvals, procurement decisions, detailed technical documentation, and final construction cost certainty will continue to be developed through the next phase.

The Design Development process has retained and strengthened the core "big moves" established during concept design, while advancing the scheme through more detailed architectural and consultant coordination, stakeholder input, and targeted review of operational, technical, environmental, and delivery matters.

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BIG MOVES

- Create a cohesive civic and cultural precinct that strengthens the James Street address and establishes a clear, welcoming arrival sequence.
- Organise the library, visitor functions, café and activation uses, museum interfaces, and flexible community spaces within a connected and legible precinct structure.
- Prioritise inclusive and intuitive access across the site, integrating compliant grades, accessible entries, dignified pathways of travel, and clear wayfinding.
- Deliver a flexible and operationally robust precinct, with clear separation between public, staff, servicing, and back-of-house functions where required.
- Respect and leverage existing structures and heritage values through a conservation-led approach to retention, adaptation, and interpretation.
- Enhance the public realm through shaded external spaces, gathering areas, improved amenity, landscape integration, and safer night-time use.
- Embed sustainability principles into the developed design, including climate response, passive design measures, durability, and opportunities for PV integration and improved operational efficiency.
- Support practical staging and deliverability, enabling the Shire to sequence works in response to budget, procurement strategy, and operational continuity requirements.

COMMUNITY OUTCOMES

- A precinct that functions as a welcoming and identifiable community hub, supporting everyday use, events, informal gathering, and civic life.
- Inclusive access and equitable participation for people of all abilities across the precinct and within key facilities.
- An improved visitor and community experience that supports tourism, interpretation, learning, and local pride in place.

OPERATIONAL OUTCOMES

- A developed layout that supports efficient day-to-day operations, including clear staff and service access, secure zones, functional adjacencies, and flexible use opportunities.
- Improved safety, passive surveillance, and user legibility through coordinated planning, access, landscape, and lighting intent.
- A design that has been progressed regarding staging, operational continuity, and practical delivery considerations.

HERITAGE OUTCOMES

- A conservation-led design response that respects significant existing fabric and reduces unnecessary intervention where heritage interfaces occur.
- A stronger framework for interpretation and storytelling across the precinct, integrating heritage narrative into the visitor and community experience.

PUBLIC REALM OUTCOMES

- A connected, comfortable, and legible public realm with a strengthened sense of place and improved relationship between buildings, landscape, and surrounding civic spaces.
- External spaces that support both everyday community use and event-based activation, with improved amenity, shade, accessibility, and flexibility.

EXECUTIVE SUMMARY

Section	Summary (concept level)
Programme	Current status: Design Development complete for Shire review and endorsement. Current milestone: Issue of finalised Design Development Report to the Shire of Esperance. Previous milestone: Revised Concept Design and Concept Design Report endorsed unanimously by Shire Council on 24 March 2026. Next phase: Finalise Development Approval package, continue authority liaison, confirm procurement and staging strategy, and progress subsequent documentation. Key activities completed during DD: Architectural and consultant coordination; design refinement; updated site planning and public realm response; development of preliminary materials and sustainability strategies; progression of technical inputs; review of staging and buildability; updated cost planning; and progression of key site due diligence items.
Cost plan	Status: Updated cost planning has been undertaken in conjunction with the Quantity Surveyor. Refer Appendix 17.6.10 (once updated). Key cost drivers: Scope inclusions and exclusions; staging strategy; interfaces with existing structures; services and infrastructure upgrades; public realm extent and quality; procurement method; site and coastal constraints; market conditions; and regional delivery considerations. Cost confidence: Design Development level, subject to final authority outcomes, procurement approach, and subsequent documentation refinement.
Key risks /	Coastal / levels: Coastal planning and resilience requirements have been further progressed during DD. BMT have confirmed that the nominated finished floor level for the new development is acceptable having regard to the risk profile accepted by the Shire, the adopted sea level rise projections, and previous coastal hazard risk reporting prepared for the Shire of Esperance. Ground / geotechnical / contamination: Ground conditions remain an important delivery consideration. Following geotechnical advice, Aurora Environmental has been engaged to undertake a Stage 1 soil assessment to review the likely soil conditions and contamination risks associated with previous light to heavy industrial uses of the site, including goods storage, shunting, and rail yard activities. This will inform the brief for any required Stage 2 onsite and laboratory testing. Existing structures: Existing asset condition and available documentation continue to influence design certainty where adaptation, refurbishment, or integration with existing elements is proposed. Services / electrical: Network capacity, infrastructure coordination, and PV integration remain important dependencies for the developed services strategy. Approvals: Statutory approval pathways and authority requirements remain live considerations and are being addressed through the separate DA process and associated technical coordination. Procurement / programme: Procurement strategy, regional market capacity, and staging methodology continue to influence programme, delivery sequencing, and cost outcomes.

THE FOLLOWING ACTIONS ARE RECOMMENDED:

- Endorse this Design Development Report.
- Proceed with finalisation and lodgement of the separate Development Application package.
- Continue progression of key authority, technical, and consultant coordination items required to support the next stage of documentation.
- Confirm project priorities in relation to budget alignment, scope, staging, and delivery methodology.
- Continue refinement of risk management, procurement planning, and programme sequencing.
- Proceed with the next phase of design and documentation based on the endorsed Design Development position.

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1. INTRODUCTION

1.1. PROJECT BACKGROUND AND STATUS

The James Street Cultural Precinct (JSCP) is a Shire of Esperance-led civic and cultural project on James Street, Esperance. The project brings together a suite of community-facing uses to create a cohesive precinct with a strong emphasis on legibility, inclusive access, operational functionality, heritage responsiveness, and a high-quality public realm.

Following completion of the revised concept design, H+H Architects presented the project to the Shire of Esperance Council on 9 December 2025. On 24 March 2026, Council unanimously resolved (7–0) to accept the H+H Concept Design Report, request the CEO progress the project based on the revised design, and request the CEO pursue funding from Lotterywest and other funding providers. This endorsement established the revised concept design as the approved basis for progression into Design Development.

Since that time, the project has been progressed through coordinated design development, consultant input, technical review, and ongoing stakeholder engagement. This has included refinement of the architectural and landscape response, development of access and servicing strategies, review of staging and procurement considerations, progression of sustainability initiatives, updated cost planning, and further due diligence relating to coastal, geotechnical, environmental, and existing asset matters.

This report documents the finalised Design Development position and is intended to support Shire review and endorsement of the coordinated DD package as the basis for the next phase of approvals, funding, procurement, and documentation.

Key technical matters identified during concept design have also been further progressed through DD. In particular, BMT has confirmed that the nominated finished floor level for the new development is acceptable having regard to the risk profile adopted by the Shire, relevant sea level rise projections, and previous coastal hazard risk reporting for Esperance. Geotechnical investigations have also informed further site due diligence, with Aurora Environmental engaged to undertake a Stage 1 environmental assessment to review likely soil conditions and contamination risks associated with the site's former goods storage, shunting, and rail yard uses, and to inform the scope of any required Stage 2 onsite and laboratory testing.

While the project has reached a substantially resolved Design Development position, some matters remain subject to separate authority processes, further technical verification, procurement decisions, and subsequent detailed documentation.

1.2. SCOPE OF DESIGN DEVELOPMENT REPORT

This report documents the finalised Design Development response for the precinct and establishes the basis for progression into the next stage of the project. In summary, this report includes:

RESOLVED (AT DD LEVEL)

- Endorsed precinct planning approach, including the core "big moves", site organisation, and intended relationships between key uses.
- Final confirmation of finished floor levels and resilience requirements arising from the coastal context (including SPP 2.6 considerations), and any resulting requirements to raise/relocate critical building services infrastructure (e.g., electrical boards).
- Developed built form, architectural planning, and principal functional adjacencies for the library, visitor centre, café, stage, public realm, and associated support spaces.
- Detailed resolution of structure and buildability, including any required strengthening, compliance upgrades, or detailed interventions to existing assets relied upon by the concept (including the Goods Shed / museum components as applicable).
- Developed access and circulation strategy, including inclusive access principles and the separation of public and back-of-house / service movements where appropriate.
- Developed public realm and landscape response, including precinct structure, shade and comfort principles, and landscape integration.
- Developed services design approach, including coordination of electrical, hydraulic, mechanical, and civil design inputs to DD level.
- Preliminary materiality, sustainability, and Safety in Design responses progressed during DD.
- Updated staging, programme, procurement, cost planning, and project risk considerations sufficient to inform endorsement and next-stage planning.
- Summary of technical design, due diligence and consultant coordination undertaken to date.

INTENTIONALLY DEFERRED TO DOCUMENTATION

- Completion and interpretation of geotechnical / groundwater investigations, including confirmation of available monitoring data and any additional monitoring required.
- Detailed authority negotiation and statutory submissions, including confirmation of applicable approvals pathways and conditions.
- Detailed fit-out coordination, detailed material specifications, and detailed construction documentation, including all coordination necessary for procurement and construction.
- Completion of further technical resolution required for tender and construction documentation.
- Final detailed coordination of structure, services, fitout, and construction buildability.
- Completion of any further environmental, geotechnical, or existing asset investigations required to support final documentation and procurement.
- Final selection, specification, and documentation of materials, finishes, fixtures, equipment, and detailed construction interfaces.
- Refined cost certainty, to be informed by the next documentation stage, procurement methodology, and market response.

1.3. REPORT STRUCTURE, HOW TO USE, RELATIONSHIP TO OTHER REPORTS

This report is structured to support Shire review and endorsement of the Design Development outcome while allowing key technical and strategic information to be located efficiently.

In broad terms:

- Sections 1–3 provide project background, report scope, status, and key project context.
- Section 4 summarises the developed design direction and key changes or refinements since concept design.
- Section 5 onward documents the Design Development response in greater detail across architecture, public realm and landscape, materials, sustainability, approvals, consultant coordination, delivery considerations, cost planning, and project risks.

This report should be read in conjunction with the appendices, which contain the more detailed supporting material prepared during Design Development, including consultant reports, design packages, investigations, workshop outputs, cost information, and other technical inputs.

It is also important to note that this report is not the Development Approval package. A separate package is being prepared specifically for statutory planning approval. Accordingly, this report is focused on documenting the coordinated Design Development position and the basis for progression, rather than reproducing the full planning submission material.

This report should also be read as the next-stage companion to the previously endorsed Concept Design Report, recording how the project has progressed from endorsed concept into a more resolved and coordinated design position.

1.4. KEY PROJECT STAKEHOLDERS AND CONSULTANT TEAM

The JSCP is being delivered by the Shire of Esperance, with governance input from Shire Council, the CEO, project leadership personnel, and the broader project control and stakeholder group. The project is also informed by operational stakeholders across the Shire's library, museum, heritage, visitor, and community-facing functions.

The consultant team is led by H+H Architects as lead consultant, coordinating architectural, landscape, civil, structural, building services, planning, cost, sustainability, coastal, environmental, and other specialist inputs required to progress the project through Design Development.

KEY STAKEHOLDERS (PROJECT GOVERNANCE AND OPERATIONS)

- Shire of Esperance: Shire President, CEO, Executive Leadership Team
- Shire Project Manager and project delivery team
- Operational stakeholder groups, including library, museum / heritage, visitor and community / cultural operations
- Funding and external project stakeholders, as relevant to project progression

CONSULTANT TEAM (CURRENT / TO DATE)

- Architects & Lead Consultant: H+H Architects
- Landscape Architect: See Design Studio
- Civil: Demeza Civil Consulting
- Structural: Hera Engineering
- Geotechnical: WML Consulting Engineers
- Electrical: Stantec Australia
- Mechanical: Tim Franklin Engineering
- Hydraulic: Construction Hydraulic Design Pty Ltd
- Acoustic: Stantec Australia
- Quantity Surveyor: RBB (Ralph Beattie Bosworth)
- Surveyor: 35 Degrees South Advanced Surveying
- Sustainability / ESD: Stantec Australia
- Planning: Edge Planning & Property
- Building Surveyor: ComplyWest Building Surveyors
- Business Case: Bridge42
- PV / BESS Advice: Stantec Australia
- Coastal Engineering: BMT
- Environmental: Aurora Environmental

The consultant team and scope have expanded since concept design to support the more detailed level of coordination required during DD, including specialist coastal and environmental input and more detailed review of services, procurement, and delivery implications.

1.5. DESIGN RESOLUTION STATUS & REPORT LIMITATIONS

This report documents the project at the completion of the Design Development stage. The design has been substantially progressed beyond concept level and now reflects a coordinated multidisciplinary response suitable for Shire review, budget and scope alignment, authority interface, and progression to the next project phase.

Notwithstanding this, the project is not yet fully documented for tender or construction. The following limitations should therefore be noted:

- The report records the Design Development position only and does not replace subsequent tender, construction, or contract documentation.
- A separate Development Approval package is being prepared and will address the specific statutory planning submission requirements for the project.
- Some design matters remain subject to final authority inputs, further technical verification, procurement decisions, and documentation-stage coordination.
- Cost information included or referenced in this report should be read as DD-stage cost planning, not as a final lump sum or market-tested construction cost.
- The report should be read in conjunction with the appendices and supporting consultant documentation, which provide additional technical detail and qualifications.
- Where existing structures or latent site conditions are relevant to the project, final design and cost outcomes may still be influenced by further investigation, opening-up works, authority requirements, and construction-phase findings.

Overall, this report is intended to demonstrate that the project has reached a sufficiently resolved and coordinated Design Development position to support endorsement, funding progression, statutory planning advancement, and transition to the next phase of detailed work.

2. PROJECT VISION/PRIORITIES AND DESIGN EVOLUTION

2.1. PROJECT VISION AND PRIORITIES RECAP

A Project Vision and Priorities Review was completed by H+H Architects and issued to the Shire of Esperance in October 2025. The review summarised the collective vision, project aspirations, and agreed priorities arising from stakeholder engagement undertaken as part of the JSCP project. Its purpose was to establish a clear framework to guide the revised concept design and support future decision-making as the project progressed. The vision and priorities established through that process have continued to underpin the project through Design Development. They reinforced the importance of:

- creating a cohesive and legible civic and cultural precinct;
- delivering inclusive and intuitive access across the site;
- supporting strong operational functionality and flexibility;
- responding respectfully to the heritage and place context;
- strengthening the public realm and community experience; and
- ensuring the project remains stageable, deliverable, and aligned with available funding opportunities.

A copy of the Project Vision and Priorities Review is included in the appendices. **Refer Appendix 17.7.**

2.2. CONCEPT ENDORSEMENT SUMMARY / KEY CHANGES SINCE CONCEPT DESIGN

Following completion of the revised concept design, H+H Architects presented the project to the Shire of Esperance Council on 9 December 2025. On 24 March 2026, Council unanimously resolved to accept the H+H Concept Design Report, request the CEO progress the JSCP project on the basis of the revised design, and request the CEO pursue funding for the project from Lotterywest and other funding providers. This endorsement established the revised concept design as the approved basis for progression into Design Development.

Since concept endorsement, the project has been advanced from a concept-level planning and design response into a more resolved, coordinated, and tested Design Development position. While the core planning principles and “big moves” of the endorsed concept have been retained, the design has been refined through further consultant coordination, technical review, stakeholder input, and response to delivery considerations.

Key changes and advancements since concept design include:

- further refinement of the architectural planning, building form, and functional relationships between key precinct elements;
- development of the landscape and public realm response in closer coordination with architecture, access, and civil design;
- further progression of servicing strategies, including coordination of electrical, hydraulic, mechanical, and civil inputs;
- greater consideration of staging, procurement, and operational continuity;
- updated cost planning and value alignment review;
- progression of coastal, geotechnical, and environmental due diligence; and
- separation of the Development Approval package from this report, allowing the Design Development Report to focus on the coordinated design outcome rather than the statutory submission itself.

2.3. DESIGN DEVELOPMENT OBJECTIVES

The Design Development phase was undertaken to progress the endorsed concept into a coordinated and more resolved design position suitable for Shire review, funding progression, authority interface, and transition to the next phase of work.

The key objectives of Design Development were to:

- retain the core vision and planning principles established through the concept design process;
- further develop the design across architecture, landscape, access, and services to a coordinated DD level;
- test and refine operational functionality, user experience, and public realm outcomes;
- identify and respond to key technical risks and constraints, particularly in relation to coastal conditions, site conditions, existing assets, and servicing;
- refine staging and procurement considerations to support practical delivery in the regional context;
- progress sustainability, materiality, and Safety in Design considerations;
- update cost planning and assess alignment between project scope, priorities, and available funding pathways; and
- establish a sufficiently resolved design basis for finalisation of the separate Development Approval package and progression to subsequent construction documentation.

2.4. KEY DECISIONS SINCE CONCEPT DESIGN

A number of key project decisions and confirmations have informed the project's progression through Design Development.

These include:

- confirmation by Shire Council of support for the revised concept design as the basis for ongoing project development;
- continued progression of the project on the basis of the revised precinct structure, architectural response, and staging logic established at concept level;
- confirmation that the Development Approval process is to be progressed direct to Shire rather than being submitted to the Regional DAP;
- progression of specialist coastal input, with BMT confirming that the nominated finished floor level for the new development is acceptable having regard to the Shire's adopted risk position, sea level projections, and prior coastal hazard reporting;
- progression of environmental due diligence, with Aurora Environmental engaged to undertake a Stage 1 environmental assessment to inform the need for any further onsite or laboratory testing; and
- further development of consultant coordination, cost planning, and delivery considerations to support the project's advancement beyond concept level.

Together, these decisions have enabled the project to move from endorsed concept into a more robust and substantiated Design Development position.

2.5. OUTSTANDING MATTERS FOR RESOLUTION

While the project has reached a substantially resolved Design Development position, a number of matters remain to be finalised through the next phase of work.

These include:

- final statutory approvals and authority responses associated with the separate Development Approval process;
- further detailed resolution of structure and buildability, including any required strengthening, compliance upgrades, or interventions to existing assets relied upon by the design;
- completion of any further environmental or existing asset investigations required to support final documentation and procurement;
- further coordination of structure, services, fitout, and detailed construction interfaces;
- confirmation of procurement methodology, staging boundaries (including staging of the carpark and lane widening project by the Shire), and programme implications; and
- ongoing refinement of project scope and cost alignment as the project moves toward the next documentation stage.

These matters do not undermine the validity of the current Design Development position, but they do represent the key items to be addressed as the project advances toward approvals, procurement, and detailed documentation.

3. STAKEHOLDER ENGAGEMENT

3.1. DD-PHASE ENGAGEMENT ACTIVITIES

Stakeholder engagement undertaken during the earlier project phases established the core vision, priorities, and briefing framework for the JSCP project. During Design Development, engagement shifted from high-level vision-setting to more targeted and recurring coordination activities intended to test, refine, and validate the developing design response.

The principal engagement activities undertaken during the DD phase included:

- Fortnightly Project Control Group / project coordination meetings between H+H Architects and the Shire of Esperance project management team, focused on project status, design progression, consultant coordination, programme, authority matters, scope management, and key project decisions.
- Recurring interior design and internal layout workshops between H+H Architects' interiors team and relevant Shire operational stakeholders, focused on testing internal planning, user requirements, operational workflows, furniture and fitout considerations, and day-to-day functionality of the proposed spaces.
- Approximately fortnightly Early Contractor Involvement (ECI) workshops between H+H Architects and SIME Building & Construction, who were engaged directly by H+H Architects in an advisory-only capacity to provide buildability, methodology, staging, procurement, and construction-specific insight to the design process. These workshops addressed not only architectural matters, but also civil, structural, landscape, and building services considerations.
- Finalisation of the Local Contractor Survey, undertaken to better understand local market capacity, procurement risks, staging implications, and construction delivery constraints in the Esperance context. This is addressed in greater detail later in the report.

Accordingly, the DD-phase engagement process was more iterative and project-specific than the earlier stakeholder engagement review, with a focus on resolving design matters, confirming operational suitability, and improving delivery readiness.

A copy of relevant reports can be found attached. **Refer Appendix 17.8 for stakeholder engagement strategy.**

3.2. DD-PHASE KEY STAKEHOLDER INPUTS

The DD-phase engagement process provided important input into the refinement of the project across design, operations, and delivery.

Key stakeholder inputs included:

- Shire project management and PCG input regarding project priorities, funding progression, authority pathways, scope alignment, programme considerations, and interfaces with related Shire-led external works and infrastructure initiatives.
- Operational stakeholder input regarding the internal planning and functional operation of the library, visitor-facing uses, staff areas, support spaces, circulation, storage, amenities, and the general usability of the proposed facilities.
- Interiors and layout feedback regarding room relationships, furniture planning assumptions, internal flexibility, fitout needs, and the practical day-to-day operation of community-facing and staff-only spaces.
- ECI input from SIME Building & Construction regarding buildability, construction methodology, staging logic, procurement packaging, likely regional construction constraints, and opportunities to simplify or strengthen aspects of the developing design without undermining project intent.
- Discipline-specific workshop input arising through ECI and consultant coordination, including feedback relevant to civil works, structural resolution, landscaping interfaces, services coordination, and construction sequencing.
- Ongoing clarification of assumptions relating to elements such as the museum interfaces, café operation and tenancy assumptions, stage functionality, and the likely staging and procurement implications associated with those components.

These inputs assisted in moving the project from an endorsed concept into a more tested and coordinated DD outcome, while also identifying matters requiring further resolution in later stages.

3.3. OPERATIONAL BRIEFING UPDATES

Design Development provided an important opportunity to continue refining the operational brief established during the earlier project phases. Through the recurring internal layout and operational workshops, H+H Architects worked with Shire stakeholders to further test:

- internal spatial relationships and adjacencies;
- front-of-house and back-of-house separation;
- staff circulation and support requirements;
- storage, amenities, and operational support spaces;
- flexibility of community and multi-use areas;
- likely furniture and fitout implications; and
- practical day-to-day functionality for the principal user groups.

This process assisted in confirming that the developed design continued to align with the broader project vision while responding more directly to operational needs identified by end users and Shire representatives. The DD phase also allowed greater consideration of how the precinct may function operationally during staged delivery, including the relationship between completed and deferred elements, construction interfaces, service access, and practical continuity of use where relevant.

Overall, the operational briefing process during DD was less about redefining the brief and more about validating, refining, and coordinating the endorsed design direction against end-user and operator (Shire) requirements.

3.4. OUTSTANDING BRIEFING MATTERS

While the core operational brief has been substantially developed and tested through DD, some matters remain subject to further clarification or confirmation as the project progresses. These include:

- final operational assumptions for tenancy-related elements, particularly the café, including back-of-house requirements, servicing expectations, and fitout responsibilities;
- further refinement of operational requirements associated with the stage and any event-related use, including performance support, equipment, staging logistics, and servicing expectations;
- confirmation of detailed operational assumptions for BOH library areas (inc. community users) and any future or deferred museum-related works, where those elements are outside the immediate core delivery scope;
- final furniture, equipment, and fitout requirements to be carried into later documentation stages; and
- any further briefing required to respond to authority, funding, procurement, or staging outcomes as these become more clearly defined.

These matters are not considered barriers to endorsement of the Design Development position, but they should be recognised as live briefing items to be resolved through the next phase of project development.

4. DESIGN DEVELOPMENT OVERVIEW

4.1. SUMMARY

The Design Development phase has progressed the endorsed revised concept for the James Street Cultural Precinct into a more resolved, coordinated, and deliverable design response. The core precinct structure, planning logic, and architectural intent established through the concept phase have been retained, while the design has been further refined through consultant coordination, stakeholder engagement, operational testing, technical review, cost planning, and buildability input. The concept-stage package structure remains broadly relevant, but has been clarified through Design Development as follows:

OPTION 1A PROJECT PACKAGES

1. **New Visitor Centre, New Library, Level 1 fitout, Café and Stage**
2. **Level 1 Fitout** *(now incorporated within Package 1 and no longer treated as a standalone package)*
3. **Museum works** *(new museum cold shell deferred; future Goods Shed museum refurbishment to be considered as a separate subsequent package)*
4. **Precinct landscaping and public realm works**

1. NEW VISITOR CENTRE, NEW LIBRARY, LEVEL 1 FITOUT, CAFÉ AND STAGE

The principal built-form package has been further developed as the core delivery component of the precinct. This package brings together the Visitor Centre, Library, Level 1 flexible spaces, café tenancy shell, stage, and associated public realm interfaces into a coordinated civic and cultural offering.

Visitor Centre

The Visitor Centre remains prominently located on the Esplanade frontage, supporting visibility, arrival legibility, and a strong relationship to both the waterfront and adjoining public precinct spaces. Through Design Development, the internal planning has been refined to support reception, administration, staff work areas, and public-facing functions in a manner that better defines front-of-house and back-of-house zones while maintaining visual and operational connection with the Library and adjoining uses. The relationship between the Visitor Centre and café continues to support activation and cross-patronage, while allowing for clearer consideration of operational interfaces and servicing requirements.

Library

The Library has continued to be developed as the primary civic anchor of the project, with a generous internal volume, strong visual relationship to the community square and foreshore, and an internal arrangement that supports a range of user groups and functions. The design has been refined to support a more resolved operational model, including children's areas, collections, flexible community uses, quiet study, staff and volunteer functions, sorting and support spaces, and integrated technology-based activities. The overall planning has been tested through recurring operational workshops to improve usability, flexibility, and day-to-day functionality.

Café

The café remains located within the Goods Shed at a highly visible and active corner of the precinct, addressing The Esplanade and adjoining public spaces. Through Design Development, the design has moved toward a tenancy shell approach, with provision for required services and back-of-house interfaces while recognising that the ultimate café fitout and detailed operational model will depend on future tenant requirements. The open volume has been retained in preference to reinstating the previously considered southern mezzanine, strengthening the spatial quality of the Goods Shed interior and its relationship to the public realm. Defined connections for waste, storage, and deliveries have been incorporated, although critical tenancy-specific operational matters remain to be confirmed.

Stage

The stage has been retained as an important civic and community element within the precinct, notwithstanding the deferral of the separate new museum cold shell. Through DD, its relationship to the library entry sequence, central courtyard, and northern pedestrian approach has been further developed. The stage now operates as both a performance space and a covered movement corridor, contributing to activation, public gathering, and visual identity within the precinct. Associated back-of-house support spaces, performer facilities, storage, and UAT provision have also been considered as part of the developed design, although detailed technical requirements for lighting, AV, and operational staging remain to be further resolved in subsequent phases.

2. LEVEL 1 FITOUT / STUDY HUB

What was previously identified as a separate Level 1 package is now fully incorporated into the primary building package. The first floor over the Visitor Centre has been developed as a flexible multi-use and study hub environment, supported by toilet facilities, kitchenette provision, and furniture storage. The design continues to reinforce the strong internal spine through the building, with vertical circulation and visual connections extending through to The Esplanade and the central precinct spaces. This component has been further refined through DD to improve flexibility, support varied modes of use, and strengthen the relationship between the first-floor spaces and the larger civic volume of the Library below.

3. MUSEUM WORKS / DEFERRED PACKAGE

As confirmed during the earlier project stages, the previously proposed new museum cold shell has been placed on hold due to budget constraints. That position remains unchanged through Design Development. In its place, future works to the existing Goods Shed museum components are to be considered as a subsequent and separate package once a more detailed brief, funding pathway, and project budget are established.

Design Development has therefore proceeded on the basis that the core project scope excludes delivery of a new standalone museum cold shell. However, the developed precinct design continues to acknowledge and accommodate future museum-related works, including potential refurbishment and reorganisation of the existing Goods Shed museum interfaces, relocation of entry focus toward the new plaza, and improved staff / back-of-house arrangements as part of a future package.

4. PRECINCT LANDSCAPING AND PUBLIC REALM

The public realm and landscape works have been progressed as an integrated component of the Design Development package in close coordination with the architecture and consultant team. The landscape response continues to draw from Esperance's coastal, environmental, heritage, and cultural context, while improving the legibility, comfort, and functionality of the precinct as a civic destination.

Through DD, the landscape and public realm have been developed to strengthen:

- the arrival experience from James Street and The Esplanade;
- the relationship between built form and outdoor gathering spaces;
- accessibility and movement through the site;
- opportunities for passive and active community use;
- shade, comfort, and climatic responsiveness; and
- the overall identity and experience of the precinct for both locals and visitors.

The landscape package is addressed in greater detail elsewhere in this report and in the relevant appendices. Landscape Design Development Documentation can be found attached. **Refer Appendix 17.6.1.**

4.2. KEY DECISIONS DEFERRED TO DOCUMENTATION

While the project has reached a substantially resolved Design Development position, several matters remain to be further developed through the next stage of documentation and associated project progression. These include:

- final confirmation of detailed statutory and authority requirements through the separate Development Approval process;
- final detailed coordination of structure, services, and buildability, including any required strengthening, compliance upgrades, or interventions to existing assets;
- detailed fitout, FF&E, and tenancy-specific coordination for the café and other operational spaces;
- final detailed coordination of stage lighting, AV, multimedia, and event-related operational requirements;
- detailed construction detailing, material specification, and interface resolution;
- final procurement packaging and staging methodology; and
- final market-tested cost certainty.

4.3. MAJOR DESIGN REFINEMENTS SINCE CONCEPT

The Design Development phase has progressed several items that were previously identified as requiring further review following concept design.

Café operations and servicing

At concept stage, the feasibility of waste and delivery arrangements, tenant servicing expectations, and the likely commercial brief for the café remained unresolved. Throughout DD, the design has progressed to provide clearer back-of-house interfaces and servicing allowances, including defined locations for storage, waste, and deliveries. However, some detailed tenancy-specific matters remain dependent on future operator requirements (including cool room provisions) and are therefore to be carried into future fitout and operational coordination.

Stage planning and functionality

At concept stage, further consideration was required in relation to stage size, operational capacity, lighting, and multimedia requirements. Through DD, the architectural planning and precinct integration of the stage have been substantially advanced, including performer support spaces, storage, UAT provision, and its role as both a civic performance element and covered movement corridor. Detailed event-production requirements remain to be resolved in later stages once the Shire's expectations for performance infrastructure are further confirmed.

Coastal engineering and finished floor levels

At concept stage, coastal advice was required to inform an appropriate finished floor level and resilience response having regard to SPP 2.6 and the broader coastal context. During DD, BMT reviewed the relevant coastal risk context and confirmed that the nominated finished floor level for the new development is acceptable having regard to the risk profile accepted by the Shire, the relevant sea level rise projections, and previous coastal hazard reporting for Esperance. This has provided an important degree of confidence in the current level-setting approach, while detailed downstream coordination of any related building services implications will continue into subsequent stages.

4.4. CURRENT PROJECT EXCLUSIONS / DEFERRED SCOPE

For clarity, the current Design Development package excludes or defers the following items from the immediate core delivery scope:

- delivery of a new standalone museum cold shell;
- detailed future museum refurbishment works beyond those necessary to acknowledge and preserve future project interfaces;
- detailed café tenant fitout, kitchen equipment, and operator-specific planning beyond the tenancy shell and base-building services allowances;
- detailed stage production infrastructure, including final lighting, AV, and multimedia systems;
- any works associated with separate Shire-led external infrastructure or carpark projects, except where coordination interfaces are relevant;
- final tender and construction-level detailing; and
- any works or packages that may proceed separately subject to future funding, scope definition, or procurement decisions.

These exclusions and deferred elements should be read in conjunction with the staging, procurement, cost plan, and risk sections of this report.

4.5. OUTSTANDING ITEMS FOR SHIRE CONFIRMATION

The following items remain important for Shire confirmation as the project progresses beyond Design Development:

- confirmation of the preferred procurement and staging approach for the project;
- confirmation of project priorities in relation to scope, budget alignment, and potential deferred elements;
- confirmation of operational expectations for the café tenancy shell and any future tenant assumptions;
- confirmation of the desired level of stage infrastructure and associated event functionality;
- confirmation of how and when future museum-related works are to be further briefed and progressed; and
- confirmation of the preferred pathway for progression from DD into approvals, funding, and subsequent documentation.

Confirmation of works staging, namely the carpark and Langham Lane widening project by the Shire will directly impact the documentation phase; H+H Architects recommends prompt resolution to reduce costly interface misalignment and timing risks. While the other items do not prevent endorsement of the current Design Development position, but timely confirmation will assist in reducing uncertainty as the project moves into the next phase.

5. PRECINCT PLANNING AND SITE-WIDE RESPONSE

5.1. SITE PLANNING OVERVIEW

The JSCP precinct plan has been developed to establish a clear civic address to James Street, with a legible sequence of arrival points, thresholds, and connected public spaces extending through the site toward The Esplanade. The overall planning structure is organised around a primary public spine linking the major community destinations, including the library, visitor functions, café activation, stage, and associated public realm spaces, while the Goods Shed continues to provide an important heritage anchor within the precinct.

Through Design Development, this planning framework has been further refined to improve site legibility, operational functionality, access, and coordination between built form and landscape. The precinct edges and access points have been considered to support a balance between openness during normal operating hours and the ability to manage security, servicing, and after-hours use where required.

The site-wide response also continues to support staged delivery. The planning structure has been developed so that core project elements can proceed without undermining the integrity of longer-term precinct outcomes or future deferred packages.

5.2. CONNECTIVITY AND LEGIBILITY

Connectivity remains a key organising principle of the precinct. The site has been planned to support direct and intuitive pedestrian movement between the James Street frontage, The Esplanade, principal building entries, and the main civic spaces within the development.

The Design Development response strengthens this legibility through:

- a clearly defined hierarchy of primary and secondary pedestrian routes;
- strong sightlines to major public destinations and entry points;
- coordinated relationships between pathways, landscape, and building frontages;
- clearer differentiation between public routes and service or operational areas; and
- the use of built form, thresholds, and external spaces to assist with intuitive wayfinding.

The intent is that first-time users, locals, and visitors can readily understand the precinct on arrival, with the library, Visitor Centre, Goods Shed, stage, and principal public spaces all contributing to a coherent and memorable site experience.

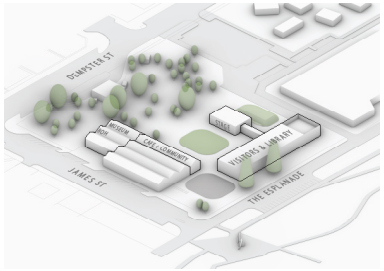


DIAGRAM 01- SITE PLANNING

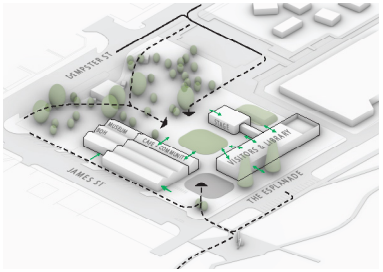


DIAGRAM 02- SITE CONNECTIVITY

5.3. PUBLIC REALM AND CIVIC SPACES

The public realm strategy has been further developed through DD to provide a flexible, comfortable, and highly usable precinct environment that supports both day-to-day community use and event-based activation.

The site-wide public realm response includes:

- a primary civic space that operates as the heart of the precinct and supports gathering, spill-out, informal seating, and community events;
- a network of secondary outdoor spaces and interfaces that support quieter occupation, informal meeting, waiting, reading, and breakout use;
- active building edges, particularly around the café, stage, library, and Visitor Centre, which contribute to animation and public life within the precinct;
- quieter, more protected interfaces where uses such as reading, study, or interpretation benefit from reduced exposure and greater amenity;
- integration of shade, wind moderation, and climatic responsiveness as central drivers of the external design approach; and
- coordination of landscape, levels, and civil design to support a robust and coherent public realm outcome.

Together, these spaces are intended to strengthen the identity of the precinct as a civic destination while also improving comfort, flexibility, and usability across different times of day and seasons.

5.4. SERVICING / LOADING / BACK-OF-HOUSE STRATEGY

The precinct has been planned to separate public pedestrian movement from servicing and back-of-house functions wherever practicable, with the aim of improving safety, clarity, and operational efficiency. Servicing, loading, waste, and maintenance access have been considered through defined routes and interfaces that reduce conflict with the principal public areas of the site. Through Design Development, these relationships have been further tested through consultant coordination, operational review, and ECI discussions, including consideration of servicing to the café, staff and operational access requirements, and the practical implications of staged construction and future delivery packages.

The site-wide strategy therefore seeks to:

- minimise servicing conflict within the main civic and pedestrian areas;
- support practical access for waste, maintenance, and deliveries;
- provide clearer separation between front-of-house and back-of-house functions;
- acknowledge the operational realities of staged delivery; and
- ensure that service access does not undermine the quality or usability of the public realm.

Some detailed operational and tenancy-specific matters remain subject to further resolution, but the overall servicing strategy has been sufficiently developed to support the current Design Development position.

5.5. UNIVERSAL ACCESS & INCLUSIVE DESIGN AT PRECINCT SCALE

Universal access has been approached as a precinct-wide design principle rather than an isolated compliance exercise. The site planning has therefore been developed to support dignified, intuitive, and continuous access for all users across the precinct.

At precinct scale, the Design Development response provides for:

- continuous accessible paths of travel from the main arrival points to all primary public destinations;
- integration of compliant grades and landings into the broader site planning and levels strategy;
- step-free access wherever practicable to support equitable movement across the site;
- legible and consistent entry sequences and circulation paths; and
- coordination between architectural, landscape, and civil design to support accessibility outcomes as part of the overall precinct experience.

The design has also been developed regarding the Shire of Esperance's endorsed Disability Access and Inclusion Plan (DAIP), with a review included at **Appendix 17.11.** In this respect, the precinct-wide access approach is intended not only to support compliance with relevant statutory and technical requirements, but also to align more broadly with the Shire's commitment to improving equitable access, inclusion, usability, and participation across its public facilities and services.

The relationship between finished floor levels, external levels, and accessibility has been an important consideration during DD, particularly in response to the site's coastal context and associated level-setting requirements. While further detailed compliance coordination will continue into later stages, the precinct-wide access approach is well established within the current design.

5.6. SAFETY / CPTED / PASSIVE SURVEILLANCE AT PRECINCT SCALE

Safety, CPTED, and passive surveillance principles have continued to inform the precinct planning and public realm response through Design Development.

The site-wide approach seeks to improve safety through:

- strong passive surveillance from active building edges and occupied internal spaces;
- clear sightlines along key pedestrian routes and across the principal public spaces;
- minimisation of concealed, low-visibility, or isolated areas;
- a clear hierarchy between public, semi-public, staff-only, and service areas;
- considered lighting intent to support safe use during lower-light conditions; and
- separation of vehicle, service, and pedestrian movements where practicable.

These principles have been reinforced through the coordination of architecture, landscape, access, and operational planning. More detailed lighting, security, and operational management measures will continue to be refined in subsequent stages, but the current Design Development response establishes a strong and appropriate precinct-scale safety framework.

5.7. INTERFACE WITH ADJACENT SHIRE WORKS AND NEIGHBOURING PROPERTIES

The Design Development response has also been informed by the project's relationship to adjacent Shire-led works and surrounding properties. In particular, the interface between the JSCP and adjoining public realm, road reserve, carparking, and lane widening initiatives has required ongoing coordination to ensure that the precinct design can function coherently within the wider town centre context.

This has included consideration of:

- the relationship between the precinct entries and the surrounding street network;
- interfaces with proposed or potential Shire-led external works, including adjacent public realm and parking improvements;
- the impact of site levels and drainage on adjoining land and surrounding infrastructure;
- servicing, access, and staging implications where works occur in close proximity to neighbouring properties or shared interfaces; and
- the need to maintain a positive and manageable interface with adjacent commercial and visitor accommodation uses.

Through Design Development, these matters have remained a live coordination issue and have informed ongoing discussions with the Shire and consultant team. While some external works remain outside the immediate project scope, the precinct design has been developed with sufficient awareness of these interfaces to support coordinated progression and minimise conflict as related projects advance.

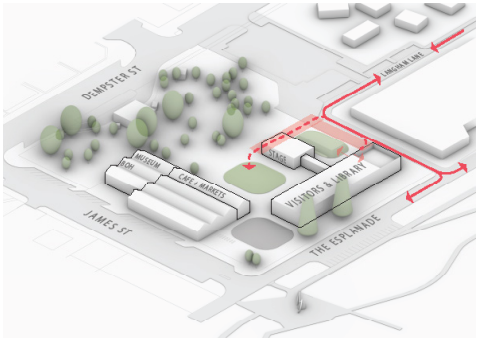
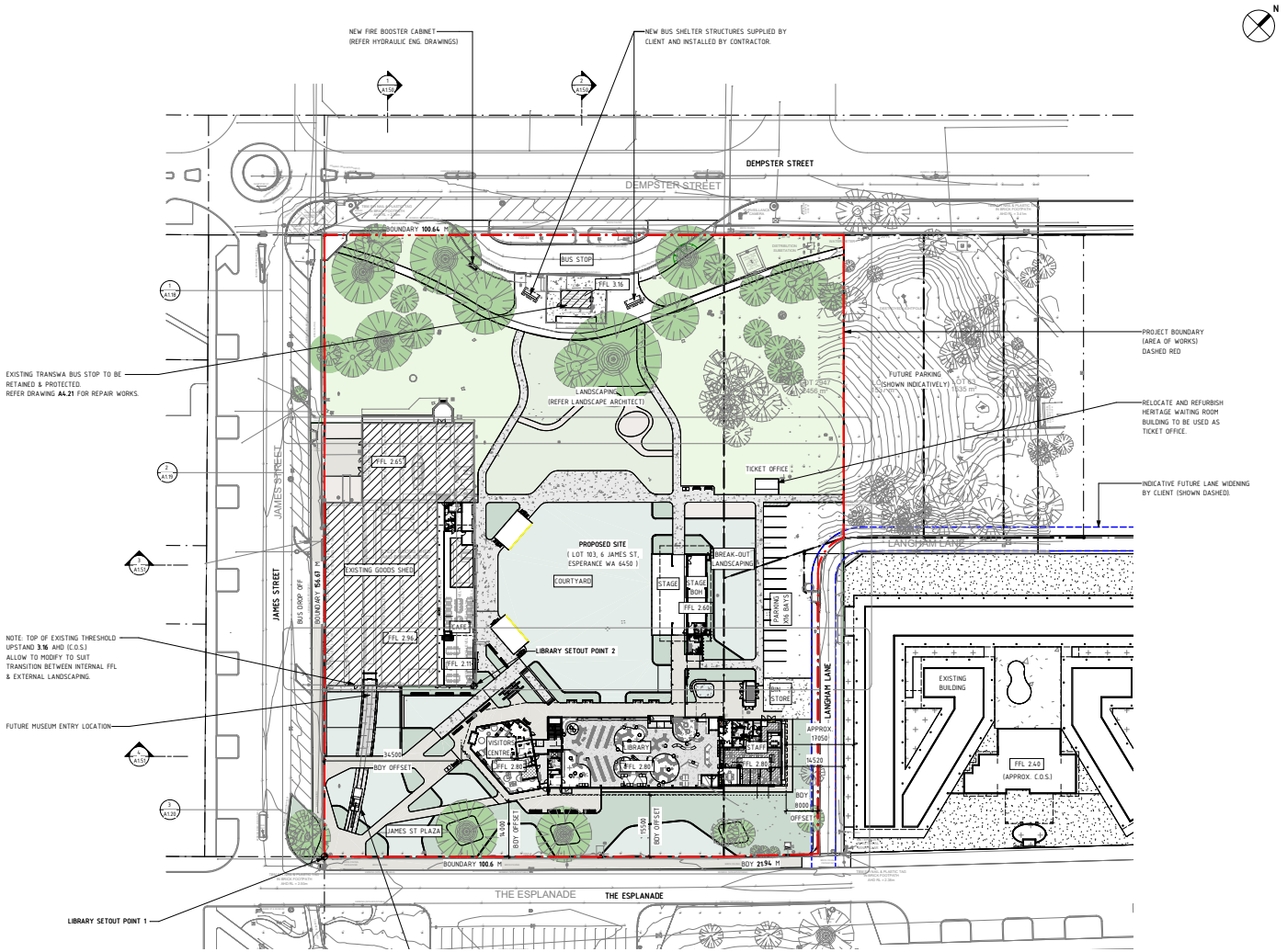
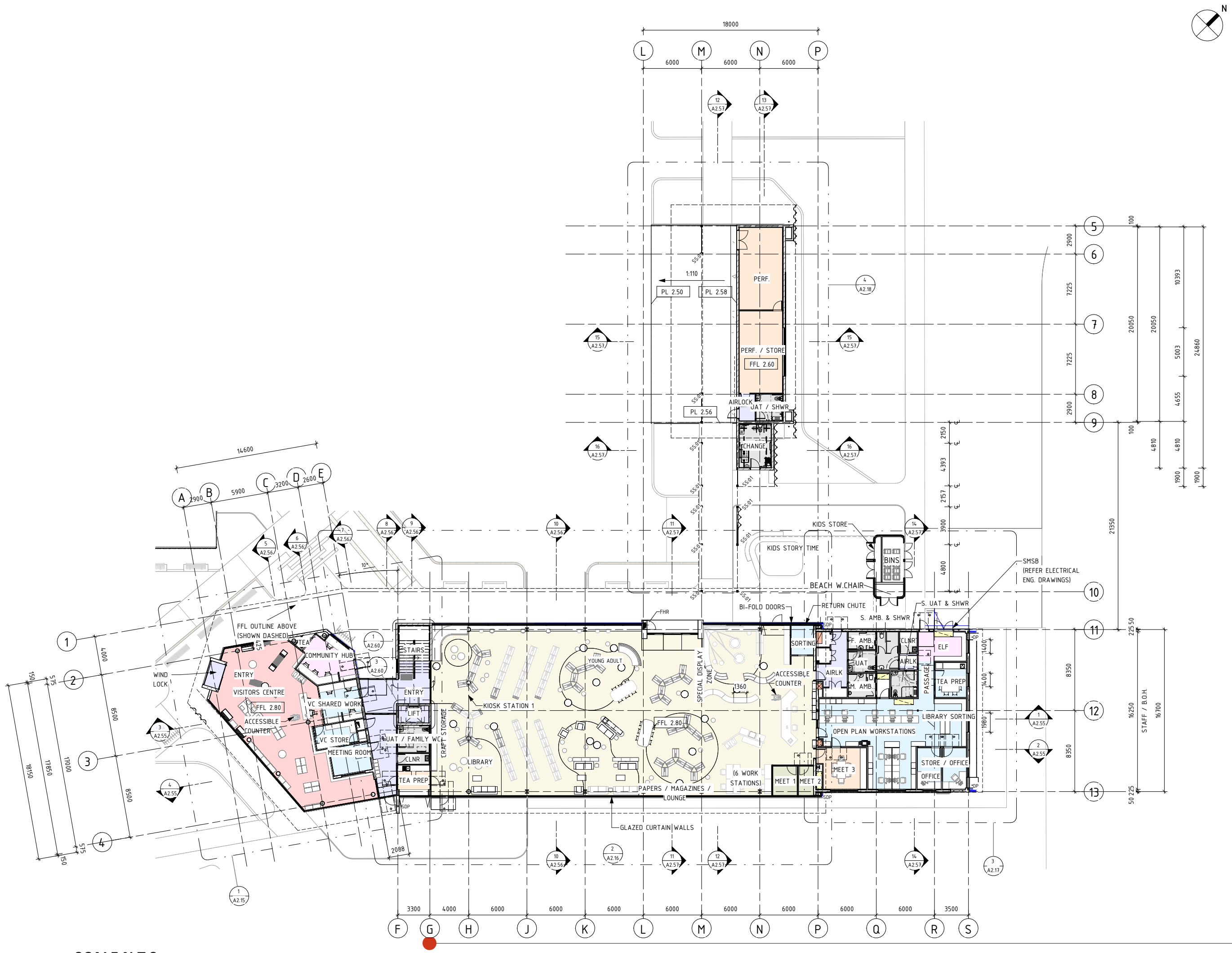


DIAGRAM 03- SITE SERVICABILITY

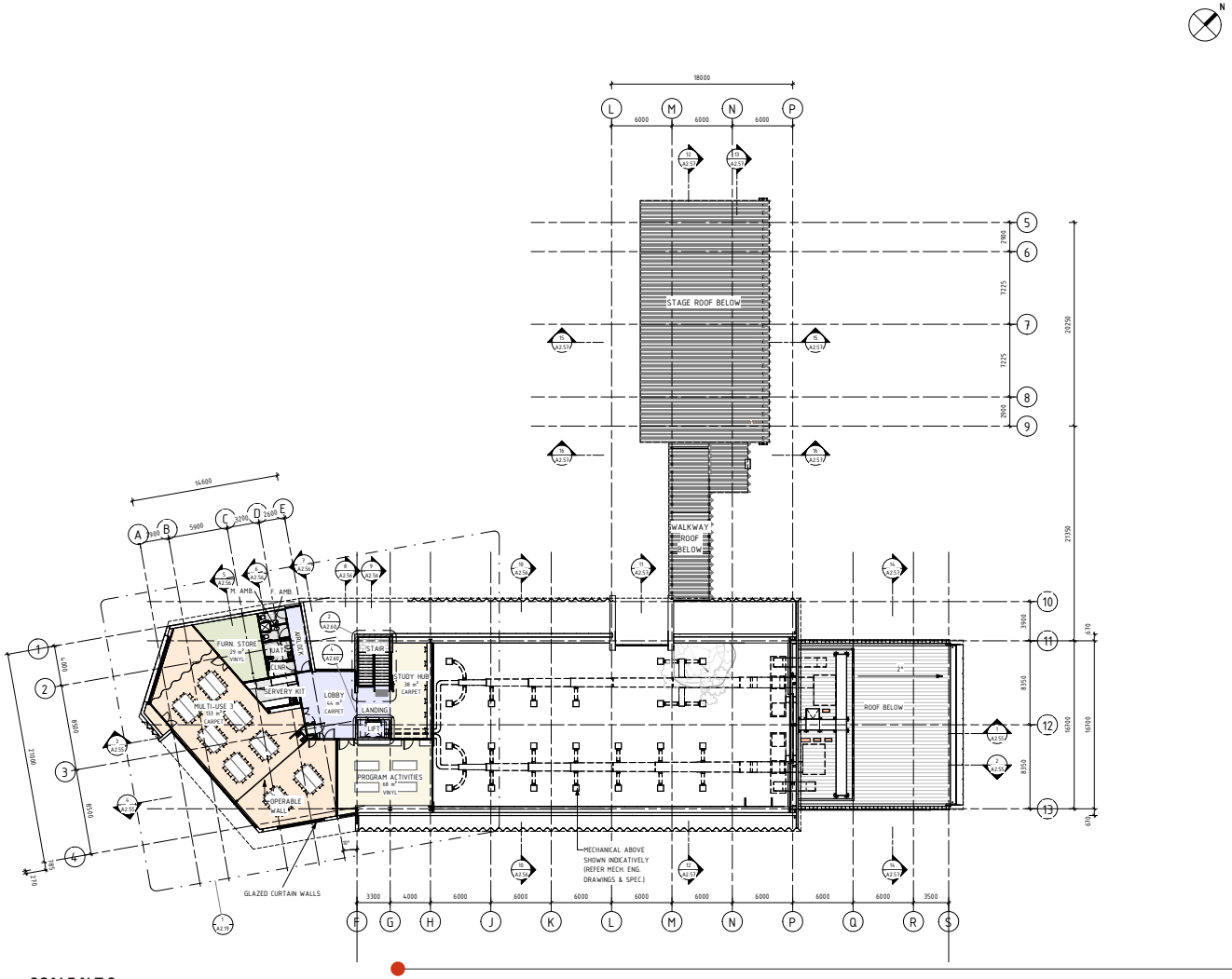


SCALE N.T.S.

06. DD PHASE ARCHITECTURAL DRAWINGS
OVERALL SITE PLAN P.20



06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC GF PLAN P.21



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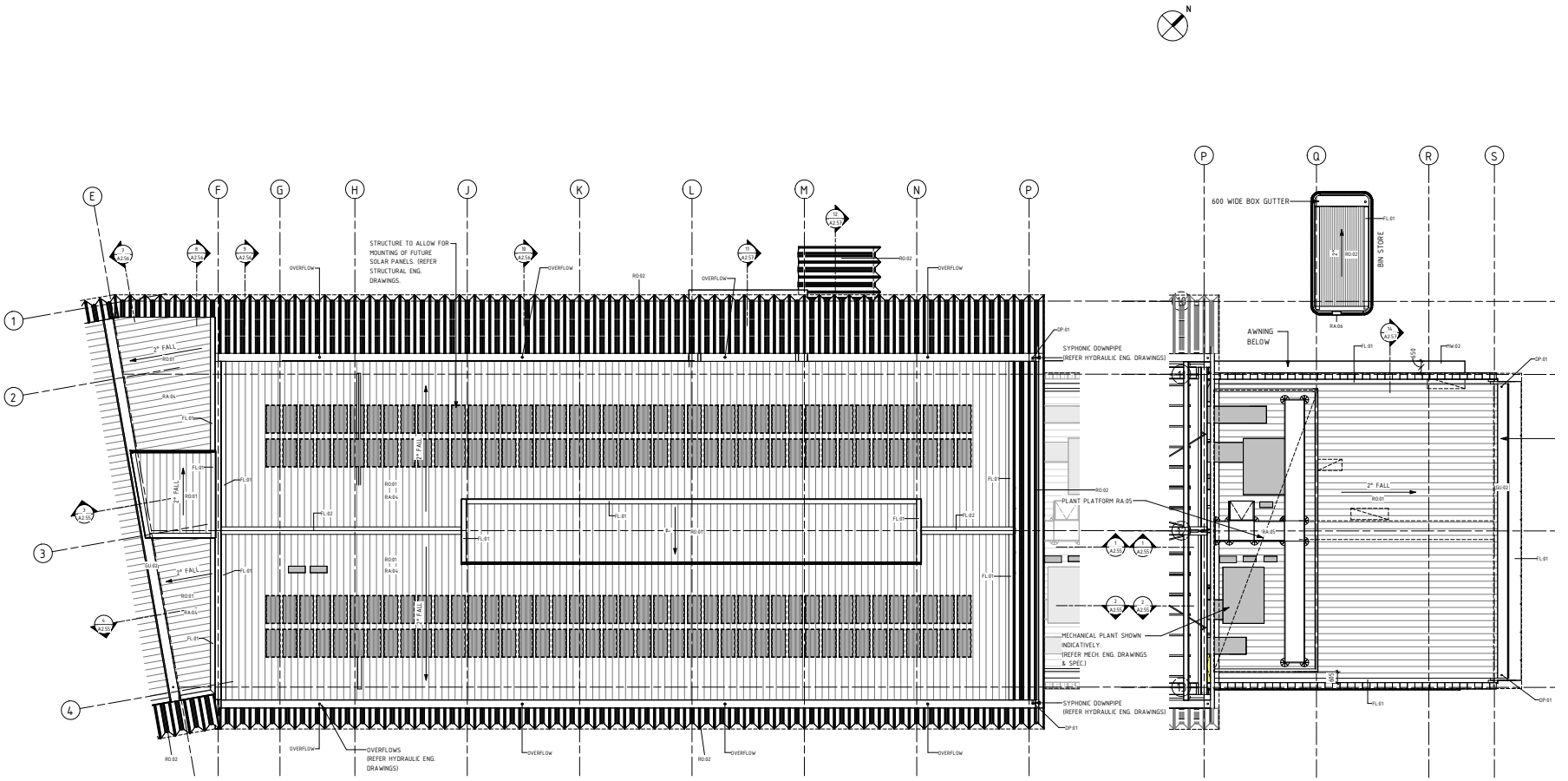
06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC 1F PLAN P.22



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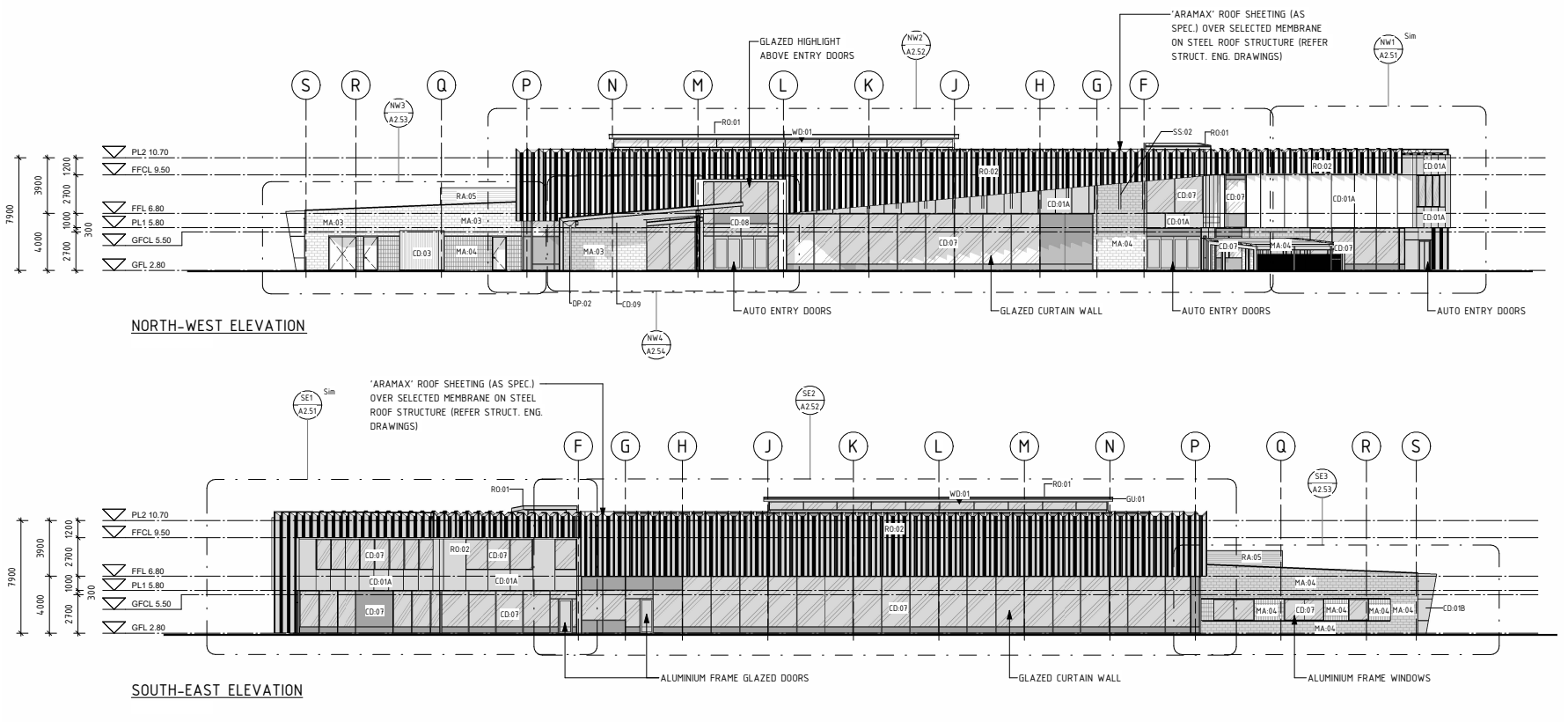
06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC ROOF PLAN P.23



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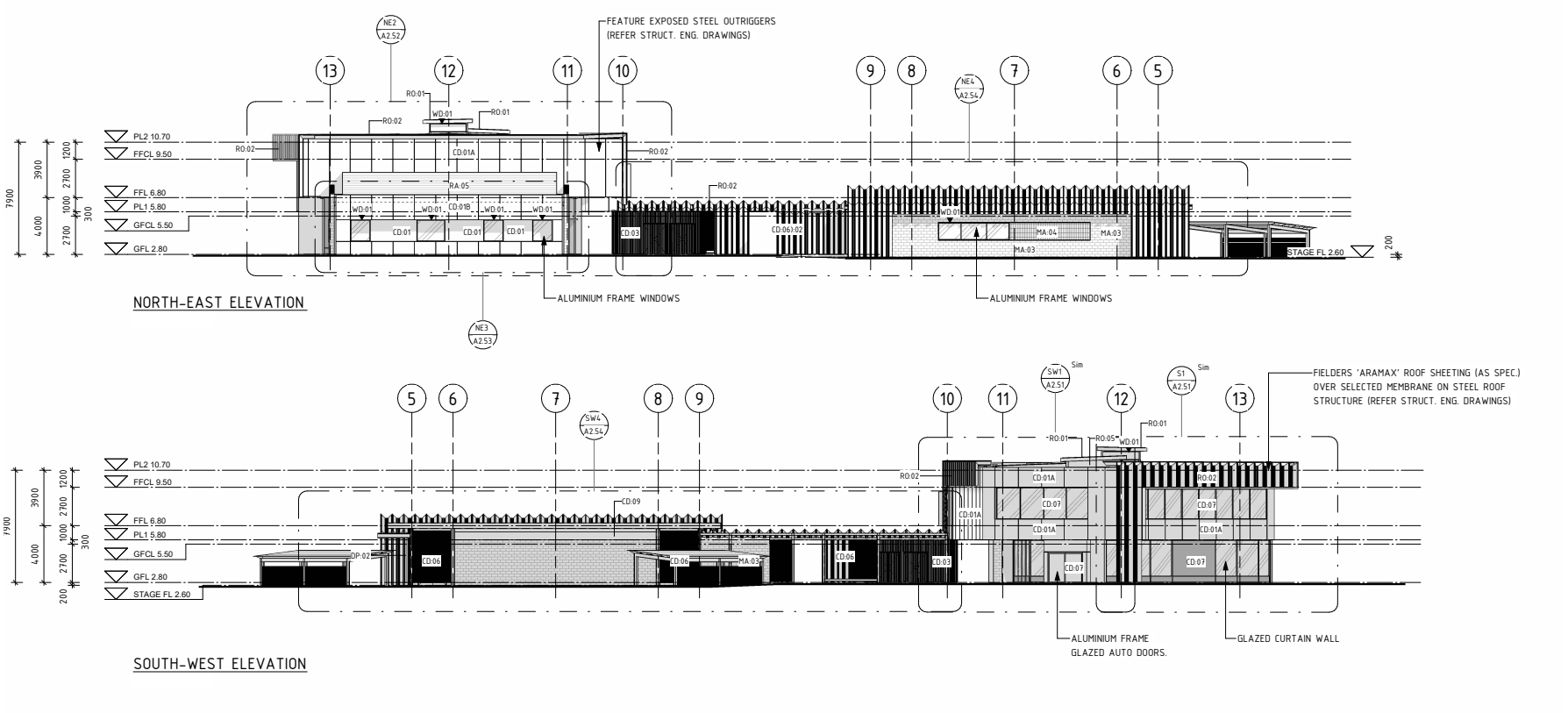
06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC ELEVATIONS P.24



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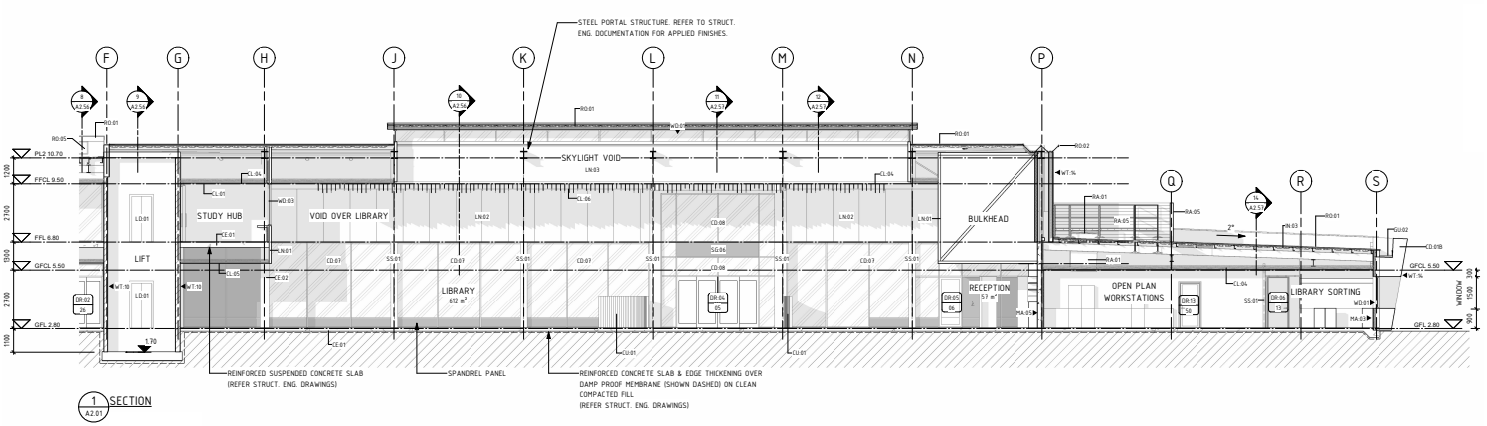
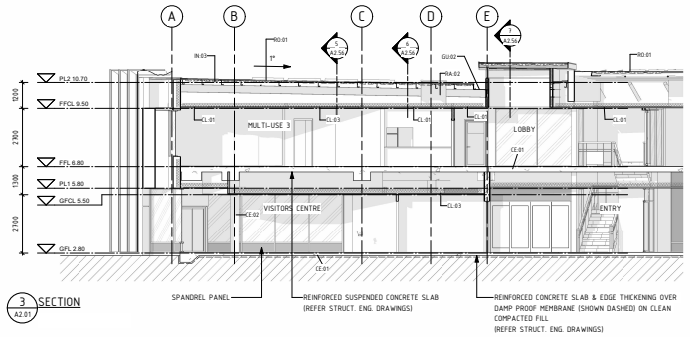
06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC ELEVATIONS P.25





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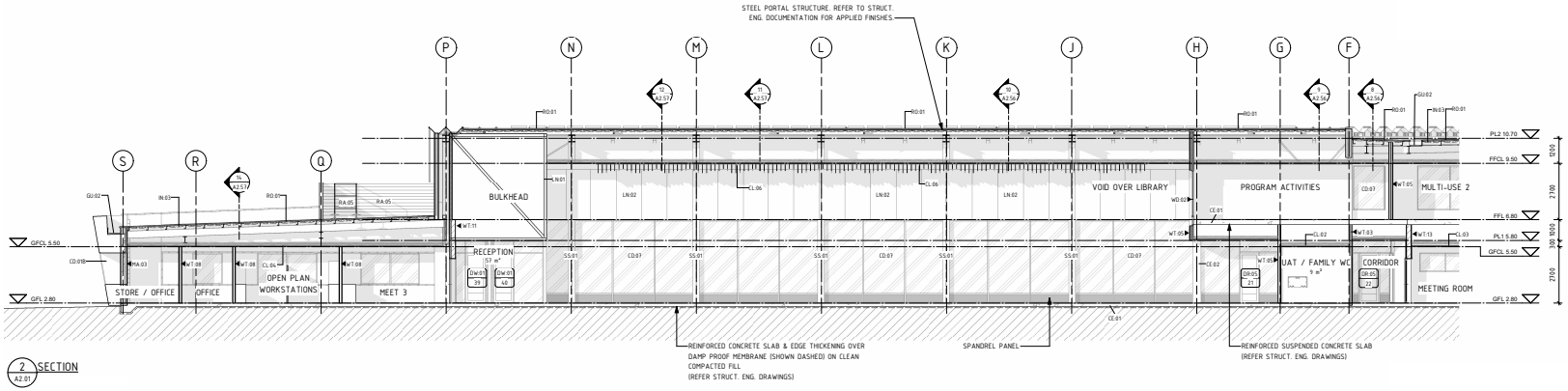
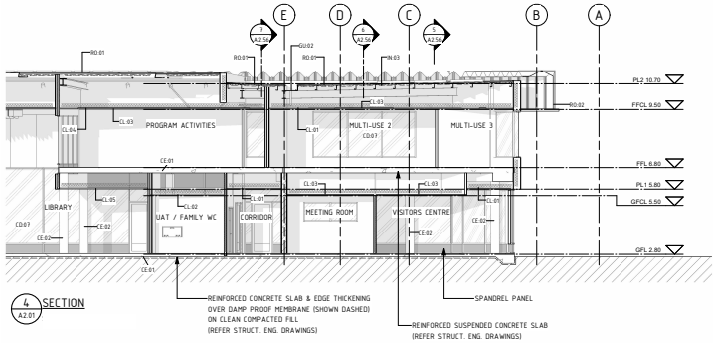
06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC SECTIONS P.26





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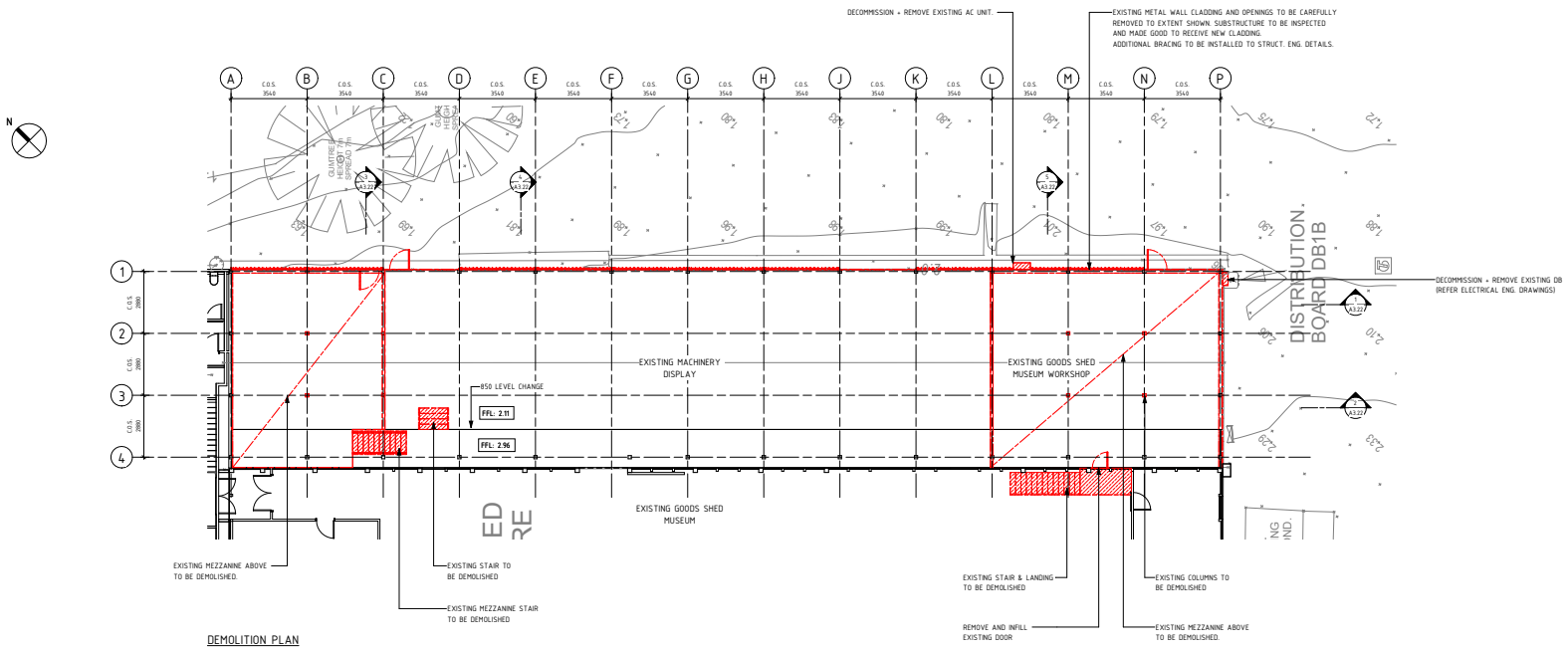
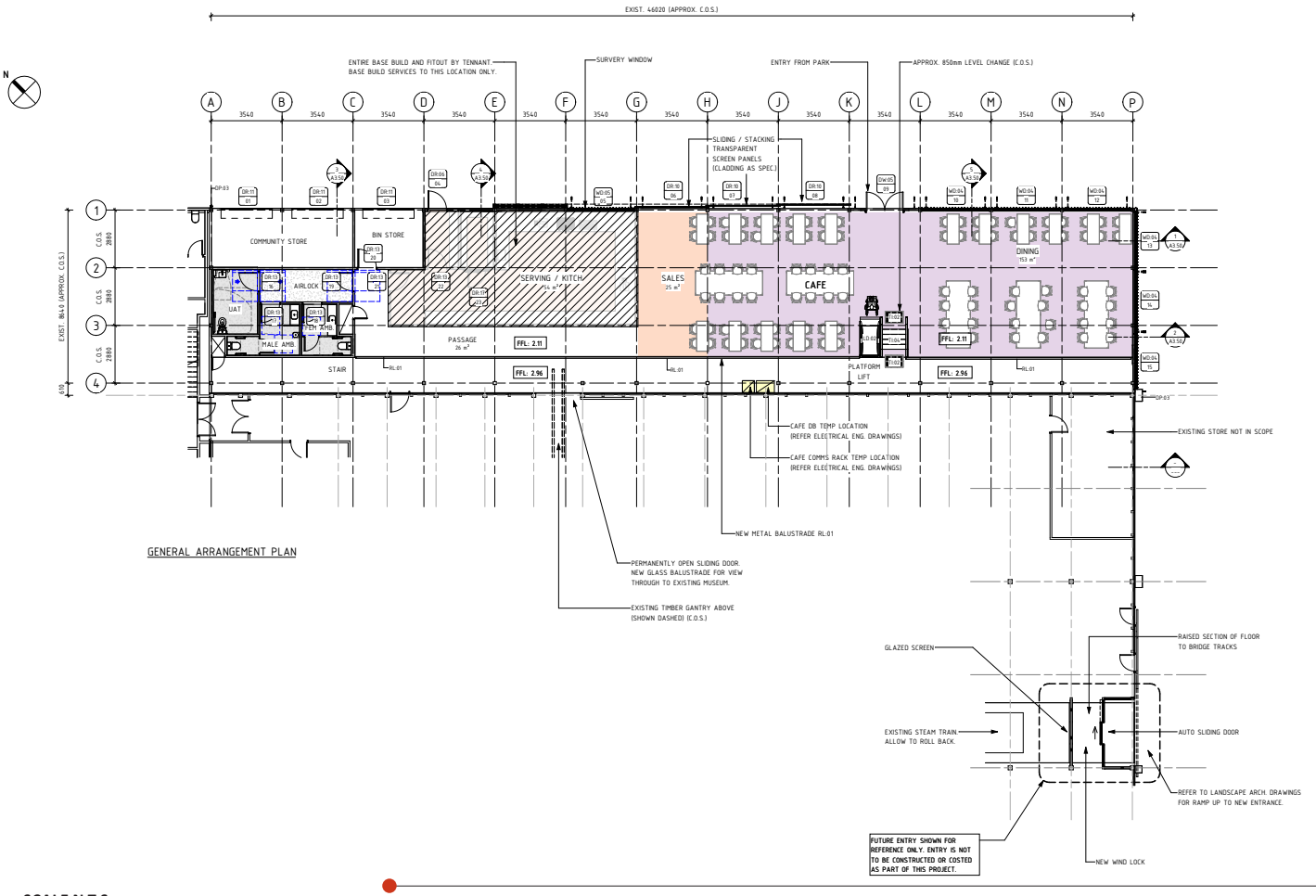
06. DD PHASE ARCHITECTURAL DRAWINGS
LIBRARY & VC SECTIONS P.27



DEMOLITION PLAN

SCALE N.T.S.

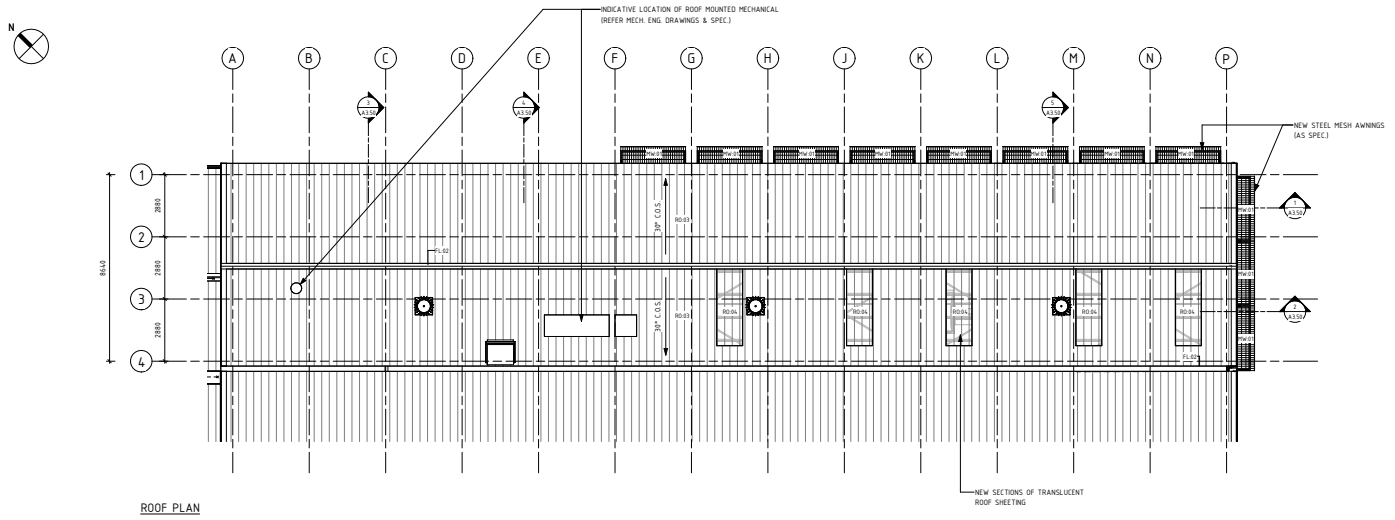
06. DD PHASE ARCHITECTURAL DRAWINGS
GOODS SHED CAFE DEMO PLAN P.28



GENERAL ARRANGEMENT PLAN

SCALE N.T.S.

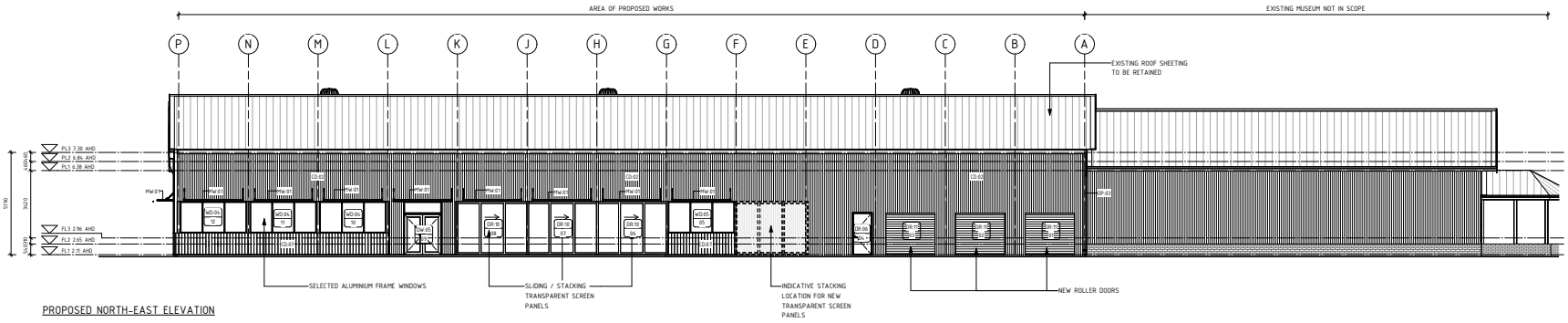
06. DD PHASE ARCHITECTURAL DRAWINGS
GOODS SHED CAFE GF PLAN P.29



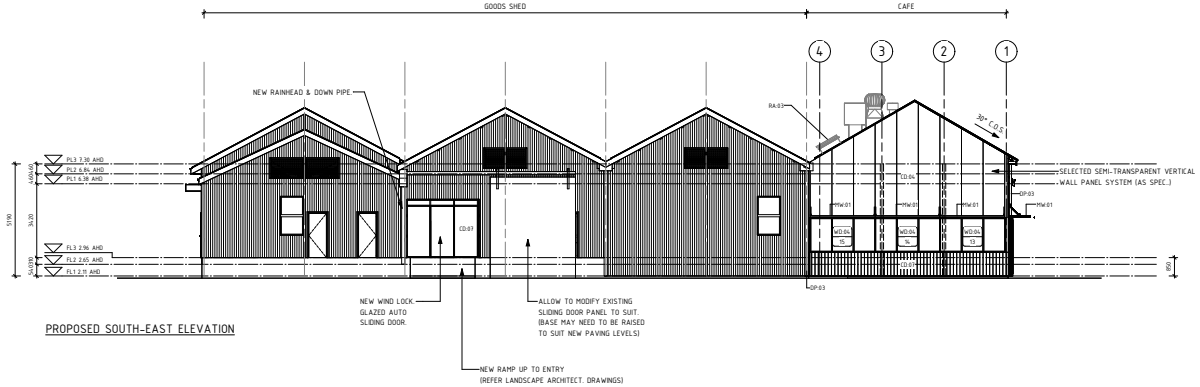
ROOF PLAN

SCALE N.T.S.

06. DD PHASE ARCHITECTURAL DRAWINGS
GOODS SHED CAFE ROOF PLAN P.30



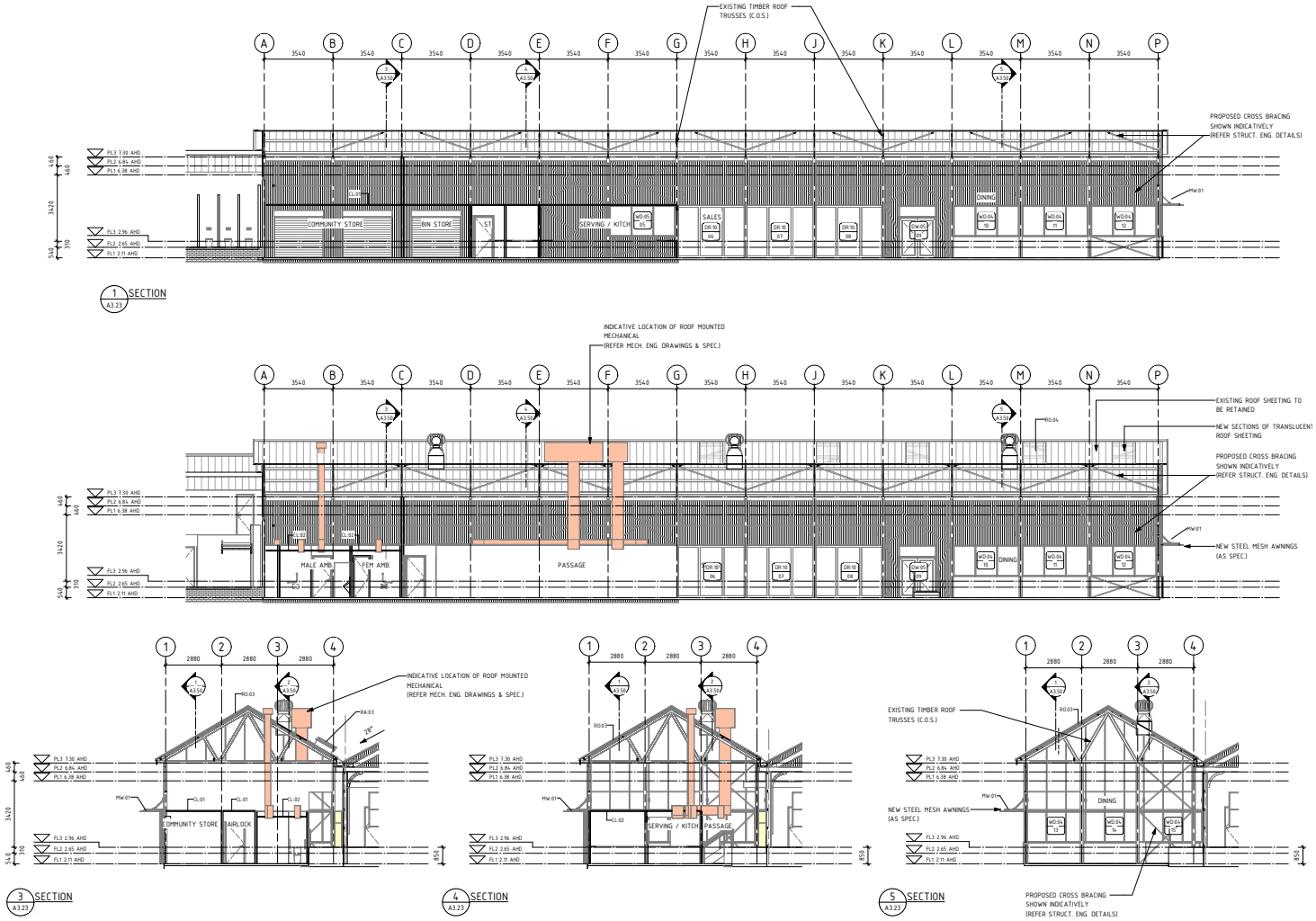
PROPOSED NORTH-EAST ELEVATION



PROPOSED SOUTH-EAST ELEVATION

SCALE N.T.S.

06. DD PHASE ARCHITECTURAL DRAWINGS
GOODS SHED CAFE ELEVATIONS P.31



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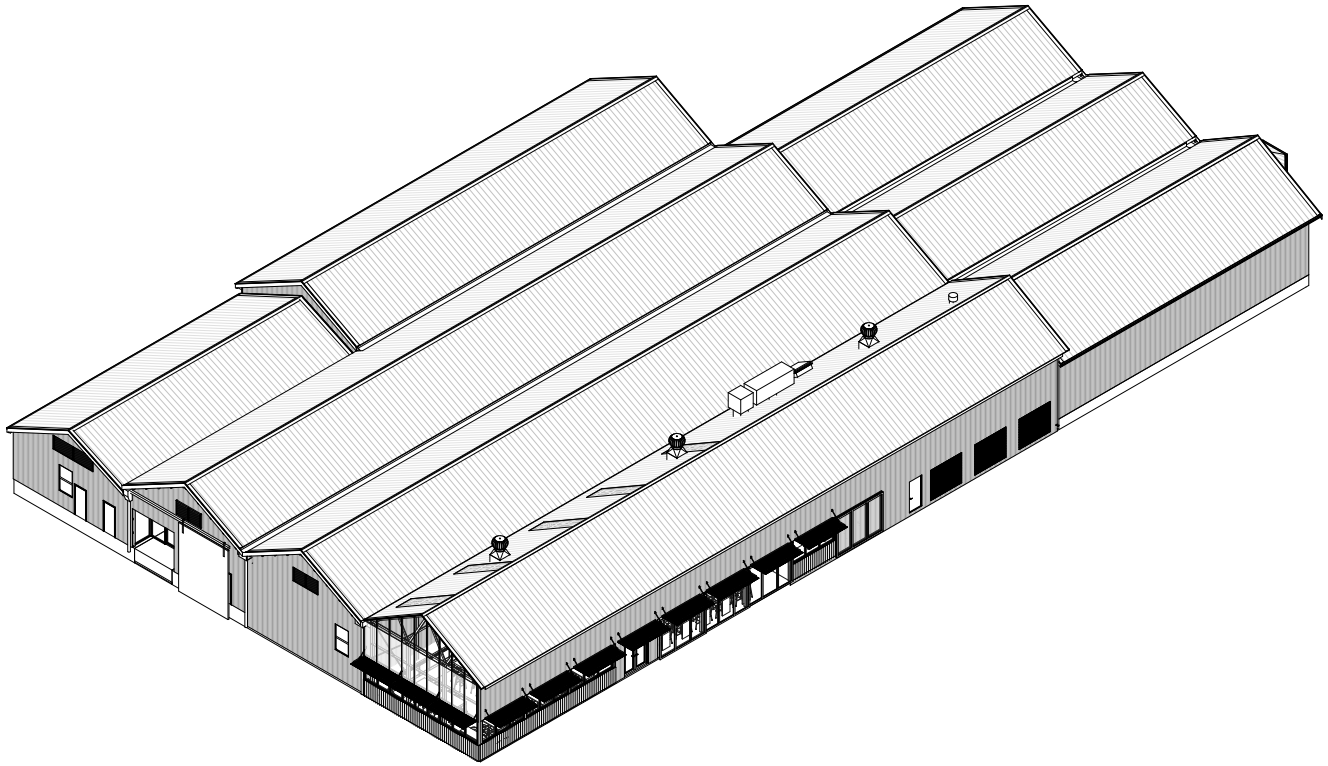
06. DD PHASE ARCHITECTURAL DRAWINGS
GOODS SHED CAFE SECTIONS P.32



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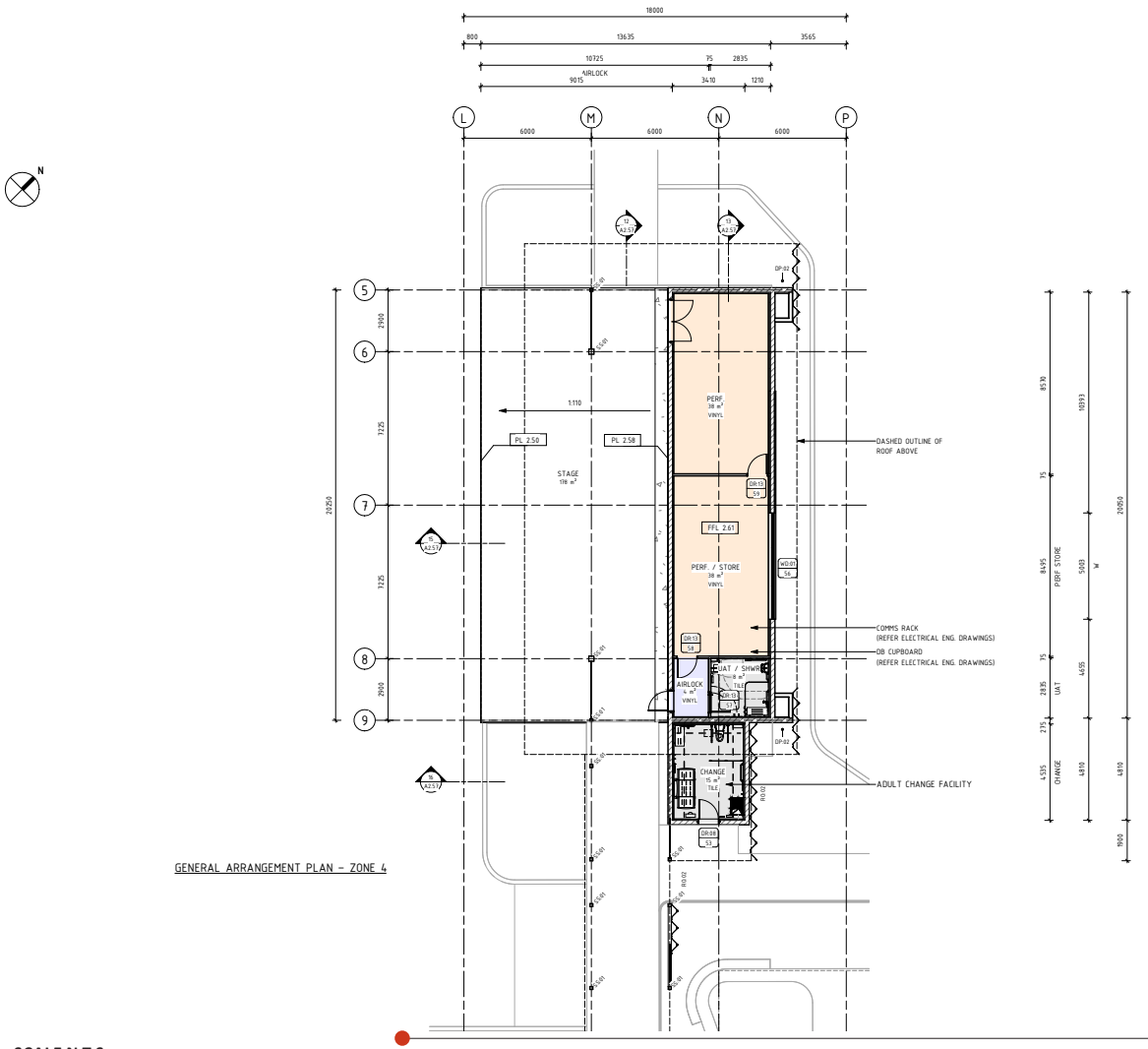
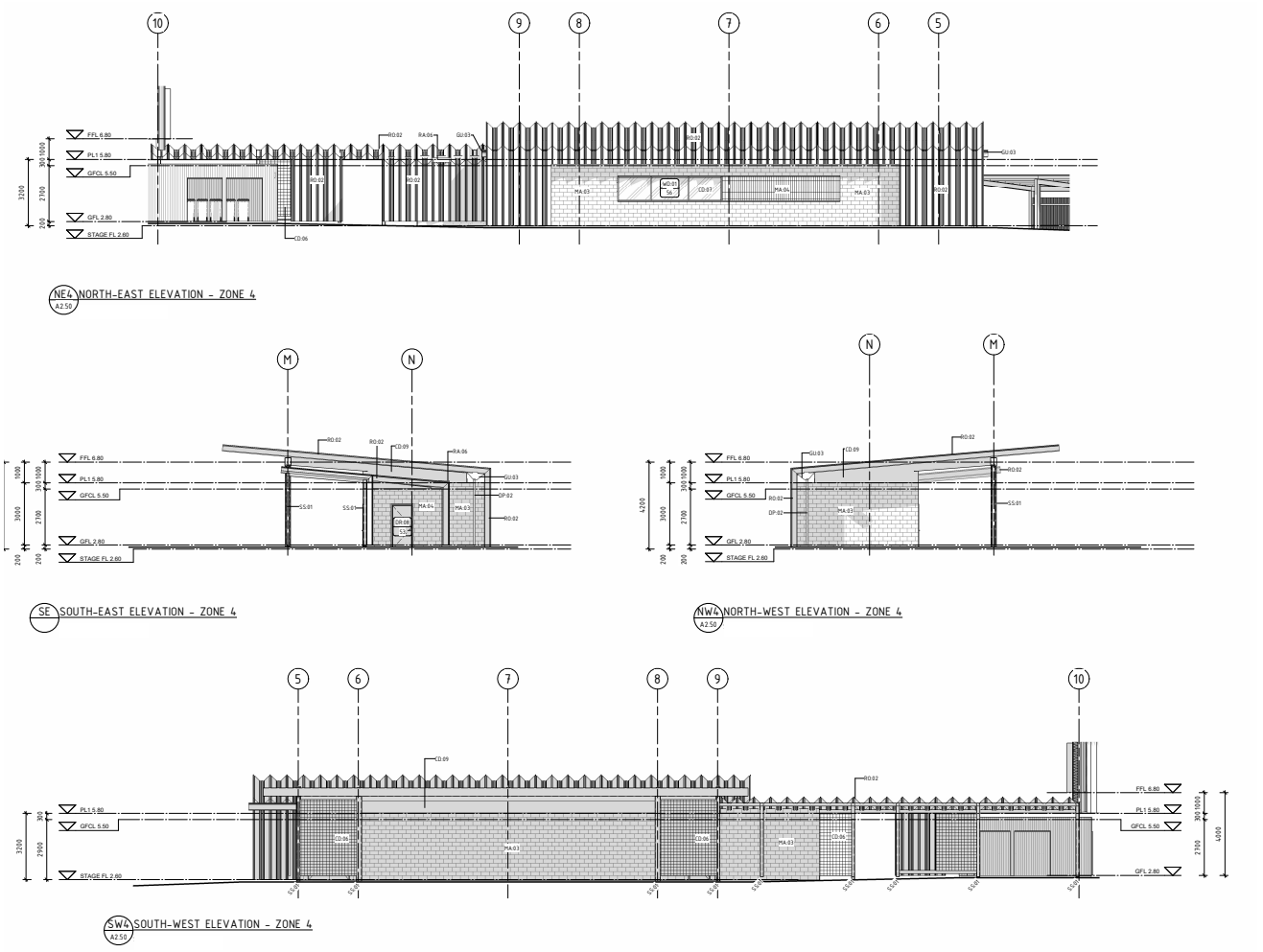
06. DD PHASE ARCHITECTURAL DRAWINGS
GOODS SHED ISOMETRIC P.33



GENERAL ARRANGEMENT PLAN – ZONE 4

SCALE N.T.S.

06. DD PHASE ARCHITECTURAL DRAWINGS
STAGE GF PLAN P.34



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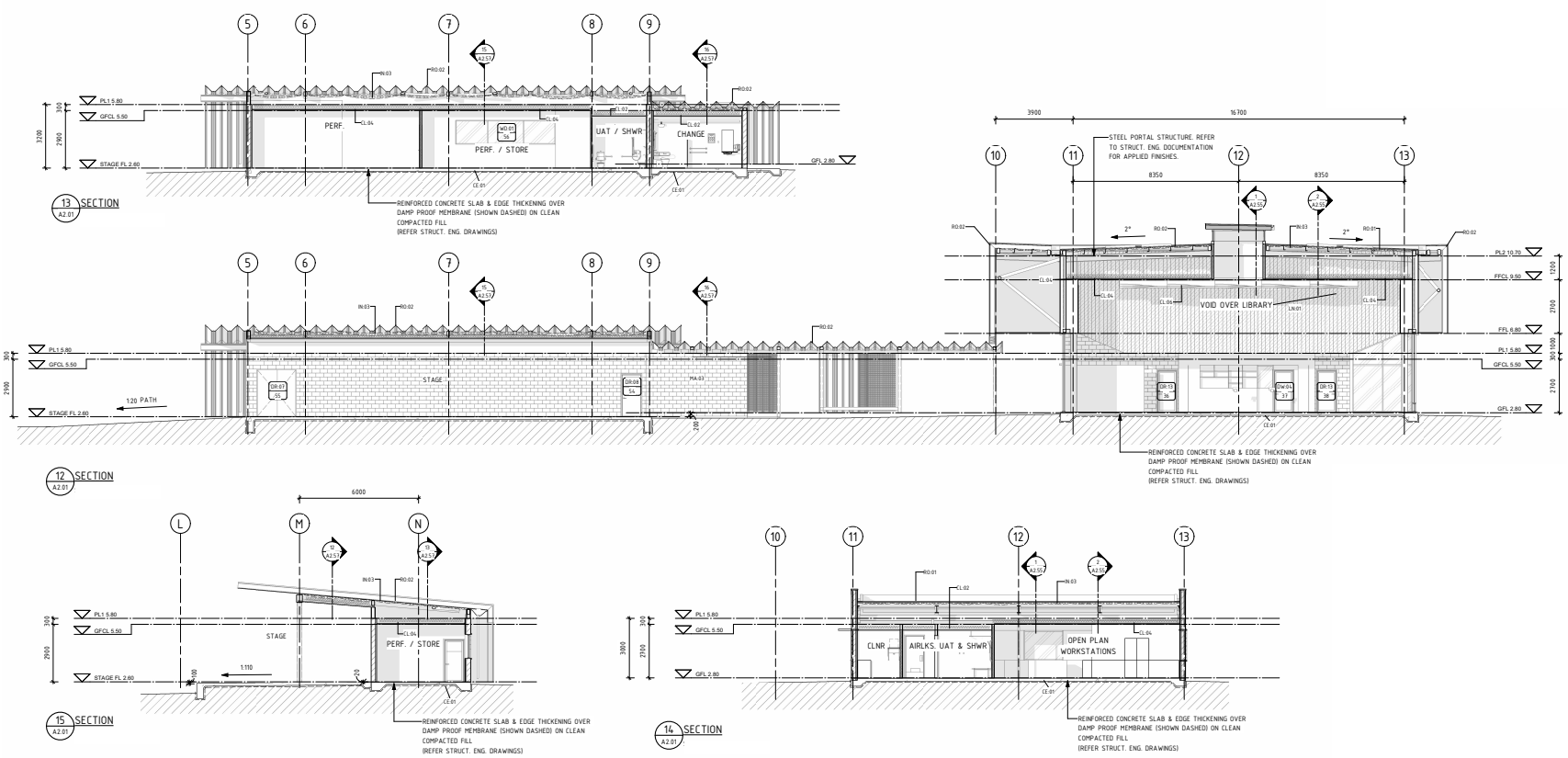
06. DD PHASE ARCHITECTURAL DRAWINGS
STAGE ELEVATIONS P.35



SCALE N.T.S.

06. DD PHASE ARCHITECTURAL DRAWINGS STAGE, STAFF HUB, LIB SECTIONS P.36

7. LANDSCAPE DESIGN DEVELOPMENT

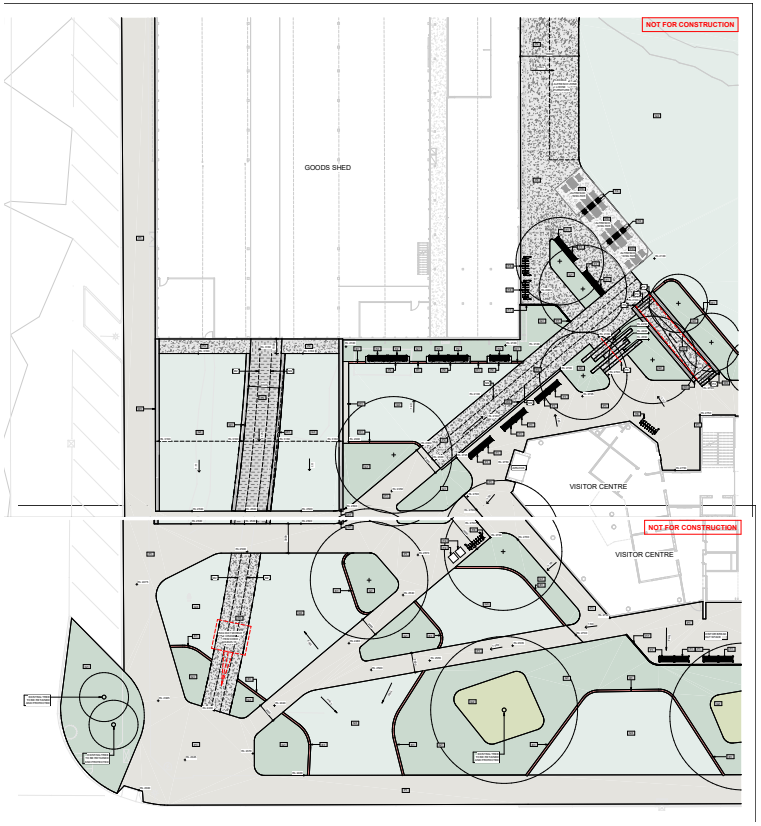
See Design Studio has been engaged as Landscape Architect for the James Street Cultural Precinct and has developed the landscape design in close coordination with the broader Design Development process. The landscape response builds on the original project design philosophies and responds to Esperance's coastal environment, civic character, heritage context, and cultural identity. Through Design Development, the landscape design has been further refined as an integrated part of the overall precinct outcome, supporting not only the setting of the buildings, but also the legibility, usability, comfort, and identity of the precinct.

The landscape design has been developed to:

- strengthen the civic presence of the precinct and support a clear sense of arrival;
- improve pedestrian movement, accessibility, and site legibility;
- provide flexible and comfortable public spaces for everyday use and event-based activation;
- reinforce the relationship between built form and external gathering areas;
- respond to Esperance's climatic conditions through shade, wind moderation, planting, and material selection;
- acknowledge local heritage and cultural narratives within the public realm; and
- support a robust and maintainable landscape outcome suited to the coastal environment.

The landscape design has also been coordinated with the architectural, civil, access, and servicing strategies to ensure that external spaces function as an integrated extension of the precinct rather than as standalone residual areas. Particular attention has been given to the relationship between the primary civic spaces, pedestrian routes, building entries, break-out areas, and key activation edges such as the café, stage, library, and Visitor Centre. Overall, the landscape design development reinforces the project objective of creating a cohesive civic and cultural precinct that is welcoming, functional, flexible, and strongly grounded in the character of Esperance.

A copy of the Landscape Design Development package is included in the appendices. **Refer Appendix 17.6.1.**



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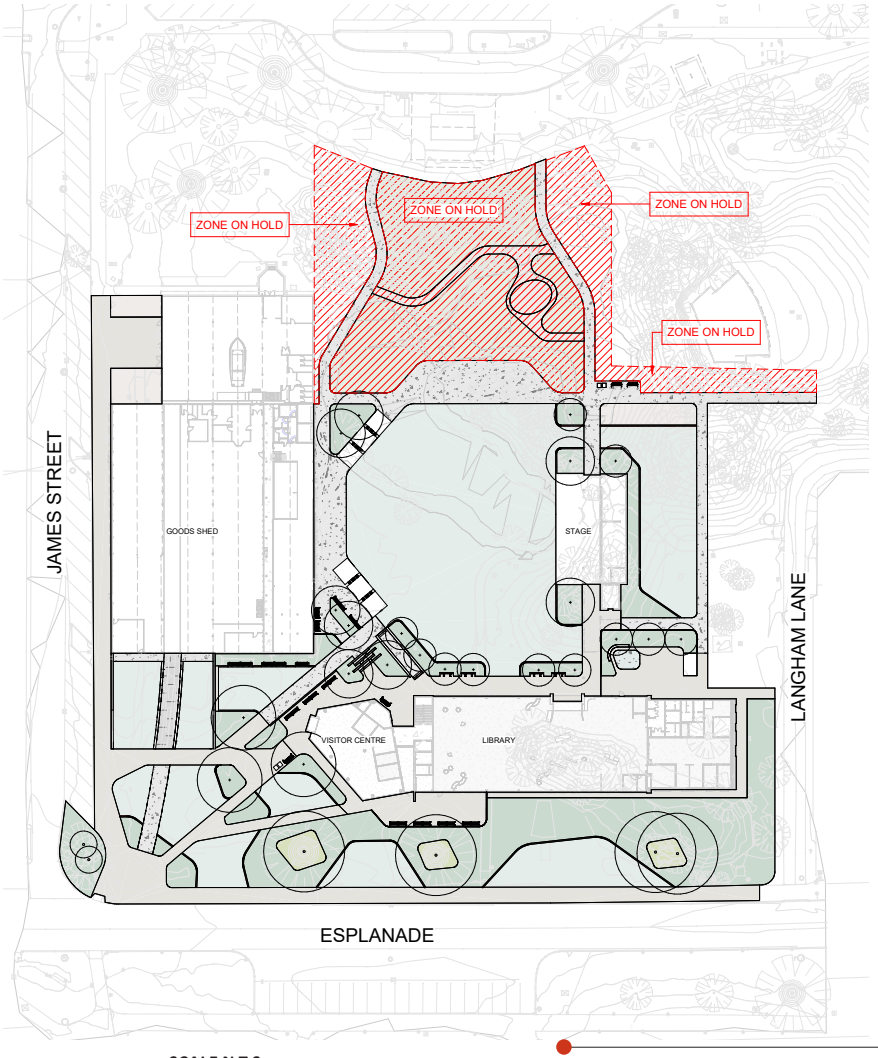
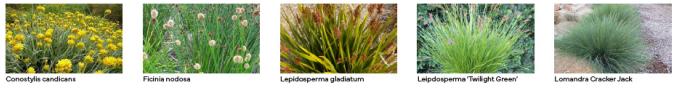


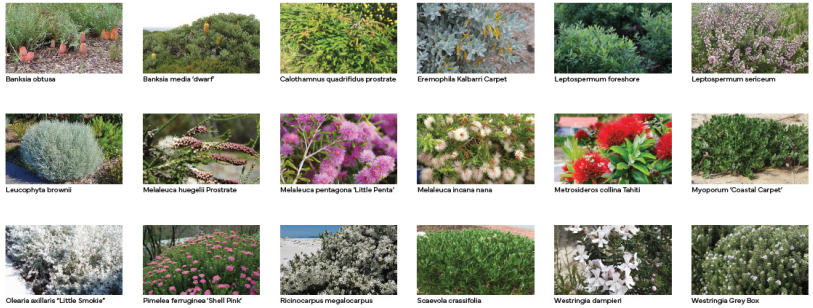
SCALE N.T.S.

Plant Palette - Groundcovers

Plant Palette - Grass



Plant Palette - Shrubs



07. LANDSCAPE DESIGN DEVELOPMENT

8. MATERIALITY

8.1. MATERIAL PALETTE

The proposed material palette has been developed to respond to Esperance's coastal environment, balancing durability, maintenance, local availability, and alignment with the architectural intent of the precinct. Material selection has been guided by the need to deliver a robust and cohesive civic outcome that can perform well in a marine setting while also reinforcing the project's identity and relationship to place. Across the precinct, the palette has been selected to:

- support long-term durability and ease of maintenance in a coastal environment;
- provide visual cohesion across new and existing built elements;
- reinforce the civic and cultural character of the precinct;
- respond to Esperance's natural light, coastal conditions, and local material character; and
- support a clear architectural hierarchy between primary public elements, support spaces, and landscape interfaces.

The overall approach favours a restrained and durable palette, with materials selected not only for appearance, but also for constructability, weathering performance, and whole-of-life considerations. At a general level, the architectural material response comprises:

- Aramax profile cladding to the Library and Visitor Centre as the primary architectural expression;
- aluminium cladding elements to the Library and Visitor Centre to complement the primary metal cladding palette;
- curtain wall glazing to the Library and Visitor Centre to reinforce transparency, civic presence, and strong connections to the public realm whilst managing daylighting and thermal performance;
- unit blockwork in alternate laying patterns to the Staff Hub and Stage, introducing texture, robustness, and a more grounded secondary material character;
- Custom Orb cladding and Danpalon elements to the café / Goods Shed works, supporting the adaptive reuse language and lightweight industrial character of that part of the precinct;
- Mesh screening to café awning and industrial screening elements;
- Perforated screening with integrated art prints to the Stage, contributing both functional screening and place-specific visual identity.

Together, these materials establish a civic but locally grounded palette that balances contemporary architectural expression with the working, coastal, and industrial heritage qualities of the site.

8.2. COASTAL DURABILITY / MAINTENANCE RESPONSE

Given the site's proximity to the coast and exposure to salt-laden air, wind, and weather, coastal durability has been a key consideration in the development of the material palette. Materials and finishes have therefore been selected with regard to corrosion resistance, weathering performance, maintenance requirements, and long-term suitability for a public project in Esperance.

The Design Development response has generally sought to:

- favour robust, proven materials suited to marine and coastal conditions;
- reduce unnecessary material complexity and high-maintenance detailing;
- consider protective finishes and appropriate specification for exposed metalwork, cladding systems, and screening elements;
- support safe and practical ongoing maintenance access;
- avoid material selections that would create unreasonable whole-of-life maintenance burdens for the Shire; and
- align material choice with the expected public use, operational demands, and life-cycle performance of the precinct.

This approach is particularly relevant to external cladding, roofing, exposed structural elements, public realm interfaces, mesh screening, glazing systems, and other building components subject to higher levels of environmental exposure.

8.3. PRELIMINARY EXTERNAL FINISHES SCHEDULE

At Design Development stage, the external finishes strategy has been developed to support a cohesive civic identity across the precinct while also responding to durability, buildability, and contextual considerations. In general terms, the external architectural palette comprises:

- Aramax profile metal cladding to the Library and Visitor Centre;
- aluminium cladding to selected elements of the Library and Visitor Centre;
- curtain wall glazing to major public-facing areas of the Library and Visitor Centre;
- unit blockwork in varied laying patterns to the Staff Hub and Stage;
- Custom Orb metal cladding and Danpalon elements to the café / Goods Shed;
- Mesh screening to café awning and screening elements; and
- Perforated screening with art prints to the Stage.

This palette has been selected to distinguish the key precinct components while maintaining an overall consistency of tone, durability, and architectural character across the site. New materials are intended to sit comfortably alongside the adapted Goods Shed and landscape elements, with a balance of civic presence, industrial robustness, and coastal appropriateness. **Refer Appendix 17.5.**

8.4. PRELIMINARY INTERNAL FINISHES SCHEDULE

The internal finishes approach has been developed to support the functional, civic, and community-focused nature of the project. There is a noticeable juxtaposition between the hardy exterior and softer, biophilic interior material selections. At this stage, the palette has been considered at a preliminary level to guide the overall material direction and spatial character of the key internal environments. The internal finishes strategy generally seeks to:

- create welcoming, durable, and highly usable internal spaces;
- provide a clear distinction between public, staff, support, and back-of-house areas where appropriate which includes a clear colour thematic distinction between the visitors centre and the library;
- support acoustic comfort, safety, and ease of maintenance;
- respond to different user groups and modes of occupation across the Library, Visitor Centre, multi-use spaces, and support areas; and
- provide a calm and cohesive interior material language that aligns with the broader architectural concept.

At Design Development stage, internal finishes remain indicative and will be further resolved through the next phase of documentation, particularly in relation to detailed fitout, furniture, tenancy requirements, and operator input. **Refer Appendix 17.5.**

8.5. HERITAGE & CONTEXTUAL RESPONSE

Materiality has also been considered in relation to the heritage and contextual qualities of the site. The design does not seek to replicate historic fabric, but rather to respond respectfully to the existing place character, the Goods Shed setting, and the broader civic and coastal identity of Esperance. In this respect, the material approach aims to:

- complement the scale, tone, and industrial heritage character of the existing Goods Shed and associated site elements;
- allow new work to be clearly legible as contemporary intervention while remaining sympathetic to its setting;
- reinforce the precinct's relationship to Esperance's maritime, civic, and environmental context; and
- support a visually coherent outcome across new and existing elements without compromising the integrity of heritage-related components.

This contextual response also extends into the public realm. The landscape hardscape palette has been developed to reflect the tones and textures of Esperance's foreshore and coastal setting, and generally includes:

- unit pavers selected to align with the tone of the existing foreshore palette;
- local gravels for softer and more flexible external areas, including spaces that may accommodate uses such as food trucks;
- exposed concrete with local pink aggregate to reinforce local identity and provide a durable civic-grade finish;
- hardwood timbers for seating, edges, and other public realm elements; and
- reused jetty timbers where appropriate, providing both material richness and a tangible connection to local maritime character.

The result is a material approach that is intended to feel grounded in place, durable in use, and appropriate to both the public significance and practical realities of the project.

9. SUSTAINABILITY & ENVIRONMENTAL RESPONSE

9.1. SUSTAINABILITY OBJECTIVES

The sustainability response for the JSCP has been developed to reflect the project's civic role, Esperance's coastal and regional context, and the Shire's broader aspiration to deliver a durable, efficient, and future-focused public precinct. At DD stage, the project's sustainability objectives are to:

- embed practical and cost-conscious sustainability initiatives within the design rather than treat sustainability as a separate add-on;
- support compliance with NCC 2022 Section J through an integrated building fabric, glazing, sealing, and services approach;
- use the Green Star Buildings V1 framework as a benchmarking tool to guide sustainability outcomes appropriate to the project and its regional context;
- target a 4 Star Green Star equivalency, representing Australian Best Practice, with a pathway that reflects regional constraints and value-for-money outcomes;
- improve operational efficiency through passive design, efficient services, reduced potable water demand, and reduced long-term energy use;
- support resilience to Esperance's coastal and climatic conditions, including heat, weather exposure, and future climate risk;
- encourage healthy, inclusive, and enjoyable indoor and outdoor environments for staff, volunteers, visitors, and the wider community; and
- ensure that sustainability measures are practical to implement, maintain, and operate within the Shire's regional delivery and operational context.

The Stantec strategy has been revised from concept phase to reflect the current Design Development position and now targets 20 points, providing a buffer above the minimum 15 points required for 4 Star Green Star equivalency. **Refer Appendix 17.6.7 for detailed sustainability documentation.**

9.2. PASSIVE DESIGN & CLIMATE RESPONSE

Passive design has been an important part of the developed sustainability response for JSCP. Given Esperance's coastal setting, variable winds, solar exposure, and seasonal conditions, the design seeks to improve occupant comfort and reduce operational energy demand through good orientation, building form, façade performance, daylight access, and external shading. The DD response generally includes:

- a high-performing building fabric to reduce unwanted heat gain and heat loss;
- glazing and façade design intended to balance daylight, outlook, and solar control;
- provision for effective glare management to major viewing façades and skylit areas;
- integration of external shading, architectural overhangs, and screened elements where appropriate;
- consideration of airtightness measures through coordination of the building envelope and services penetrations;
- support for high levels of daylight to regularly occupied areas where feasible; and
- integration of landscape and shaded outdoor areas to improve comfort and reduce heat loading across the site.

The Stantec strategy also identifies climate resilience as a key consideration for the project, including the need to respond to heatwaves, flooding risk, bushfire-related risk factors, and the potential vulnerability of critical infrastructure during extreme weather or peak demand events. In this respect, the sustainability response overlaps with the project's broader resilience and site planning strategies.

9.3. ENERGY STRATEGY / PV INTEGRATION

The energy strategy for JSCP is based on reducing demand first, then supporting efficient all-electric building operation through high-performing services and on-site renewable energy generation where practical. The Stantec sustainability strategy identifies the following as central to the project's energy response:

- achievement of NCC 2022 Section J compliance through both prescriptive and performance-based pathways as required;
- a high-efficiency building fabric, including insulated roof and wall systems, thermal breaks, and double glazing in aluminium framing;
- efficient building services, including energy-efficient HVAC systems and LED lighting;
- airtightness design measures to minimise uncontrolled air leakage;
- low-energy internal lighting design with good light quality outcomes;
- maximisation of efficient plant and equipment selection;
- preference for no fossil fuels on site, supporting an all-electric operating model where feasible; and
- integration of a roof-mounted solar photovoltaic system, with Stantec nominating a 100kW PV system as part of the sustainability pathway (TBC pending PV/BESS feasibility review).

PV integration remains linked to broader electrical and infrastructure coordination, including network capacity, embedded network considerations (pending Horizon Power feedback), and the final form of the site's electrical strategy. The project has carried forward the concept-stage ambition to maximise PV potential, but detailed final implementation will continue to be coordinated in the next phase.

9.4. WATER & SITE-RESPONSIVE DESIGN

The sustainability response also includes a water and site-responsive design approach intended to reduce potable water demand and improve the site's environmental performance. At building level, the Stantec strategy identifies efficient sanitary fixtures and appliances as a key initiative, including:

- 5 Star taps;
- 5 Star urinals;
- 4 Star toilets;
- 3 Star showers with reduced flow rates; and
- efficient appliances such as dishwashers where applicable.

At site level, the design also supports a broader environmentally responsive approach through:

- coordination of landscape and public realm design with shade and heat reduction strategies;
- use of planting and softer landscape areas to improve comfort and site amenity;
- consideration of hardscape selection and shading to reduce urban heat island effect;
- integration of landscape and civil design in support of a resilient precinct outcome; and
- continued alignment between the sustainability response and the project's drainage, stormwater, and coastal resilience considerations.

The project's site-wide sustainability response is therefore not limited to the buildings alone, but extends to the public realm, landscape, and broader precinct setting.

9.5. MATERIALS & EMBODIED IMPACT CONSIDERATIONS

The JSCP sustainability strategy recognises that material selection plays an important role not only in durability and maintenance, but also in reducing upfront embodied impact.

Consistent with the Stantec strategy, the Design Development response has considered:

- use of robust and long-life materials suited to Esperance's coastal environment;
- opportunities for lower carbon concrete through cement replacement where practical;
- consideration of lower carbon reinforcing steel and products supported by Environmental Product Declarations where feasible;
- product selection informed by environmental certifications such as GECA or GreenTag where available and appropriate;
- dematerialisation and structural efficiency where achievable without compromising durability or function; and
- selection of low-VOC and lower-toxicity paints, adhesives, sealants, carpets, and engineered wood products where relevant.

This aligns with the broader materiality strategy for the project, which already prioritises durability, maintainability, and contextual appropriateness. In the JSCP context, sustainability and materiality are therefore closely linked, particularly given the need to balance civic quality, coastal exposure, regional supply realities, and whole-of-life performance.

9.6. PRELIMINARY SUSTAINABILITY ASSESSMENT SUMMARY

The preliminary sustainability assessment prepared by Stantec uses Green Star Buildings V1 as an evaluation framework and identifies a practical pathway for the project to achieve a 4 Star Green Star equivalency. The current strategy targets 20 points, providing a 5-point buffer above the minimum threshold for a 4 Star equivalent rating. The targeted credits are distributed across the following categories:

- Responsible
- Healthy
- Resilient
- Positive
- Places
- People
- Leadership

The strategy notes that the selected initiatives have been chosen on the basis that they are either readily achievable within the current design or represent comparatively good value for money in the regional project context. The report also identifies several project-specific gaps or qualifications relevant to JSCP, including:

- the difficulty of achieving high rates of construction waste diversion in remote or regional locations;
- the likelihood that airtightness testing may be difficult or costly to undertake in Esperance, even where airtightness design principles are still incorporated;
- limitations in demonstrating some heat island metrics where product testing data may not be readily available; and
- the need for confirmation from the Shire regarding ongoing reconciliation-related initiatives where these intersect with the broader sustainability framework.

Overall, the sustainability assessment supports the view that the JSCP project can achieve a strong and credible sustainability outcome at Design Development stage, provided the identified measures continue to be carried into the next documentation and procurement phases. A more detailed sustainability design specification is anticipated in the next stage to embed these requirements into the project documentation.

10. SAFETY IN DESIGN

10.1. SID PROCESS UNDERTAKEN

At the time of issuing this Design Development Report, the formal Safety in Design (SiD) workshop has not yet been undertaken. This has been an intentional timing decision by H+H Architects, as the workshop is best carried out once the Design Development package is complete and no substantial changes to the design are anticipated.

Accordingly, the project team intends to undertake the formal SiD workshop in the early stages of the documentation phase, in a structured workshop format involving the relevant design disciplines and project stakeholders. This will allow the workshop to be based on a more stable and coordinated design position, while still occurring early enough to inform detailed documentation, specification, and procurement decisions.

Notwithstanding this, Design Development has already incorporated several safety-related considerations through the broader design process, consultant coordination, operational workshops, access review, ECI discussions, and site-wide planning decisions. These matters form an appropriate basis for the more formal SiD process to follow.

10.2. PRELIMINARY SID WORKSHOP SUMMARY

As no formal workshop has yet been held, there is no workshop record to attach at this stage. However, the project has already identified several design-related safety matters that should be tested and documented through the upcoming SiD process.

The future workshop should focus on hazards and risk controls associated with:

- construction of the new buildings and public realm works within a constrained and partially active town-centre setting;
- staging and interface management between core works, deferred packages, and adjacent Shire-led external works;
- ongoing public use, after-hours access, and event-related activity within the completed precinct;
- maintenance access to roofs, plant, lighting, screening, and higher-level façade elements;
- the relationship between public circulation, servicing, waste movement, and back-of-house functions;
- coastal durability, weather exposure, and long-term maintenance requirements; and
- the adaptation of, and interface with, existing built fabric including the Goods Shed and associated elements.

The SiD workshop will provide the formal mechanism to validate these matters, identify residual risks, and confirm where further documentation-stage controls or notations are required.

10.3. KEY HAZARDS IDENTIFIED

Based on the current Design Development position, the following project-relevant hazards have already been identified as requiring consideration through the next stage:

- Construction staging and site access hazards, including interaction between contractors, the public, neighbouring properties, and surrounding streets during delivery of the works.
- Level changes, ramps, stairs, and accessible paths of travel, particularly where coastal-driven finished floor levels and external levels need to be carefully integrated.
- Servicing and loading conflicts, including waste collection, deliveries, and maintenance access in proximity to public pedestrian spaces.
- Roof access and work-at-height risks associated with maintenance of roofs, gutters, skylights, plant, PV systems, and upper-level façade elements.
- Public safety around stage and event spaces, including crowd movement, edge conditions, after-hours use, and performance-related servicing or equipment.
- Durability and maintenance risks associated with the coastal environment, particularly corrosion of exposed elements, screening, fixings, and services infrastructure.
- Existing structure and adaptive reuse risks, including unknown conditions, latent defects, and the need for detailed review where the design interfaces with or relies upon existing fabric.
- CPTED and passive surveillance matters, particularly in relation to after-hours management, concealed areas, and lighting performance across public spaces.
- Operational safety risks relating to staff-only areas, storage, amenities, plant access, and the separation of public and back-of-house functions.
- Construction and maintenance interface risks arising from future deferred works, including the museum-related package and any adjacent Shire-led external works.

These hazards are not yet presented as a full SiD register, but they represent the principal matters currently apparent from the DD package and should inform the workshop agenda and next-stage risk review.

10.4. RESIDUAL MATTERS FOR NEXT STAGE

The following SiD-related matters should be carried into the documentation phase for formal review and resolution:

- undertake the formal multidisciplinary Safety in Design workshop and prepare the associated register / record of hazards and controls;
- confirm construction-stage safety assumptions relating to staging, access, site separation, and contractor interfaces;
- further develop maintenance access strategies for roofs, services, plant, glazing, screening, and external elements;
- confirm safety requirements associated with stage use, public events, and crowd-related operation;
- coordinate detailed access, handrail, edge protection, slip resistance, lighting, and wayfinding outcomes through documentation;
- review any detailed structural, civil, and services coordination issues that may introduce new hazards or require revised controls; and
- ensure residual risks that cannot be fully designed out are clearly identified for inclusion in the project documentation and future contractor information.

Overall, while the formal SiD process is still to occur, the current Design Development package has identified the principal safety themes relevant to the project and provides a sound basis for structured review in the next phase.

11. APPROVALS AND COMPLIANCE

11.1. PLANNING PATHWAY AND AUTHORITY CONSULTATION

The JSCP project is being progressed based on local planning approval through the Shire of Esperance as the responsible authority. Advice from Edge Planning has confirmed that, having regard to the current statutory framework, the project does not require referral to the Regional DAP and can instead proceed through the Shire's local planning assessment processes under the LPS 24 planning framework.

During Design Development, the planning pathway has been further clarified and coordinated alongside the evolving design. A separate Development Approval package is being prepared in parallel to this report and will address the statutory planning submission requirements in more detail, including the relevant plans, technical inputs, and supporting documentation required for assessment.

In parallel with the DA process, there are also outstanding land tenure and cadastral matters that remain relevant to the project's progression. Further information is required from the Shire of Esperance regarding the proposed lot revesting arrangements, together with confirmation of the lots to be included within the separate lot amalgamation process to be progressed through the Western Australian Planning Commission (WAPC) and Landgate. These matters are outside the immediate scope of the Design Development package itself, but they remain important dependencies for the broader planning and project delivery pathway and will need to be resolved in coordination with the Shire and its planning advisors.

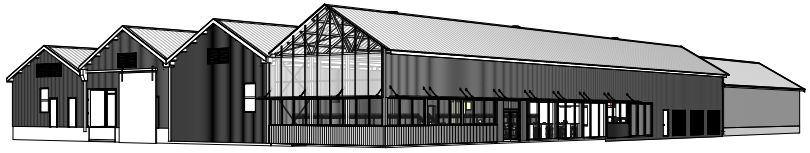
Accordingly, this report does not seek to duplicate the DA package, but rather records the coordinated Design Development position that underpins that submission. Ongoing authority consultation will continue as required to support lodgement, assessment, and any subsequent refinement arising from the approval process, together with progression of the related land and lot consolidation matters.

11.2. HERITAGE APPROVALS / HERITAGE INPUTS

The project includes existing heritage-related interfaces, particularly in relation to the Goods Shed and associated museum components. The project has therefore continued to be developed on a conservation-led basis, with the intent of minimising unnecessary intervention to significant existing fabric, supporting future adaptive reuse opportunities, and reinforcing interpretation as a key precinct outcome.

Through Design Development, heritage considerations have continued to inform planning, materiality, public realm response, and the treatment of existing and future museum-related elements. The project has also recognised that some heritage matters are linked to future deferred scope, particularly where the more detailed museum refurbishment package is to be progressed separately once a more defined brief and funding pathway are established.

Any specific heritage approval pathway, consultation requirement, or permit trigger relevant to the final scope will continue to be addressed through the separate statutory and technical processes as required.
For the report detailing heritage impact, refer to **Appendix 17.12.**



11.3. NCC / ACCESS / UNIVERSAL DESIGN PRINCIPLES

The DD response has been progressed to support compliance with NCC 2022, associated accessibility requirements, and broader universal design principles. As noted elsewhere in this report, access has been approached as a precinct-wide organising principle, rather than as an isolated compliance exercise.

The developed design supports:

- continuous accessible paths of travel across the precinct;
- step-free and legible entry sequences to primary public destinations;
- integration of compliant grades and landings into the site-wide planning and levels strategy;
- dignified and equitable access through the principal public areas of the project; and
- coordination between architecture, landscape, and civil design to support inclusive use.

Detailed compliance items such as gradients, landings, circulation clearances, sanitary provision, signage, wayfinding, TGSI, and detailed building-specific access measures will continue to be resolved in the next stage of documentation. The project also includes provision for an Adult Changing Place facility, representing an important accessibility outcome for Esperance and the wider region.

The design has also been developed regarding the Shire's endorsed Disability Access and Inclusion Plan, reinforcing the project's broader commitment to equitable access, participation, and usability. Refer to the implementation matrix noted in **Appendix 17.11.**

11.4. FIRE AND EGRESS PRINCIPLES

Through DD, the project has continued to be planned based on clear, legible, and code-compliant egress paths from each principal occupancy and public space. The design seeks to avoid dead-end conditions where practicable, maintain clarity of movement, and allow for appropriate fire separation and services coordination as the project moves toward detailed documentation.

The fire and egress approach will continue to be refined through the next project phase in coordination with the building surveyor / certifier and other relevant consultants. This will include confirmation of:

- building classifications and associated NCC requirements;
- fire separation and compartmentation strategy;
- occupant loads, travel distances, and exit widths;
- hydrant, detection, warning, and suppression requirements as applicable; and
- any performance-based fire engineering matters if required.

At DD stage, the design has been sufficiently developed to establish the principal planning logic for fire and egress, while allowing the next phase to resolve the more detailed technical and compliance matters.

11.5. ABORIGINAL CULTURAL HERITAGE CONSIDERATIONS

Aboriginal cultural heritage due diligence is to be undertaken in accordance with the current legislative framework in Western Australia, being the Aboriginal Heritage Act 1972 (as amended). The project recognises the importance of ensuring that any proposed ground disturbance, excavation, or site works are informed by an appropriate due diligence process.

This process is to include, as required:

- review of the site context and any relevant Aboriginal heritage information (ACHIS enquiry shows the site as having no identified or publicly published ACH);
- confirmation of whether consultation or further engagement is required with relevant Traditional Owners or representative bodies (engagement with ETNTAC being pursued in line with Shire-ETNTAC MOU rather than from a statutory standpoint); and
- incorporation of any resulting constraints, management measures, or recommendations into design, staging, procurement, and construction planning (pending input from ETNTAC, do not anticipate any statutory triggers pertaining to ACH).

This will continue to be addressed as part of the project's broader statutory and site due diligence processes. Ongoing liaison between H+H Architects, the Shire, and Esperance Tjaltjraak Native Title Aboriginal Corporation (ETNTAC) has supported this due diligence process, with engagement methodology with ETNTAC being actively finalised.

11.6. ENVIRONMENTAL / HAZARDOUS MATERIALS / SITE CONDITIONS

Several environmental and site-condition matters have continued to inform the project through DD.

Coastal context and finished floor levels
The coastal setting of the site, including the implications of SPP 2.6, has remained a key consideration. During DD, BMT confirmed that the nominated finished floor level for the new development is acceptable having regard to the risk profile adopted by the Shire, applicable sea level rise projections, and previous coastal hazard reporting for Esperance. While this provides confidence in the current level-setting approach, any downstream implications for critical services infrastructure and detailed building coordination will continue to be resolved in the next stage.

Geotechnical and soil contamination conditions
Geotechnical investigations by WML have informed the understanding of likely ground conditions and have assisted in identifying further due diligence requirements relevant to buildability, drainage, and environmental risk. In response to recommendations arising from this work, Aurora Environmental has been engaged to undertake a Stage 1 environmental assessment to review likely soil conditions and contamination risks associated with previous site uses, including goods storage, shunting, and rail yard activities. This assessment will inform the need for any further Stage 2 onsite and laboratory testing.

Hazardous materials and existing fabric
Given the project's interface with existing buildings and site elements, hazardous materials due diligence remains relevant, including consideration of items such as asbestos, lead-based paint, or other latent risks where existing fabric is to be altered, adapted, or otherwise affected by the works.

Salt exposure and corrosion
The project's coastal location also requires ongoing consideration of salt exposure and corrosion risk, particularly in relation to cladding, structural elements, fixings, services infrastructure, and other exposed components. These matters have informed the broader materiality and durability strategy and will continue to be refined through detailed specification and documentation.

11.7. OTHER STATUTORY TRIGGERS

In addition to the primary planning and building compliance matters, a number of other statutory or approval triggers may apply depending on the final scope and staging of the works. These may include:

- approvals or permits associated with demolition or removal of existing elements;
- excavation, fill, and stormwater management requirements;
- food premises compliance requirements associated with the café tenancy shell and any future operator fitout (scope TBC, outstanding);
- requirements associated with public health, accessibility, or essential services infrastructure;
- any heritage-related referral or approval processes relevant to future museum or Goods Shed works (no referral to HCWA required for places listed on Local Heritage Survey); and
- other site-specific planning, engineering, or authority conditions arising through assessment of the DA package.

These matters will continue to be coordinated and confirmed as the project progresses into the next phase of approvals and documentation.

12. CONSULTANT COORDINATION SUMMARY

12.1. CIVIL: DEMEZA CIVIL CONSULTING

Demeza Civil Consulting has continued to provide civil engineering input for the precinct, building on its earlier review of the previous Christou concept and subsequent concept-stage investigations and documentation. Through Design Development, civil coordination has focused on site levels, stormwater management, interfaces with the public realm and landscape design, access and servicing arrangements, and the project's relationship to adjacent Shire-led external works. Consideration has also been given to site constraints identified through survey and ongoing coordination, including underground services, drainage behaviour, and broader site interface issues.

The civil design has remained an important part of the project's site-wide coordination, particularly in relation to accessibility, coastal-driven levels, stormwater response, staging, and integration with surrounding infrastructure and neighbouring properties.

The Civil Engineer's documentation can be found attached. **Refer Appendix 17.6.2.**

12.2. STRUCTURAL: HERA ENGINEERING

Hera Engineering has been engaged to provide structural engineering input for the project. Through Design Development, structural coordination has informed the principal structural approach for the new building elements, the stage, and the interface with existing structures, including the Goods Shed and related heritage fabric where relevant.

Structural input has also informed buildability, spans, framing logic, material efficiency, and the practical implications of the project's architectural form and staging strategy. In addition, structural coordination has remained relevant to future works associated with existing assets, where further detailed review, strengthening, or intervention may be required as the project progresses.

The Structural Engineer's documentation can be found attached. **Refer Appendix 17.6.3.**

12.3. GEOTECHNICAL: WML CONSULTING ENGINEERS

WML Consulting Engineers has been engaged to provide geotechnical engineering services for the precinct. Geotechnical investigations have informed the understanding of likely ground conditions, groundwater considerations, and site-related risks relevant to buildability, drainage, earthworks, and cost certainty.

The geotechnical process has also informed the need for further site due diligence in relation to environmental and contamination risk. In response to recommendations arising from this work, Aurora Environmental has been engaged to carry out these investigations.

The Geotechnical Engineer's report can be bound attached. **Refer Appendix 17.6.16.**

12.4. ELECTRICAL: STANTEC AUSTRALIA

Stantec Australia has continued to provide electrical engineering input for the precinct. Their work has built on earlier site investigations and concept-stage documentation, and through Design Development has focused on coordination of the electrical services strategy, site infrastructure requirements, public realm lighting considerations, and integration of the project's sustainability and energy objectives.

Electrical coordination has included continued consideration of the existing supply infrastructure, the potential implications of the site's level-setting and resilience response on critical services, and the project's aspiration to maximise photovoltaic generation. Liaison with Horizon Power, network capacity and infrastructure requirements remain important considerations as the project progresses into later stages. Horizon Power application is scheduled to occur at end of Design Development phase.

The Electrical Engineer's documentation can be found attached. **Refer Appendix 17.6.5.**

12.5. MECHANICAL: TIM FRANKLIN ENGINEERING

Tim Franklin Engineering has continued to provide mechanical engineering services for the precinct. Building on their earlier concept review and workshop input, the mechanical design has been further developed through DD to support a practical and cost-conscious servicing response aligned with the project's operational needs and sustainability objectives.

Mechanical coordination has informed plant location, servicing zones, user comfort, and the relationship between the architectural design and mechanical distribution requirements. The developed design continues to favour a relatively efficient and practical services solution appropriate to the scale and function of the project.

The Mechanical Engineer's documentation can be found attached. **Refer Appendix 17.6.4.**

12.6. HYDRAULIC: CONSTRUCTION HYDRAULIC DESIGN PTD LTD

Construction Hydraulic Design Pty Ltd has continued to provide hydraulic engineering input for the precinct. Earlier site investigations, flow and pressure testing, and concept-stage hydraulic design have been carried forward into the DD process, informing ongoing coordination of water, sewer, fire services, and site drainage interfaces.

Hydraulic advice has confirmed that the existing water supply is generally sufficient without the need for pumps or tanks, while sewer servicing will require connection via a pump station. Fire services coordination has also identified retention of the existing fire hydrants, replacement of associated pipework, and provision of a new booster. Hydraulic coordination remains closely linked to civil design, site levels, staging, and building services integration. DFES referral is scheduled to occur at end of the Design Development phase.

The Hydraulic Engineer's documentation can be found attached. **Refer Appendix 17.6.6.**

12.7. ACOUSTIC: STANTEC AUSTRALIA

Stantec Australia has also provided acoustic design input for the precinct. Their work has continued to inform the project's response to key acoustic considerations, including internal comfort, adjacency management, and the relationship between active public uses and surrounding neighbours.

A particular focus has been the interface with nearby accommodation and surrounding properties, including the potential acoustic implications of community activity, stage use, and public realm activation. Acoustic input will continue to inform later-stage detailing and operational considerations where required.

The Acoustic Consultant's documentation can be found attached. **Refer Appendix 17.6.8.**

12.8. SURVEYOR: 35 DEGREES SOUTH ADVANCED SURVEYING

35 Degrees South Advanced Surveying has been engaged as surveyor for the project and has completed the site feature survey used by the broader consultant team during Design Development. The survey information has been a critical input to the coordination of architecture, civil, landscape, servicing, and levels design, and has assisted in identifying key site constraints and interfaces. H+H and Edge recommend that 35DS be re-engaged during the documentation phase to assist with lot amalgamation services.

The Site Feature Survey documentation can be found attached. **Refer Appendix 17.6.9.**

12.9. SUSTAINABILITY / ESD: STANTEC AUSTRALIA

Stantec Australia has been engaged as Sustainability / ESD consultant for the precinct. Building on their earlier concept review, Stantec has prepared an updated Sustainability Strategy Report aligned to the current Design Development position. The strategy uses Green Star Buildings V1 as an assessment framework and identifies a practical pathway to achieving a 4 Star Green Star equivalency, while recognising the regional, project-specific constraints relevant to Esperance, and operational requirements of the Shire.

Their input has informed passive design, façade performance, energy use, PV integration, water efficiency, healthy building considerations, climate resilience, and broader sustainability initiatives to be carried forward into the next documentation phase.

The Sustainability Consultant's documentation can be found attached. **Refer Appendix 17.6.7.**

12.10. PLANNING: EDGE PLANNING & PROPERTY

Edge Planning & Property has continued to provide planning advice for the precinct. Their input has informed the project's planning pathway, the preparation of the separate Development Approval package, and broader statutory matters including land tenure considerations, lot vesting, and lot amalgamation requirements.

Planning advice has confirmed that the project is expected to proceed via local planning approval rather than Regional JDAP referral, while also identifying related matters that remain dependent on further information from the Shire, including the proposed lot revesting arrangements and confirmation of the lots to be captured within the separate WAPC lot amalgamation process.

The Town Planner's documentation can be found attached. **Refer Appendix 17.6.11.**

12.11. BUILDING SURVEYOR: COMPLYWEST BUILDING SURVEYORS

ComplyWest Building Surveyors has been engaged as Building Surveyor for the precinct. Their earlier concept review identified key NCC and compliance considerations relevant to the project, and these matters have continued to inform the Design Development process.

Building surveyor input remains relevant to building classifications, fire and egress matters, accessibility, sanitary provision, and the overall compliance pathway as the project progresses toward more detailed documentation. Further feedback is anticipated following the finalisation of the DD package.

The Building Surveyor's documentation can be found attached. **Refer Appendix 17.6.12.**

12.12. BUSINESS CASE: BRIDGE42

Bridge42 has been engaged to provide business case and funding-related advisory input for the project. Building on earlier review work, their role has supported the broader funding and business case context for the revised design, particularly in relation to the Lotterywest funding application and other potential funding pathways. This process is currently underway as a result of the business case completion.

This advisory input sits alongside the project's broader design development and helps support the alignment between the developed design, project staging, and funding strategy.

The Business Case documentation can be found attached. **Refer Appendix 17.6.13.**

12.13. COASTAL ENGINEER: BMT

BMT has been engaged to provide coastal engineering advice for the project, particularly in relation to the coastal context, risk profile, and appropriate finished floor level setting for the new development. Their review has considered the Shire's accepted coastal risk position, relevant sea level rise projections, and previous coastal hazard reporting for Esperance.

Importantly, BMT confirmed that the nominated finished floor level for the new development is acceptable having regard to these factors. This advice has provided an important basis for confidence in the project's current level-setting approach, while recognising that any resulting detailed coordination implications for services and building interfaces will continue to be resolved in the next stage.

The Coastal Engineer's documentation can be found attached. **Refer Appendix 17.6.14.**

12.14. PV / BESS FEASIBILITY: STANTEC AUSTRALIA

In addition to their core electrical and sustainability roles, Stantec Australia has also provided input regarding PV / BESS feasibility for the precinct. This work has supported the project's broader sustainability objectives and the aspiration to maximise on-site renewable energy generation where practical.

At Design Development stage, this advice has helped inform the project's energy strategy, solar generation potential, and the relationship between PV ambitions, electrical infrastructure, and broader network considerations. Further refinement of any PV and battery scope will continue as part of the next phase of services and energy coordination and will depend on the refined cost estimates from RBB.

The PV / BESS Feasibility documentation can be found attached. **Refer Appendix 17.6.15.**

12.15. ENVIRONMENTAL: AURORA ENVIRONMENTAL

Aurora Environmental has been engaged to provide environmental input in relation to site contamination and environmental due diligence for the precinct. Their involvement has arisen in response to recommendations associated with the geotechnical investigations and the need to better understand potential contamination risks associated with the site's former industrial and rail-related uses.

At the time of reporting, the first stage of Aurora's scope has commenced through Freedom of Information (FOI) requests and background information gathering from the Shire of Esperance, Department of Water and Environmental Regulation (DWER), Department of Health (DOH), and other relevant bodies as required. This work forms part of the Stage 1 SAQP and is intended to establish the available historical and regulatory background relevant to the site. The outcome of this initial desktop and records-based review will help inform the scope of any required Stage 2 onsite and laboratory investigations, including whether further sampling and testing is needed to confirm the nature and extent of any contamination associated with historical goods storage, shunting, rail yard, or other former site activities.

Environmental Consultant documentation is not attached currently as it is a work in progress.

12. CONSULTANT COORDINATION

13. COST PLAN AND VALUE ALIGNMENT

13.1. DD-PHASE COST PLAN SUMMARY

Ralph Beattie Bosworth (RBB) has been engaged as Quantity Surveyor for the project. A concept-stage cost plan was previously prepared to support decision-making at concept endorsement stage and to provide an initial indication of the likely cost range and principal cost drivers associated with the endorsed revised concept.

At the time of issuing this Design Development Report, the updated Design Development cost estimate has not yet been finalised by RBB, as the design has continued to be developed up to the date of submission of this report. Accordingly, this section records the current Design Development position in relation to cost alignment, principal cost drivers, staging considerations, and value management matters, while recognising that the numerical cost summary will need to be updated once the revised RBB estimate is received.

Upon receipt, the updated DD estimate should be incorporated into this section and the relevant appendices to provide a current cost position aligned with the final Design Development package.

A copy of the most current cost estimate available at the time of final report issue should be included in the appendices. **Refer Appendix 17.6.10.**

13.2. BUDGET ALIGNMENT

At Design Development stage, cost planning continues to be used to test alignment between the Shire's desired project outcomes and the likely cost implications of delivering those outcomes within a staged and regionally deliverable project framework.

Through DD, the project has continued to be refined with a view to balancing:

- the core civic and cultural objectives of the project;
- the practical realities of regional procurement and construction in Esperance;
- the need for a robust and durable public outcome;
- the relationship between immediate core scope and deferred future packages;
- the implications of site, coastal, servicing, and statutory requirements; and
- the funding and staging context within which the project is being advanced.

While the revised QS estimate is still pending, the Design Development process has allowed the project team to better understand where the principal budget pressures are likely to sit and where scope, staging, or specification decisions may need to be made to maintain project alignment.

13.3. KEY COST DRIVERS

Since concept endorsement, a number of project matters have continued to emerge or become more clearly defined as likely cost drivers. These include:

- Staging and delivery packaging
  The project continues to be influenced by how works are split between core delivery, deferred packages, and any separately procured or separately timed works by the Shire. Staging decisions will affect preliminaries, mobilisation, temporary works, operational continuity, and interface costs.
- Public realm extent and quality
  The public realm remains fundamental to the success of the precinct and is therefore a key cost driver. Hardscape quality, shade structures, lighting, landscape treatment, edge conditions, and the extent of external works all have a material influence on cost.
- Existing assets and interfaces
  Where the project interfaces with existing buildings, structures, or heritage-related fabric, the potential for latent conditions, compliance upgrades, and more complex construction methodology continues to influence cost uncertainty.
- Site conditions and environmental due diligence
  Geotechnical, environmental, and contamination-related matters remain relevant cost considerations, particularly where further investigations, mitigation measures, or abnormal ground responses may be required.
- Coastal context and resilience requirements
  Although BMT has confirmed the acceptability of the nominated finished floor level, the broader implications of coastal conditions and resilience requirements continue to influence civil works, services coordination, material durability, and detailing.
- Services and energy strategy
  The project's electrical, mechanical, hydraulic, and sustainability ambitions, including PV integration, efficient all-electric operation, and supporting infrastructure, remain important cost drivers.
- Regional construction context
  Regional delivery in Esperance continues to influence construction costs through labour availability, trade capacity, freight, logistics, temporary accommodation, competition, and general market conditions.
- Procurement methodology
  The eventual procurement pathway, including staging, packaging, and the level of contractor involvement prior to tender, may also materially influence the final cost outcome.

These matters will be better quantified once the revised RBB DD estimate is received.

13.4. VALUE MANAGEMENT UNDERTAKEN / POTENTIAL OPPORTUNITIES

Through Design Development, value alignment has focused on preserving the integrity of the project's key civic, cultural, and public realm outcomes while identifying areas where scope, timing, or specification may be adjusted without undermining the overall intent of the precinct.

Value management considerations to date have included:

- Staging prioritisation
  Retaining focus on the core precinct elements that establish the primary civic and operational outcomes, while allowing some secondary or future elements to be deferred where appropriate.
- Deferred museum scope
  Maintaining the previously agreed position that the new museum cold shell is outside the current core scope has been a significant value alignment decision, allowing the project to prioritise the main visitor, library, café, stage, and public realm components.
- Café tenancy shell approach
  Progressing the café as a tenancy shell with base-building services provision, rather than a fully resolved tenant fitout, provides a more controlled scope while preserving future operational flexibility.
- Refinement of Level 1 and internal planning
  Incorporating the Level 1 fitout into the main building package and refining internal adjacencies has supported functional efficiency and reduced unnecessary package fragmentation.
- Public realm prioritisation
  The public realm strategy has been developed with an understanding that some elements may need to be prioritised over others, focusing on the primary civic spaces, access routes, and activation areas first.
- Material and specification tuning
  The material palette has been developed to balance civic quality and coastal durability with practical whole-of-life value and maintainability.
- Services and infrastructure coordination
  Ongoing coordination of services, PV, and infrastructure requirements has sought to avoid unnecessary over-design while still supporting the project's operational and sustainability objectives.

Further value management review may still be required once the updated cost estimate is received and tested against available budget and funding pathways.

13.5. STAGING IMPLICATIONS

Staging remains one of the most significant factors influencing the project's cost, procurement, and delivery strategy. The Design Development response has been progressed on the basis that the core project can be delivered without compromising the longer-term integrity of the overall precinct, while still allowing future deferred packages to be pursued separately by the Shire of Esperance. This has particular relevance to:

- the separation between the core building and public realm package and any future museum-related works;
- the relationship between project scope (inc. existing soundshell demolition and power supply decommissioning) and adjacent Shire-led external carpark and Langham Lane widening works;
- the ability to prioritise the most publicly valuable and operationally important elements first; and
- the management of interfaces between completed works, deferred works, and any future expansions or enhancements.

From a cost perspective, staging introduces both opportunities and constraints. It may assist with budget management and funding alignment in the short term, but in the long term could create additional costs through repeated mobilisation, temporary works, incomplete interfaces, operational disruption, or future rework if not carefully planned. For this reason, the cost implications of staging should continue to be considered alongside the updated QS estimate and the final procurement strategy by the Shire.

13.6. COST ASSUMPTIONS, EXCLUSIONS AND ALLOWANCES

Pending receipt of the revised Design Development estimate from RBB, the following broad cost assumptions, exclusions, and allowances remain relevant to the current project position:

- Scope definition
  Cost planning is based on the current Design Development scope as described in this report, including the principal building works, stage, café shell, and coordinated landscape / public realm works, but excluding deferred future scope unless otherwise stated.
- Deferred and future works
  Future museum-related works, tenant-specific fitout, and other deferred packages may sit outside the current core project cost position depending on the final scope definition adopted by the Shire.
- Staging assumptions
  The final cost outcome will be influenced by the staging boundaries ultimately adopted, including any temporary works, interface management, and operational continuity requirements.
- Investigations and latent conditions
  Allowances may change depending on the outcome of geotechnical, environmental, contamination, and existing asset investigations, together with any latent conditions identified later.
- Authority and compliance outcomes
  Costs may be affected by final authority requirements, compliance responses, utility or infrastructure upgrades, and any changes required through the DA or later documentation process.
- Regional market conditions
  The final cost outcome will remain sensitive to market conditions in Esperance and the broader regional construction environment.
- Procurement assumptions
  The method of procurement, level of contractor input, packaging strategy, and tender conditions may all influence the final pricing position.

This section should be updated once the revised RBB Design Development estimate is received, together with the consultant's formal assumptions, exclusions, and allowances. **Refer Appendix 17.6.10 for the DD-phase QS documentation (pending issue).**

14. PROGRAMME, PROCUREMENT & DELIVERY STRATEGY

14.1. CURRENT PROGRAMME

At the time of issuing this Design Development Report, the project has substantially completed the Design Development phase. The separate Development Approval package is intended to follow shortly thereafter. This sequencing has been discussed through the ECI process, PCG meetings, and internal coordination, with the current project position being that DD is effectively at its concluding stage with the next key activities will be DA lodgement, updated QS review, procurement confirmation, and progression into documentation.

Programme planning for JSCP has also been informed by the reality of regional construction in Esperance. During the first ECI workshop, an indicative construction duration of approximately 22 months was discussed, allowing for two Christmas / New Year shutdown periods. This is being treated as a realistic early indication of likely delivery duration for a project of this scale in the local market.

The local contractor survey findings support this measured programme position. Survey responses indicated that regional capacity exists, but that mobilisation timing, trade booking, accommodation, freight, and package release timing all require early notice and realistic sequencing. Respondents specifically noted that early-to-mid year mobilisation is preferable and that late-year tendering or mobilisation around industry shutdown periods would reduce confidence and increase delivery risk. The Shire has indicated that due to funding requirements and cutoff times that this may not be possible.

Accordingly, the current programme should be understood as a live framework rather than a fixed baseline, with final durations and milestones to be further refined once the Shire confirms the preferred procurement and staging approach and once the updated QS review is available. **Refer Appendix 17.2 for updated programme.**

14.2. PROCUREMENT / ECI OUTCOMES

The Design Development phase has been materially strengthened through Early Contractor Involvement (ECI) with SIME Building & Construction, who were engaged directly by H+H Architects in an advisory-only capacity. Across the ECI workshops, SIME provided detailed buildability, methodology, regional supply, material selection, staging, and packaging feedback across architectural, civil, structural, landscape, and building services matters. **Refer Appendix 17.10 for more information on ECI workshops.**

The clearest procurement outcome arising from both the ECI process and the wider contractor survey is that early contractor engagement, realistic staging, and well-coordinated documentation are the strongest enablers of market confidence. The contractor survey found that appetite is healthy provided the project is tendered with clean interfaces, balanced risk allocation, realistic programme assumptions, and clear documentation, while incomplete or assumption-heavy tender information was consistently identified as a deterrent. Refer Appendix 17.9 for more information on detailed local contractor survey results.

The survey also suggested that the local market is not unwilling to tender JSCP, but wants the project to be "set up properly" with coordinated drawings, services coordination, logistics planning, and realistic regional settings. It specifically recommended an ECI-friendly pre-tender pathway, strategic packaging around local strengths, and a programme shaped by regional reality rather than metropolitan assumptions.

In practical terms, the procurement implications for JSCP are as follows:

- the project should only be tendered once the documentation is sufficiently coordinated across architecture, structure, civil, services, and landscape;
- any staged or separable portions should have clearly resolved interfaces and responsibilities;
- the contract should avoid pushing disproportionate risk onto the builder for unresolved site, staging, or interface matters; and
- there is value in retaining buildability input as long as possible prior to final tender release.

This suggests that a construct-only / lump sum pathway informed by pre-tender ECI and clear packaging logic remains the most credible market-and-funding-aligned delivery approach, subject to the Shire's preferred strategy.

14.3. BUILDABILITY AND REGIONAL DELIVERY CONSIDERATIONS

The ECI workshops confirmed that JSCP is broadly buildable in the Esperance context, but that certain design decisions have a disproportionate impact on cost, logistics, and programme in a regional market.

Several recurring regional delivery themes emerged:

- the local market can support core scopes such as civil, concrete, and hydraulics reasonably well, but specialist trades remain tighter, particularly landscaping, carpentry/joinery, mechanical services, and some steel or cladding-related scopes;
- freight remains a significant cost and programme driver, particularly for heavy or highly specialised materials;
- robust, conventional systems are generally preferred over highly bespoke or heavily specialised solutions; and
- durability and maintainability must be considered together with buildability in the coastal Esperance environment.

The ECI process also identified several project-specific buildability matters:

- textured architectural concrete liners were flagged as highly expensive and complex in the Esperance context, with indicative costs potentially running into several hundred thousand dollars and limited economies of scale for one-off panel geometries;
- Aramax roofing was identified as a potential cost concern, with strong advice to move towards reducing the material use, or pursuing a more conventional clip-lock or similar roof profile to simplify delivery. As a result, Aramax is now utilised primarily as a wall cladding material in the design;
- structural steel protective systems require careful balancing between durability, local precedent, freight, and future maintenance, with both HDG and high-build epoxy paint systems considered plausible depending on detailed review;
- landscape materials should favour simple, trafficable, locally understood systems, with unit paving, exposed aggregate concrete, stabilised gravels, and restrained public realm detailing emerging as more regionally realistic than over-complicated bespoke solutions;
- roof safety and ongoing maintenance access should be broadly resolved in an integrated manner rather than added retrospectively, with contractor-designed systems for some roof safety elements potentially offering better practical outcomes;
- the project should avoid over-specifying sustainability measures that cannot be clearly sourced, measured, or delivered locally without disproportionate cost or competition impacts.

Overall, the buildability message from both ECI and the contractor survey is consistent: JSCP is attractive to build, but should be documented and specified in a regionally realistic way, with conventional durable systems and clear allowances for specialist scopes where needed.

14.4. STAGING AND OPERATIONAL CONTINUITY

Staging has emerged as one of the most consequential delivery issues for the project, particularly because of the interface between the core JSCP works and the Shire's separate car park / Langham Lane / bulk earthworks intentions.

The staging discussions with the Shire and Demeza Civil indicate that the project cannot be considered in isolation from adjacent earthworks and levels decisions. In correspondence to the Shire, H+H noted that unresolved Langham Lane levels, the extent of bulk earthworks on Lot 294, and the timing of the Shire-led car park works represented live programme and design risks, particularly given the intention to complete detailed design in approximately six weeks and the understanding that bulk earthworks for both projects were intended to be completed by the Shire before tender release later in the year.

An indicative staging diagram forwarded by H+H Architects to the Shire also identified several important consequences of a staged approach:

- additional fill would likely be required if Stage 1 bulk earthworks proceeded without the full adjoining works;
- there would be no direct connection to Dempster Street until a later stage is complete;
- staging landscape works would likely add cost (see previous cost section); and
- semi-permanent fencing may be required between completed precinct areas and later noisy or dusty earthworks zones.

In subsequent correspondence with the Shire, H+H further explained that:

- multiple stages or separate construction packages would increase overall project costs through repeated preliminaries, mobilisation, and longer delivery periods;
- if the adjacent car park bulk earthworks are not delivered in time, the main project may require approximately 3,200m³ of imported fill to achieve the intended connection through to Dempster Street;
- a staged solution may leave half of the pond infilled temporarily and create amenity impacts for newly completed works due to noise, dust, and heavy plant operating in later-stage areas; and
- if the Shire undertakes forward works or bulk earthworks separately, there remains a real risk of coordination gaps around service relocation, compaction responsibility, and programme control.

The ECI workshops reinforced these concerns. Both SIME and Demeza Civil expressed reservations about the Shire undertaking bulk earthworks independently of the main contractor, noting programme risk, quality risk, and later liability concerns around fill placement and compaction, particularly adjacent to structurally sensitive areas such as the stage. The preferred view arising from ECI was that a forward works package or early separable portion managed by the eventual head contractor would be a lower-risk approach than splitting bulk earthworks away from the builder.

Operational continuity also remains relevant to the treatment of the Goods Shed, café shell, museum interfaces, service connections, and other retained existing facilities. Staging decisions have flow-on implications for temporary power, retained service operation, temporary fencing, public interface management, and the ability to keep portions of the site functional while works proceed.

14.5. RISKS TO PROGRAMME & DELIVERY

Based on the Design Development work, ECI outcomes, contractor survey findings, Shire liaison, and subconsultant advice, the principal risks to programme and delivery are as follows:

1. Interface risk with Shire-led adjacent works
   The single biggest live risk is the interface between the JSCP main works and the Shire's separate car park, Langham Lane widening, and bulk earthworks intentions. If these are not resolved in time, or if responsibilities remain split across parties, there is a significant risk of rework, additional fill costs, level mismatch, programme delay, and disputes about compaction or enabling works responsibility.
2. Procurement timing risk
   The contractor survey clearly shows that forward notice, early trade booking, and avoidance of late-year mobilisation are important in Esperance. Tendering too early with incomplete documentation, or too late in the year against holiday shutdowns and competing workloads, could reduce pricing confidence and increase allowances.
3. Regional labour, freight, and accommodation risk
   Although local capability exists, specialist labour remains constrained and regional delivery continues to be affected by freight costs, accommodation availability for imported workers, and logistics associated with heavy or specialised materials. Current global conflicts may also affect supply chain costs.
4. Design complexity / documentation risk
   Complex architectural treatments, over-specialised material choices, or incomplete consultant coordination at tender stage would directly undermine market confidence. This includes unresolved services coordination, staging assumptions, or reliance on systems that are difficult to price or source regionally.
5. Site condition / earthworks risk
   Groundwater, environmental soils, contamination potential, and the need for significant bulk earthworks or controlled fill remain programme-sensitive matters, particularly where separate early works are contemplated. This risk may be partially addressed through Aurora's scope of work.
6. Staging amenity / public interface risk
   If the project is split into multiple physical stages, there is a risk that completed civic spaces will sit adjacent to noisy, dusty, fenced-off future works areas, reducing public amenity and potentially damaging stakeholder confidence (i.e., reputational risk for Shire / Contractor).

Overall, the programme and procurement position that emerges from the current DD work is clear: JSCP remains feasible and attractive to the local market, but delivery confidence depends on early resolution of staging and interface issues, a realistic regional programme, and well-coordinated documentation released under a procurement model that allocates risk fairly and transparently.

15. RISK, RFIS AND NEXT STEPS

15.1. KEY PROJECT RISKS

At the completion of Design Development, the principal project risks relate less to the overall viability of the design and more to the project's transition into approvals, procurement, documentation, and delivery. The current key risks are summarised below. **Refer Appendix 17.3 for further details.**

- Staging and interface risk
  The most significant current risk remains the interface between the core JSCP works and the Shire's adjacent car park, Langham Lane widening, demolition, and associated bulk earthworks intentions. Clarity is still required regarding the timing and scope of these adjoining works, including the Dempster Street connection / Sound Shell area, Langham Lane works, and whether the Shire intends to proceed with these items in parallel or separately. This remains a live risk to staging, site levels, delivery sequencing, and programme certainty.
- Procurement / regional delivery risk
  The local market has shown genuine interest in the project, but delivery confidence remains dependent on realistic procurement settings, balanced risk allocation, and coordinated documentation. This remains particularly relevant if the project is split across multiple stages, separable portions, or Shire-led forward works. Programme, staging, cost, and procurement remain the live core risks to be carried forward into the updated risk matrix.
- Cost alignment risk
  The revised Design Development estimate from RBB is still pending. QS is to commence the revised estimate immediately following end of DD inputs, and until that update is received there remains a risk that further scope prioritisation, staging adjustment, or value management may be required.
- Stage structure affordability / dependency risk
  A specific live risk identified is the affordability and retention of the stage structure. H+H will consider what removal of the stage structure would look like if it proves unaffordable, and note that a new location for the Adult Changing Place would then be required. This is therefore both a design and scope risk, with implications for accessibility outcomes and project priorities.
- Site conditions and contamination risk
  Environmental due diligence remains ongoing. Environmental Consultant is now included and has commenced the FOI / records process, while RFI 021 regarding existing environmental information remains open and is currently sitting with the records team. The outcome of this work may affect available fill, disposal methodology, cost, staging, and programme.
- Existing asset and latent condition risk
  Where the project interfaces with the Goods Shed and other retained elements, there remains uncertainty associated with latent conditions, hazardous materials, structural adequacy, and adaptation requirements. The Shire confirms that the project is not to be delayed by future Goods Shed museum works, but these existing asset interfaces still remain relevant to scope and staging.
- Services, security and infrastructure risk
  A number of services matters remain live, including power supply upgrades, unipillar relocation/removal, sewer pump station coordination, irrigation water source, and underground service uncertainty. In addition, the Shire raised security and door fobs, and noted that Shire Buildings and Maintenance requested further detail on access control and CCTV to be highlighted in the DD report or later. These matters remain important operational and documentation risks if not resolved early in the next phase.
- Approval and land tenure risk
  The separate DA process is progressing, however lot amalgamation and vesting remain dependent on outstanding Shire confirmations. The Shire still needs to confirm revised purposes for vesting (Edge Planning submitted query in February), and the Shire must confirm the three lots for amalgamation and provide certificates of title so the process can commence. ComplyWest should be consulted on progressing works while amalgamation remains in-progress.

15.2. RFI SUMMARY

During Design Development, RFIs and ongoing project queries have continued to be used to reduce assumptions, coordinate unresolved matters, and support decision-making by the design team and the Shire. Based on the recent PCG 12 and 13 meetings, the current position is as follows:

Closed / substantially resolved RFIs

- RFI 004 – Museum Planning Exercise (project on hold)
- RFI 017 – BESS / Power Bills
- RFI 001, 002, 003, 005, 006, 007, 009, 010, 012, 013, 015, 016, 018 and 019 were also noted as closed by PCG 12.

Current open / active RFIs

- RFI 008 – Outdoor Stage Functionality: still live, but noted to be further refined during Construction Documentation.
- RFI 014 – Carpark Design: remains open and is directly tied to staging, Langham Lane widening, unipillar impacts, and adjacent Shire works. Critical item.
- RFI 020 – Staff BOH Accommodation: remains open, although DD is proceeding in parallel pending further feedback.
- RFI 021 – Existing Environmental Information: newly opened and currently sitting with the records team / FOI pull process.

In addition to the formal RFIs, the following ongoing information requests remain important:

- irrigation water source and servicing expectations;
- number of food trucks / vans and extent of event power and water servicing;
- access control, CCTV, and security system expectations;
- lot amalgamation, titles, and vesting information; and
- adjacent car park / Langham Lane scope and timing.

Responses to these items should continue to be tracked and reflected in the project risk register, appendices, and next-stage documentation.

15.3. INFORMATION GAPS / INVESTIGATIONS REQUIRED

Although the project has reached a substantially resolved Design Development position, several information gaps and investigations remain relevant to de-risk the next phase.

- Updated QS cost plan
  The revised Design Development estimate from RBB remains outstanding and is required to confirm the current cost position, support value alignment, and test whether any further scope or staging decisions are needed. PCG 13 notes that the revised estimate is to commence immediately following end-of-DD consultant inputs.
- Environmental due diligence
  Aurora Environmental's Stage 1 assessment is currently underway, supported by RFI 021 and FOI / records-based information gathering. This will determine the method / extent of Stage 2 onsite and laboratory investigations required.
- Lot revesting and amalgamation information
  Further information is required from the Shire regarding vesting purposes, confirmation of the three lots to be captured within the amalgamation process, and provision of certificates of title so that Edge can commence the WAPC lot amalgamation process. Confirmation is also needed as to whether the certifier is comfortable proceeding works while amalgamation is in progress.
- Underground service locating / scanning
  Service locating has now become a more defined next-step item. PCG 12 notes the need for underground scanning between the unipillar and café / courtyard excavation area, and PCG 13 records a pending variation for service locating. This investigation is important to reduce risk around excavation, service coordination, and staging. Variation to be submitted for approval.
- Final procurement and staging direction
  The project team still requires Shire confirmation regarding the intended procurement and staging approach, particularly in relation to bulk earthworks, Langham Lane, the adjacent car park scope, demolition timing, and any forward works or separable portions.
- Security / access control briefing
  Further briefing is required from the Shire regarding access control, CCTV, security zoning, and door fob expectations, as these have now been specifically raised through PCG.
- Stage and event servicing requirements
  Further information is still required regarding outdoor stage functionality, food truck numbers, event power and water requirements, and the ultimate expectation for stage-related infrastructure if the structure is retained.
- Formal Safety in Design workshop
  The multidisciplinary SiD workshop remains outstanding and should be undertaken early in the documentation phase to validate hazards, controls, and residual risks against the final DD design.

15.4. NEXT STEPS - DOCUMENTATION ROADMAP

Subject to Shire endorsement of this Design Development Report, the next phase of work should focus on consolidating the current DD design into a coordinated, approval-ready, and procurement-ready project position. At a high level, the recommended next steps are:

- Finalise and issue the separate Development Approval package, including ongoing planning coordination and authority liaison.
- Receive and incorporate the revised RBB Design Development estimate, and undertake any targeted value management or scope prioritisation required in response.
- Update the project risk matrix at the end of DD, reflecting the live risks around programme, staging, cost, procurement, and interface management.
- Obtain Shire direction regarding the preferred procurement, staging, and forward works strategy, particularly in relation to bulk earthworks, the adjacent car park and Langham Lane interface, demolition timing, and separable portions.
- Confirm the Shire's position on lot vesting and amalgamation, issue the required titles/information to Edge, and progress the WAPC amalgamation process as early as possible.
- Proceed with approval of variation for underground service locating / scanning in the key courtyard / unipillar / café interface zones to reduce excavation and staging risk.
- Progress the formal Safety in Design workshop early in the documentation phase and incorporate the outcomes into the next stage of documentation.
- Continue resolution of environmental due diligence matters, including Aurora Environmental's Stage 1 assessment and any follow-on investigations if required.
- Confirm the Shire's requirements for security, access control, CCTV, and operational zoning so these can be properly integrated into the next-stage tender documentation.
- Confirm the fallback position regarding the stage structure, including implications for the Adult Changing Place, if further cost review suggests the stage cannot be retained in its current form.
- Continue obtaining timely Shire decisions on live briefing items such as food truck/event servicing requirements, irrigation approach, deferred museum interfaces, and future ETNTAC / artwork integration.

Overall, the project is now at a point where the key task is no longer redefining the JSCP design, but rather closing out the remaining risks, investigations, and Shire-end decisions so that the project can move confidently into construction documentation, approvals, and procurement.

VIEW LOOKING NORTH TOWARDS LIBRARY AND VISITORS CENTRE FROM ESPLANADE PLAZA

16. PERSPECTIVES

VIEW LOOKING NORTH TOWARDS LIBRARY AND VISITORS CENTRE FROM ESPLANADE PLAZA

16. PERSPECTIVES

VIEW LOOKING NORTH-WEST OF VISITORS CENTRE ALCOVE TOWARDS GOODS SHED CAFE

16. PERSPECTIVES

VIEW LOOKING WEST FROM CENTRAL EVENTS SQUARE TOWARDS GOODS SHED CAFE

16. PERSPECTIVES

VIEW LOOKING NORTH-EAST FROM FOOD TRUCK ZONE TOWARDS STAGE AND LIBRARY ENTRANCE

16. PERSPECTIVES

VIEW LOOKING WEST TOWARDS STAFF HUB FROM THE ESPLANADE

16. PERSPECTIVES

VIEW LOOKING NORTH-WEST TOWARDS LIBRARY FROM THE ESPLANADE (FORESHORE CARPARK)

16. PERSPECTIVES

VIEW INTERNALLY OF INDICATIVE VISITORS CENTRE LAYOUT

VIEW INTERNALLY OF LIBRARY SPACE WITH STORY-TREE IN FOREGROUND AND LEVEL 1 IN BACKGROUND

VIEW LOOKING NORTH-WEST OF LIBRARY AND VISITORS CENTRE FROM ESPLANADE

17. APPENDICES