



EPCAD

JINDALEE PEARL LOT 9051 MARITIME DRIVE, JINDALEE

Landscape and Visual Evaluation

Issue:
02 July 2026

DOCUMENT CONTROL

EPCAD reports are prepared for a specific purpose for specific client requirements. EPCAD is not liable for any loss or damage incurred by any person relying on such reports or advice, except where they are created by EPCAD expressly for that person. Nothing in these terms shall be taken as excluding, limiting or modifying any term, condition or warranty implied by any applicable act of parliament that cannot be so affected. To the extent that such a term, condition or warranty is implied, the liability of EPCAD for breach of that term, condition or warranty is, where permitted, limited at the option of EPCAD to: The supplying of the relevant goods or services again; or the payment of the cost of having the relevant goods or services supplied again.

All projections and models contained in or associated with this work have been developed and made in good faith and on the basis of information supplied to EPCAD at the date of this report and which EPCAD has relied upon. Whilst EPCAD has made all reasonable investigations and inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided by other parties to it. The visual images used to illustrate the apartments and landscape are an approximation only of its possible visual effects limited by the technology used and information available at the time of production of the report. The actual changes to the locality after completion of the proposed development may be impacted by a number of variables including changes to vegetation outside of the subject land and the alignment of roads and tracks that are not the subject of this proposal.

EPCAD is under no obligation in any circumstance to update this report to reflect events occurring after the date of the final issue. EPCAD prepared this document for a specific client to assist in a planning process and not for any other purpose or use. In preparing this Landscape and Visual Evaluation, EPCAD was required to make judgements and form opinions that may be affected by unknown events, the prospect and effects of which cannot be the subject of precise assessment. This report has been prepared in good faith and the statements and opinions provided by EPCAD are the reasonable belief that they are not misleading.

Job Number B1150

Document Title Jindalee Pearl Lot 9051 Maritime Drive, Jindalee
Landscape and Visual Evaluation

File Name Jindalee Pearl Lot 9051 Maritime Drive, Jindalee
Landscape and Visual Evaluation - 060226

Author EPCAD Pty Ltd

Client Claymont Group

Issue	Issued To	Date	Reviewed
Draft 01	Steve Young	28.01.2026	JH
Issue 02	Steve Young	06.02.2026	JH
Issue 03	Steve Young	02.07.2026	RM

TABLE OF CONTENTS

04 01. Introduction

05 02. Visual Assessment

5	2.1	Scope & Context
5	2.2	Site Description
6	Fig 01	Site Plan
7	Fig 02	Location Plan
8	2.3	Urban Landscape Context
9	Fig 03	Topographic Plan
10	3.1	Change to Existing and Landscape Character
10	3.2	Private Views
11	3.2	Key Considerations for the Proposal
11	4.0	Conclusion

12 Appendix 1 PHOTO LOCATIONS

13	Fig 04	Photo Locations
14		Location 1
15		Location 2
16		Location 3
17		Location 4
18		Location 5
19		Location 6
20		Location 7
21		Location 8
22		Location 9
23		Location 10
24		Location 11
25		Location 12

26 Appendix II VISUALISATIONS

27		3D Models used in visualisations
28	Fig 05	Visualisation Locations
29		Location 2
30		Location 10
31		Location 2
32		Location 2 Terrace Visualisation
33		Location 10

34 Appendix III SECTIONS

35	Fig 06	Section
36		Section 01
37		Section 02
38		Section 03
39		Section 04

40 Appendix IV FEATURE SURVEY OF SITE

41		Survey plan
----	--	-------------

1. INTRODUCTION

The City of Wanneroo Design Review Panel (DAP) considered a proposal for this site on 4th December 2025 and provided initial comments to guide further design iterations. Comments were received in regard to the potential impacts on views presently obtainable from private residences in the immediate surrounding neighbourhood. EPCAD have been instructed to assess the visual implications of development of this site, its effect on the streetscape and to consider the how the proposed development fits visually within its context. EPCAD have also been commissioned to provide landscape architectural services on the project as it proceeds.

GLOSSARY OF TERMS IN THIS REPORT

EPCAD / The Landscape Architect: EPCAD Pty Ltd, Landscape Architects; Author of this report and conductor of this Visual Assessment.

The site / The proposal / The development site / The subject land / The subject site / The proposed development site: The site as identified on the Site Plan (Figure 1).

CoR: City of Rockingham as the local government authority.

WAPC: Western Australian Planning Commission.

VLPWA: Visual Landscape Planning in Western Australia.

Viewer / Observer / Member of public: Regular person with potential viewing experience of the proposal.

Viewing Locations / View Locations / Key Views: The locations where images were taken from.

LCU: Landscape Character Unit.

2. VISUAL ASSESSMENT

2.1 Scope & Context

Guidance for undertaking a Visual Landscape Evaluation is provided by the Department of Planning, Lands and Heritage (DPLH) & Western Australian Planning Commission within Visual Landscape Planning in Western Australia; 2007 (VLPWA). This study has been undertaken in broad accordance with the principles set out in the VLPWA and the City of Rockingham LPP3.1.1- Rural Land Strategy (RLS) including:

- Site Survey and Analysis: A thorough on-site assessment was conducted, evaluating the
- site's visual characteristics and its relationship to the surrounding urban and foreshore landscape.
- Desktop Study: Additional data was gathered from cartographic sources, computer modelling, aerial photography, and other relevant materials. These resources were used to form a broader understanding of the site's visual characteristics within the area.
- Reference to and review of related planning documents. Consideration of the planning context in landscape terms.

- Photographic Analysis: Images of site were recorded and utilised to illustrate how the development would appear from public viewpoints and also consider private views.
- Analysis of the immediate pedestrian environment. This study is to ascertain the local visual assets and characteristics that form the amenity presently experienced and to evaluate the likely effects of the proposed development within the context of the overall suburban landscape and specifically the adjacent roads and existing residences.
- Consideration of private views acknowledging the status of private views within the planning framework.

This study is to ascertain the local visual

assets and characteristics that form the amenity presently experienced and to evaluate the likely effects of the proposal within the context of the overall landscape.

Landscape Values have been informed by the Visual Landscape Planning in Western Australia (VLPWA) and within the context of State Planning Policy 7.0.

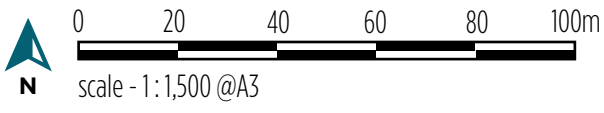
2.2 Site Description

The site slopes westward towards the foreshore with a consistent even gradient. It is a highly earth-worked featureless site prepared for development. It is devoid of vegetation and graded to a consistent fall. It is bounded on two sides by roads, Crowsnest Way and Maritime Drive. A public footpath defines the site boundary running alongside Crowsnest Way. The





FIGURE 01
SITE PLAN



LEGEND:

 Development



FIGURE 02
LOCATION PLAN



LEGEND:

 Development

northeastern boundary abuts a small local park. The southeastern boundary is formed by a major pedestrian access way to the foreshore. This linear space is distinctive with a series of steps, broad paving and large Norfolk Island Pines (*Araucaria heterophylla*).

2.3 Urban Landscape context

The evolving suburban coastal landscape is still being developed. The major feature in the immediate location is the pedestrian route to the beach and foreshore that abuts the southeastern site boundary. The large line of Norfolk Island Pines associated with lower-level shrub planting create a distinctive feature through the locality.



Image - Pines and Walkway

There currently is a large construction crane in the locality being used in the development a lot lying to the south of the subject land beyond the beach node public open space.

The beach node has been developed creating high quality parkland with leisure and recreation facilities housed in contemporary buildings situated at the terminal point of the avenue of pines. Food and beverage outlet, car parking, BBQ and playground elements combine to create a community focus.

Although presently largely undeveloped the precinct will create a more densely developed coastal urban node that has at its centre the pedestrian walkway. Immediately surrounding the “Village” core a suburban landscape prevails. The Jindalee Beachside Estate (Lot 12) Coastal Village Local Structure Plan provides the planning framework for this location. It states -

Vision, Principles and Objectives

The vision for the precinct is for a pedestrian-friendly seaside village providing a small yet diverse range of land uses within an attractive setting, serving as a focus for the Jindalee Beachside estate, and a meeting place and point of identity for the community.

The large vacant lots zoned for higher

density development form open areas that have no vegetation. The lack of development or vegetation presents a landscape character that is reliant on open views of the foreshore, ocean and horizon.

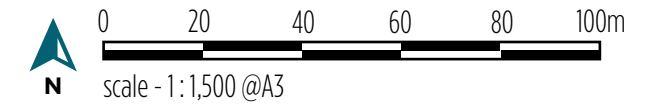


Image - Adjacent residential housing

The surrounding streets are dominated by large residences, mostly two storeys. The streets do not have street trees, and the



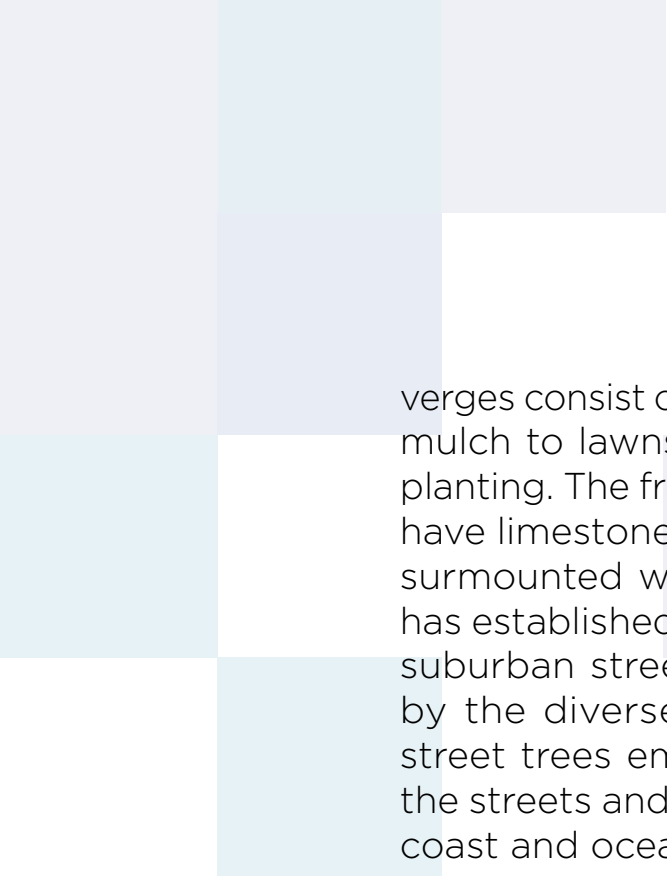
FIGURE 03
TOPOGRAPHIC PLAN



LEGEND:

-  Development
-  Contours
- 10 Height data

Contour data sourced from COW intramaps. For feature survey of site, see Appendix X.



verges consist of various finishes from stone mulch to lawns and coastal groundcover planting. The frontages to many properties have limestone retaining walls, some with surmounted with fencing. This character has established an open, somewhat sterile suburban streetscape that is dominated by the diverse built forms. The lack of street trees emphasises the openness of the streets and facilitates open views to the coast and ocean horizon.

3. CHANGE TO EXISTING CHARACTER AND VIEWS

3.1 Public Views and Landscape Character

The subject site is currently vacant and allows expansive, panoramic views from the public realm toward the ocean and distant horizon. These views are experienced across open land and are inherently transient in nature, reflecting the undeveloped condition of a site identified for future urban development.

The proposed development on Lot 9051 will alter many of the existing public views presently available across the site. This outcome is an inevitable consequence of developing land within a coastal activity node where vacant parcels temporarily afford visual openness that cannot reasonably be expected to remain once development

occurs. As with all development within this precinct, the proposal will contribute to the establishment of a new urban coastal landscape character.

Future public views toward the ocean will become more structured and channelled, primarily occurring along streets and designed view corridors oriented toward the coast. This transition from broad, informal panoramas to framed and deliberate coastal views is consistent with established urban coastal development patterns and anticipated within the planning framework.

In assessing the anticipated changes to landscape character and visual amenity, the proposed built form has been considered within the context of the surrounding suburban fabric. Streetscape interface treatments, building articulation, setbacks, and public realm design have been key considerations in mitigating visual effects and contributing positively to the evolving character of the node.

While the proposal will result in a notable change to existing views and character, this change was expressly contemplated within the Local Structure Plan and reflects the intended nodal intensification of built form. Development of up to five storeys, with a maximum height as defined in the Local Structure Plan, will result in a substantive but planned transformation of both public and private visual conditions.

EPCAD has also considered the visual implications of a six-storey built form and associated setback arrangements to test the upper bounds of change to views and character. This assessment confirms that changes to views are a direct and foreseeable consequence of development consistent with the approved planning controls.

3.2 Private Views – Planning Context and Assessment

Within the Western Australian planning framework, the protection of views is primarily directed toward views experienced from the public realm rather than private views from private property. State planning policy and guidance focus on safeguarding valued public vistas, streetscapes, and landscape character in the broader public interest.

The Residential Design Codes (R-Codes) refer to “access to views of significance” as an amenity consideration; however, this term is not defined and does not establish a general entitlement to the retention of private views. Consideration of views therefore remains a matter of planning judgement, to be assessed in context and balanced against zoning intent, strategic planning outcomes, and orderly development.

In this instance, the subject site is zoned



to accommodate apartments and grouped housing, with clear strategic guidance indicating an anticipated increase in built form intensity. Existing two-storey dwellings currently obtain views across land identified for more intensive development. Any change to these private views is therefore a foreseeable and reasonable outcome of development undertaken in accordance with the planning framework.

Upper-Level and Balcony Views – Comparative Height Considerations:

Open panoramic views currently obtained from upper-level rooms and balconies of existing residences are a direct consequence of the subject site's undeveloped condition. These views extend across a vacant parcel and are not mediated by built form. Any development on the site—regardless of whether it is five or six storeys in height—will fundamentally and permanently alter this viewing experience. The introduction of an apartment building will replace open panorama with a built foreground, resulting in a substantive change to outlook and visual amenity.

While a five-storey development may allow limited residual glimpses of the ocean or horizon from some elevated vantage points when compared to a six-storey form, this distinction is minor in the context of the

overall visual change. The dominant effect on views arises from the transition from vacant land to an urban building form, rather than from incremental differences in height above that threshold. From a visual and perceptual perspective, the presence of an apartment building within the view field is the defining change, and any marginal variation between five and six storeys does not materially alter the nature of the impact once development occurs.

3.3 Key Considerations for the Proposal

The proposed development is consistent with the strategic intent of the Local Structure Plan prepared under the City of Wanneroo planning framework.

Existing private views from adjoining properties are obtained across land designated for higher-density development and cannot reasonably be expected to remain unchanged.

No State or local planning policy identifies the existing private views as views of significance requiring protection.

Changes to outlook occur within the context of a lawful and anticipated transition in built form.

Public realm outcomes, streetscape quality, and overall amenity are being appropriately considered and addressed through the proposal's design response

and ongoing iterations.

4. CONCLUSION

In considering the design approach of the proposal, appropriate weight should be given to the strategic planning framework and zoning intent for the site. While private views may be acknowledged as part of a broader amenity consideration, they do not warrant protection where the proposed development reflects the planned evolution of the area.

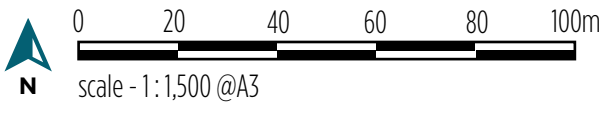


APPENDIX I

PHOTO LOCATIONS



FIGURE 04
PHOTO LOCATIONS



LEGEND:

- Development
- Photo Location & Direction of view

* All photos were taken at approximately 1.6m of height from the ground.



LOCATION - SEASCAPE ROAD



NTS



LOCATION - SEASCOPE ROAD



NTS



LOCATION - SEASCAPE ROAD



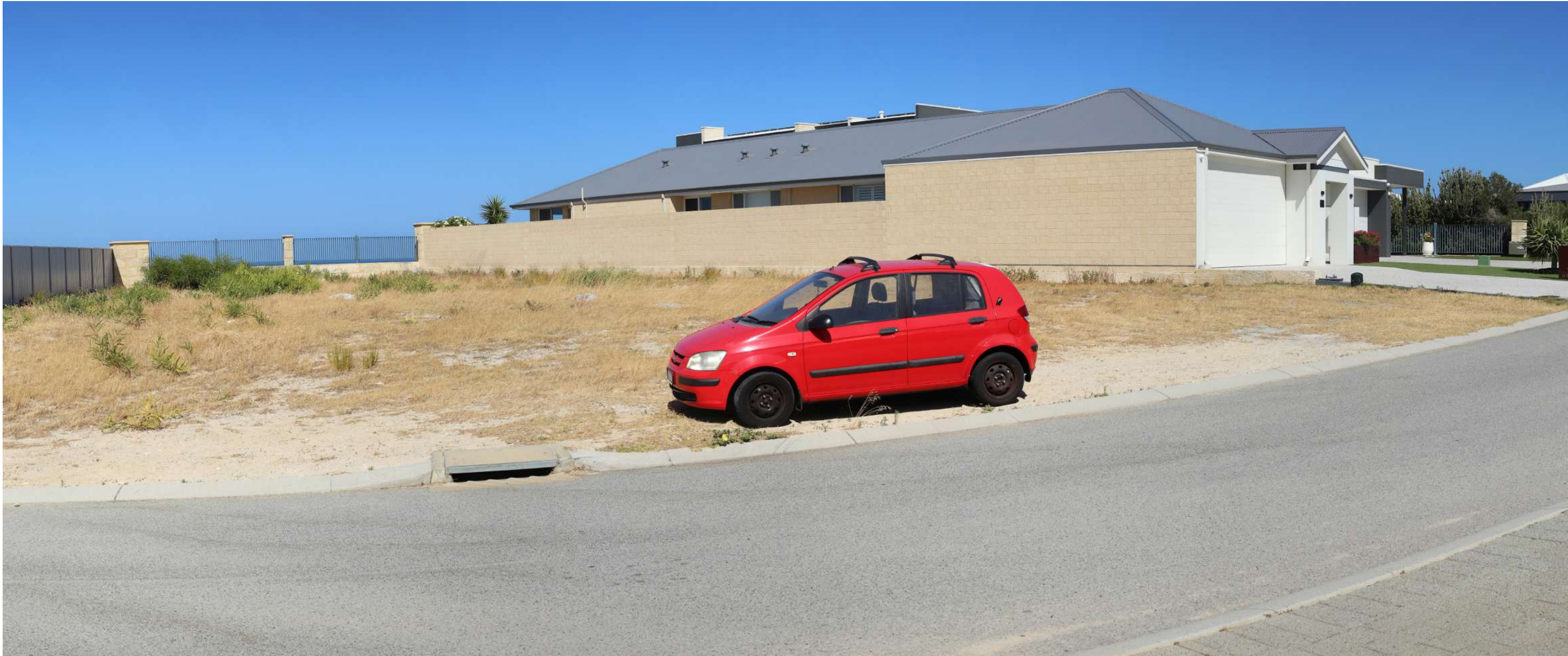
NTS



LOCATION - SEASCAPE ROAD



NTS



LOCATION - SEASCAPE ROAD



NTS



LOCATION - SEASCAPE PARK



NTS



LOCATION - SEASCAPE PARK



NTS



LOCATION - CROWSNEST WAY



NTS



LOCATION - CROWSNEST WAY



NTS



LOCATION - CROWSNEST WAY



NTS



LOCATION - CROWSNEST WAY



NTS



LOCATION - CROWSNEST WAY



NTS



APPENDIX II

VISUALISATIONS



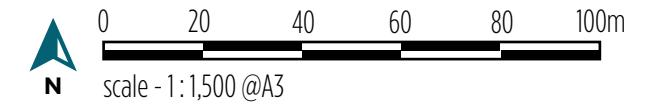
3D models used in visualisations

1. The current design massing indicates that a portion of Level 6, highlighted in red, exceeds the maximum permissible roof height at 23.50 m as specified in the Structure Plan.
2. The current design massing showing a portion of Level 5 and 6 highlighted in orange, representing where the building fits between the maximum wall height and the maximum roof height at 18.50m and 23.50m.





FIGURE 05
VISUALISATION LOCATIONS



LEGEND:

-  Development
-  Photo Location & Direction of view

* All photos were taken at approximately 1.6m of height from the ground.



LOCATION - SEASCAPE RD



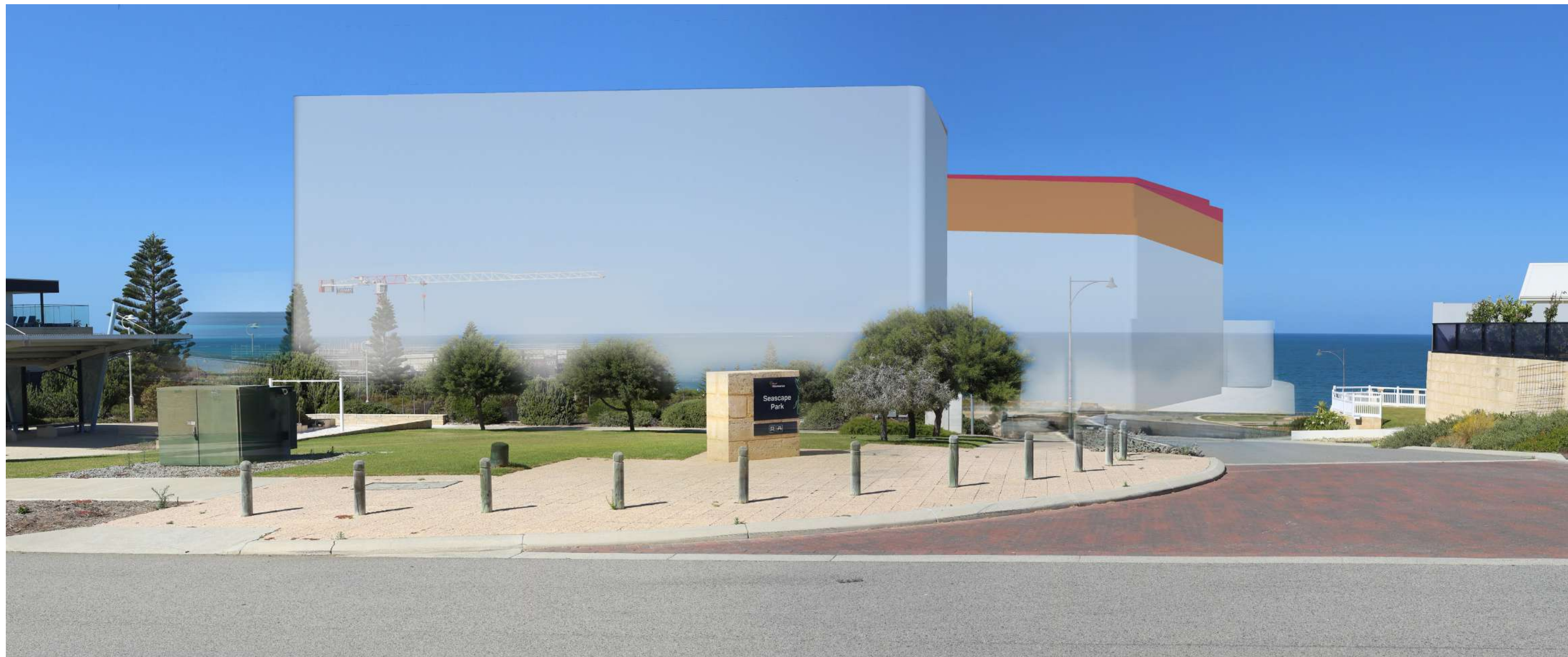
NTS



LOCATION - CROWSNEST WAY



NTS



LOCATION - SEASCAPE RD

Views from first floor rooms are affected by any development that responds to a restriction on height. The proposals do not change the impedance of panoramic views. The massing of the proposal includes a space that engages with the street resulting in an increased set back over a section of the street. Additional street tree planting which is absent presently also provides an interface with the street Arcadia.



NTS

LOCATION 2

TERRACE VISUALISATION

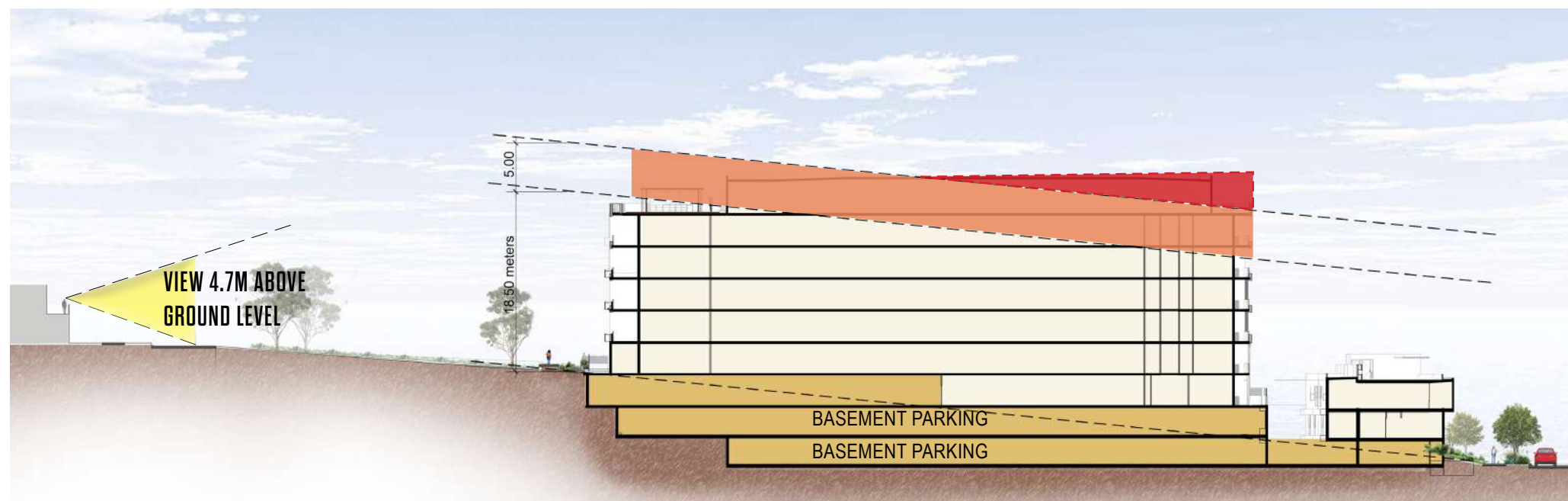
Visual massing of current design seen from Seascape Road.

Level 6 Roof Deck has been designed within the orange zone where the building fits between the maximum wall height and maximum roof height at 18.50m and 23.50m. Rather than constituting an additional storey, the roof deck form and functions as an open rooftop terrace to one side. It occupies only a limited portion of the red zone and maintains the intent of the roof form allowance without increasing the buildings perceived scale.

The roof form has a negligible impact on the building's overall appearance. The site's natural fall away from Maritime Drive substantially reduces the building's apparent height when viewed from the public realm. Consequently, the roof deck is not visually prominent and does not materially increase the building's bulk, scale of visual dominance with the streetscape. The proposed roof has insignificant visual effect.



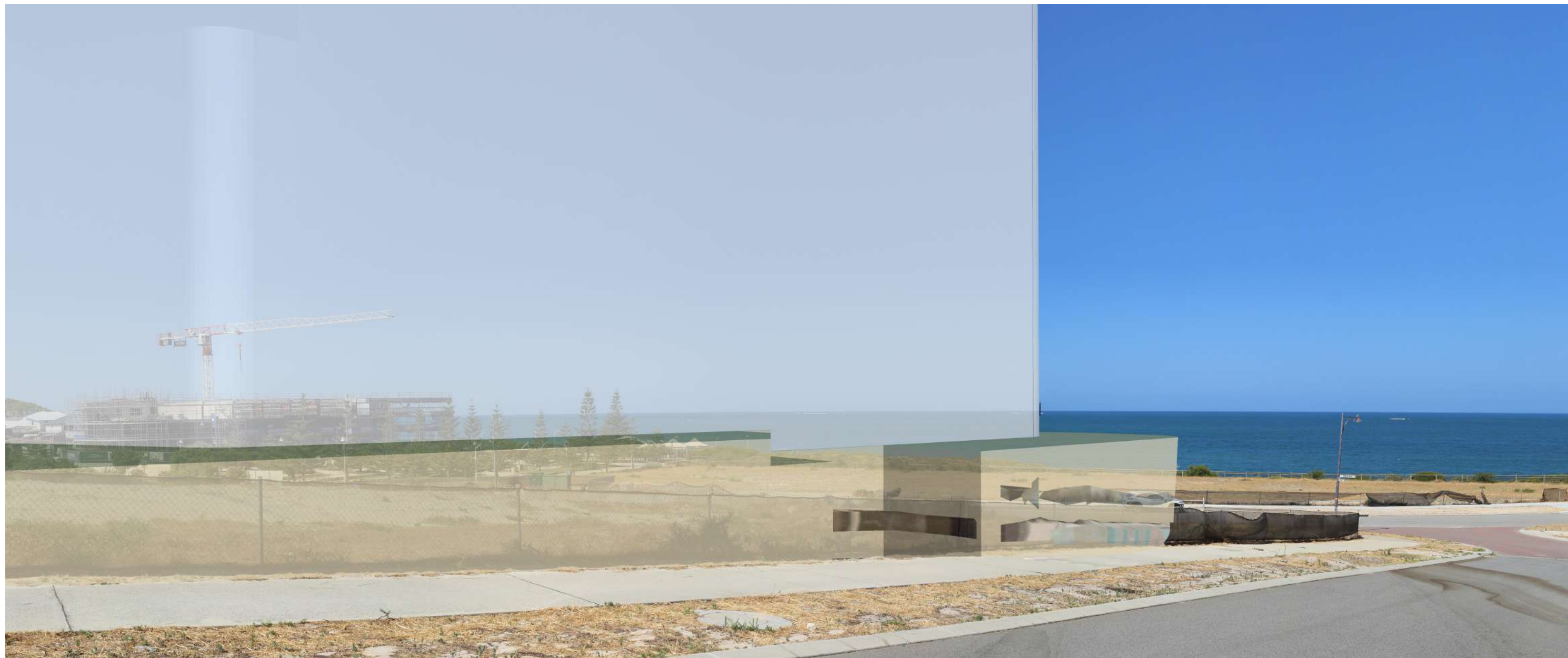
LOCATION - SEASCAPE RD 4.7M ABOVE GROUND LEVEL



- the red areas indicate where the building exceeds the maximum roof height of 23.5m specified in the structure plan.
- the orange areas represent the zone where the building fits between the maximum wall height and the maximum roof height @ 18.5m and 23.5m.



NTS



LOCATION - CROWSNEST WAY



NTS

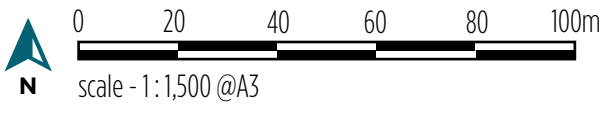


APPENDIX III

SECTIONS

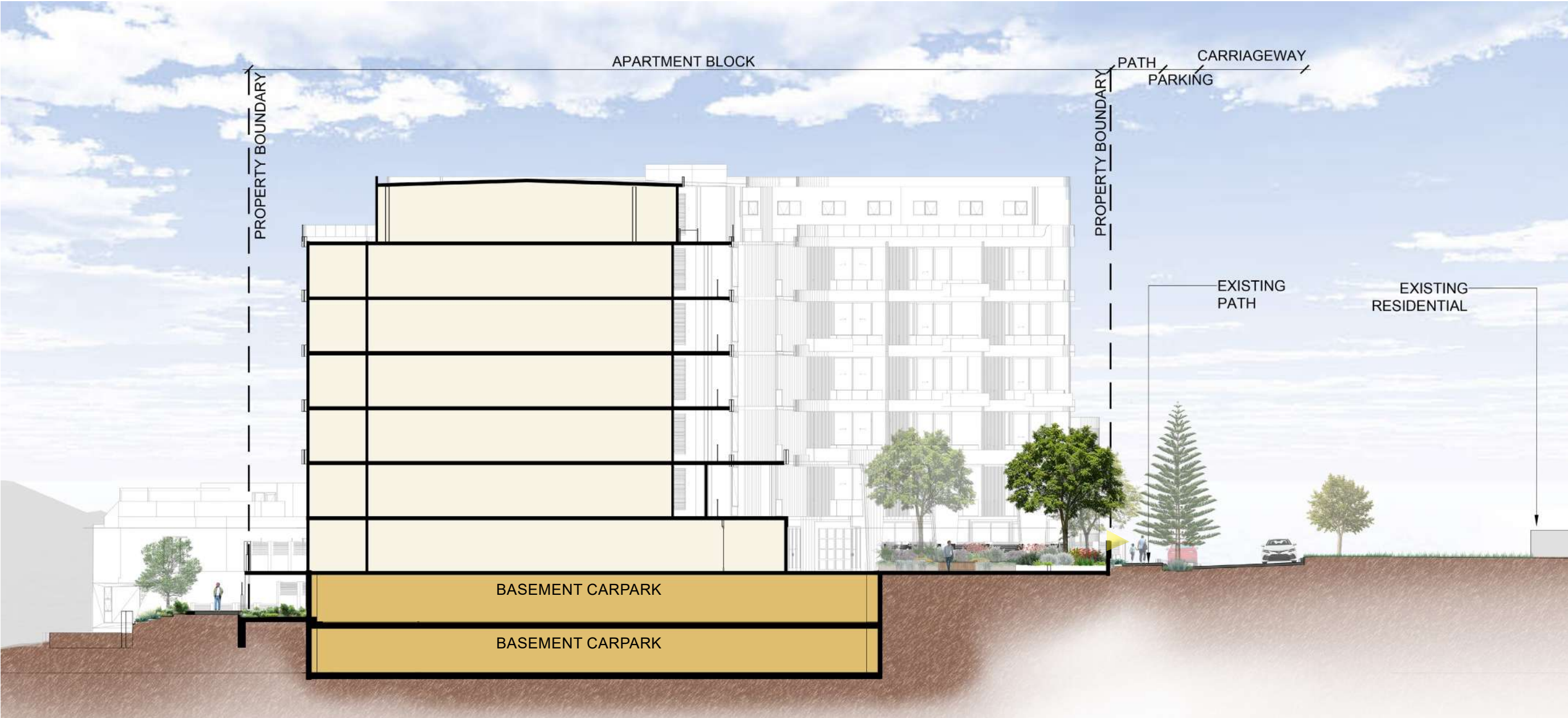


FIGURE 06
SECTIONS

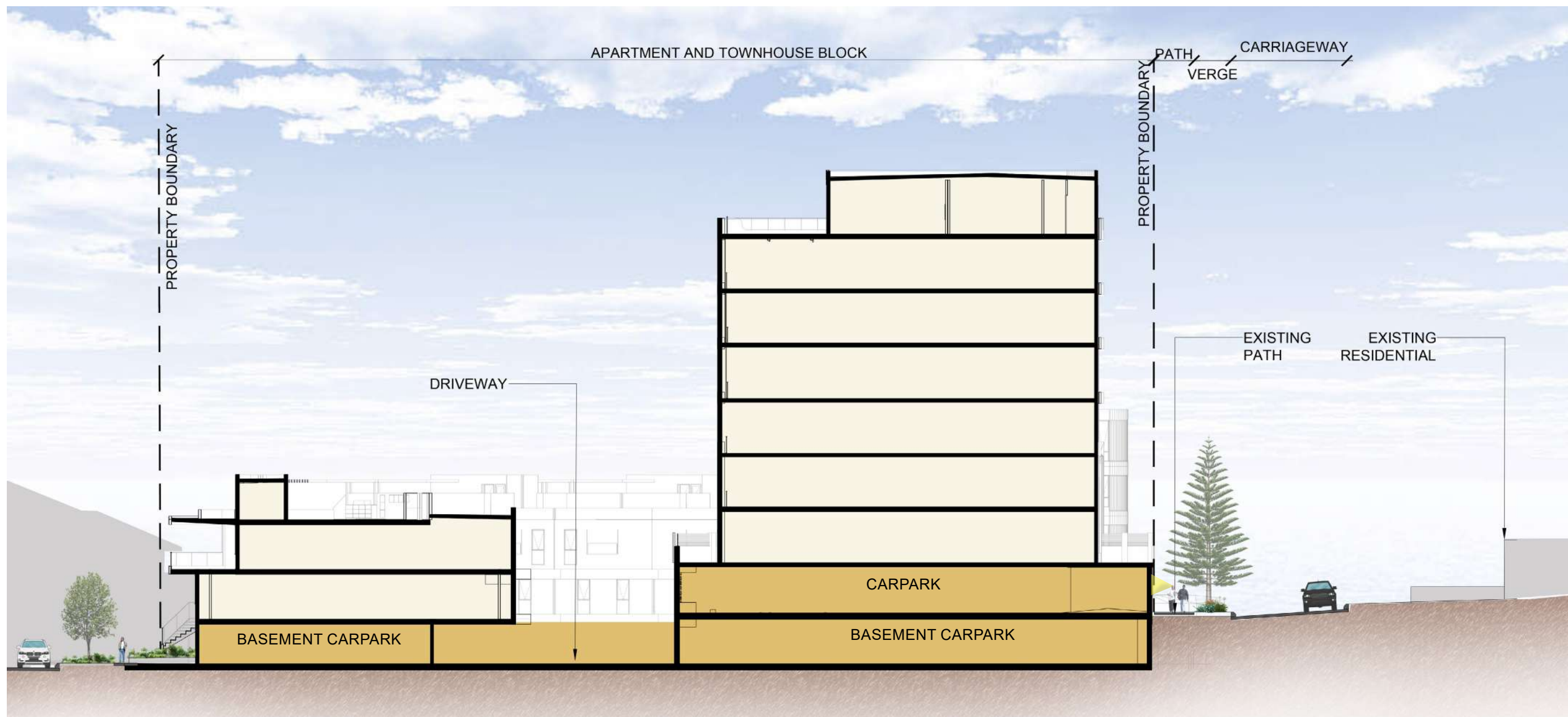


LEGEND:

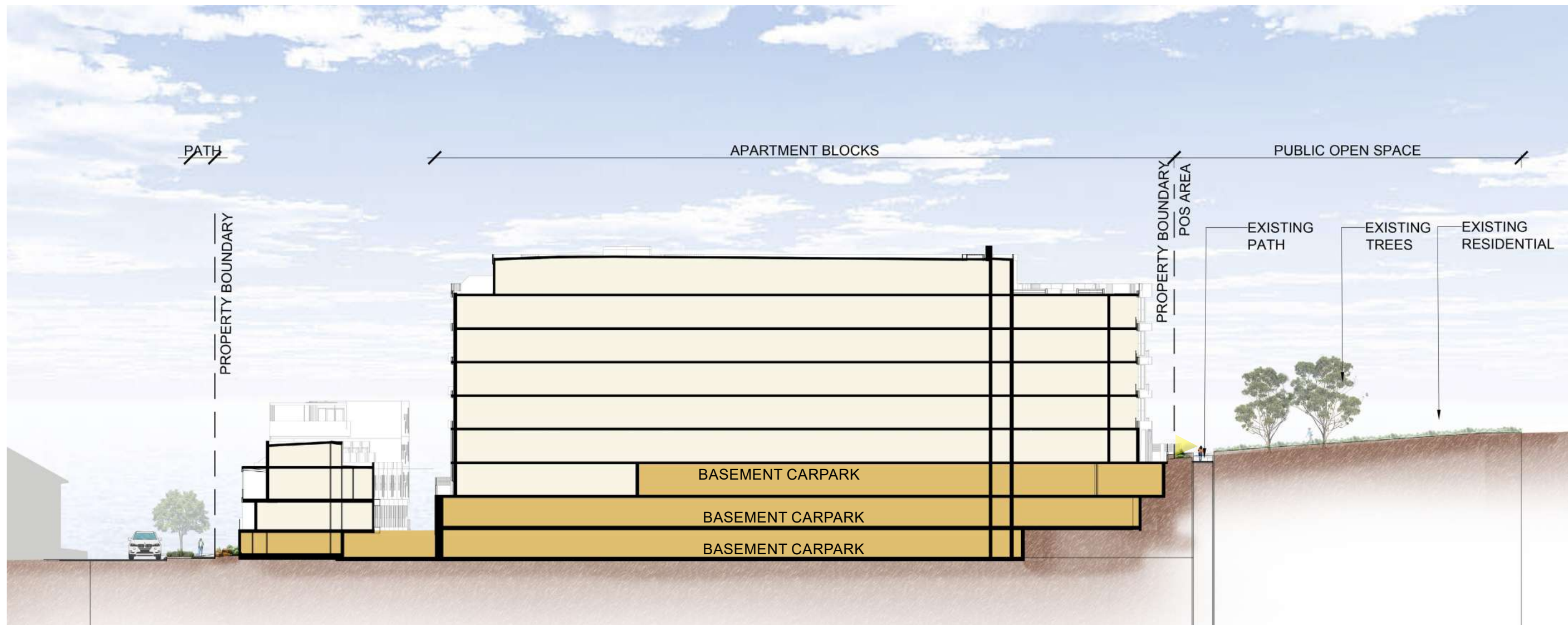
-  Development
-  Section line



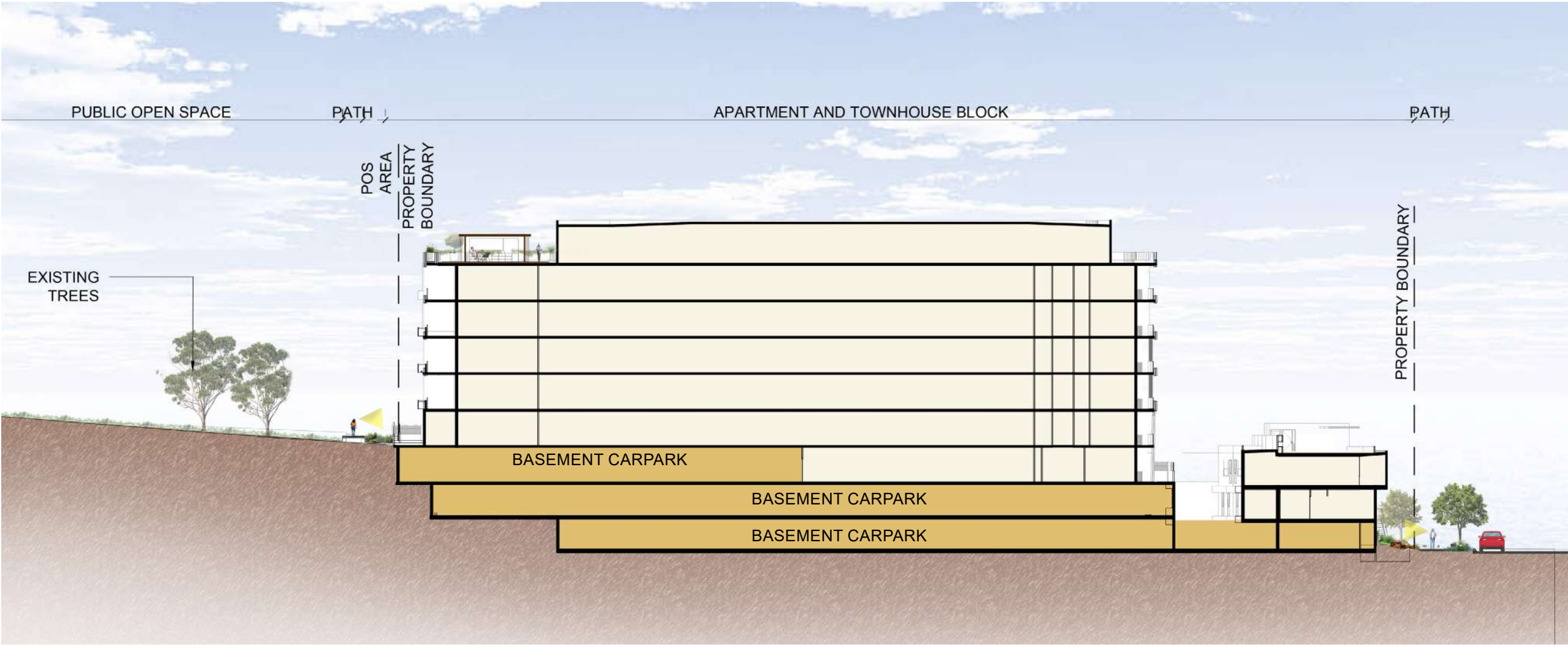
NTS



NTS



NTS



NTS



APPENDIX IV

FEATURE SURVEY OF SITE

