

## 17. Visual

### 17.1 Views from the Sea

#### 17.1.1 Simulation

When viewed from the water, the overall skyline of the development will be below the intense development on the hills behind, with no impact on the dominance of the major green ridges beyond. This is shown in **Figure 17-1**. The existing Portside Development and other developments along Shute Harbour Road are shown in **Figure 17-2** to provide a context for the background of the project.



■ Figure 17-1 Close Up View from Sea



■ **Figure 17-2 Portside Development**



■ **Figure 17-3 View from Sea - Distant**

### **17.1.2 Impact on Great Barrier Reef WHA**

Section 17.2.2 of the Supplementary Environmental Impact Statement discusses the view of the development from the ocean (and Great Barrier Reef World Heritage

Area). Figure 17.5 of the Supplementary EIS shows a view of the proposal from the breakwater, which coincides roughly with the inshore boundary of the WHA looking inland.

The proposal does not actually affect any views within the WHA. From the WHA boundary in Boathaven Bay, the project will be visible. The project is not considered to detract from the visual amenity of the WHA for the following reasons:

- ❑ The view from the boundary of the WHA looking inland at Boathaven Bay (and Pioneer Bay generally) is already extensively modified by developments including multi storey buildings and buildings that “terrace” up the steep Conway Ranges behind Airlie Beach
- ❑ Boathaven Bay, while providing a pleasant aspect, is not characteristic of the spectacular scenery for which the Great Barrier Reef is known.
- ❑ The area of the WHA from which the proposal can be seen is very small, consisting only of that part within Boathaven Bay. The shape of Boathaven Bay is such that the development is not visible from outside Boathaven Bay.

The project is not visible from the Great Barrier Reef Marine Park or from any waters outside Boathaven Bay.

**Figure 17-3** shows a visual simulation of the view from the mouth of Boathaven Bay.

## 17.2 Views from Land

### 17.2.1 Overview

The architects’ overarching intent is to provide the community with an active public waterfront that enhances Airlie Beach’s position as a major tourist destination.

In general, whilst buildings have been configured and massed to provide an appropriate three and four-storey built form edge to define key public areas such as the Civic Plaza and Boardwalk Promenade, view corridors have been created with lower structures (Sites C, E, K and J) and gaps between buildings to enhance view opportunities from the hills to the south and west.

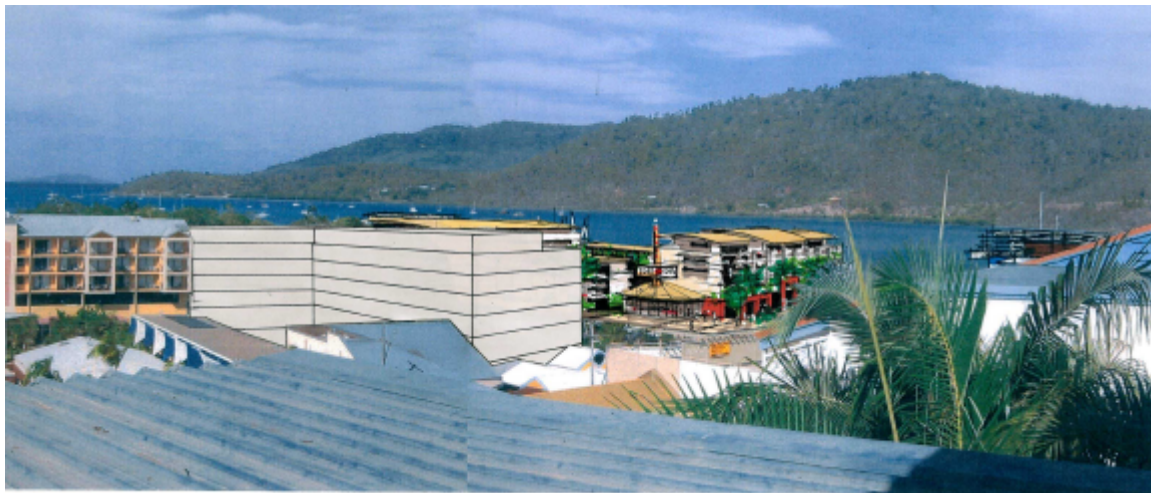
Vistas over the harbour will be created via the pedestrian walkway which is a visual extension of Shute Harbour Road through the site and the town square, an extension of Airlie Esplanade (**Figure 17-4**).

A view of the site from elevated properties is shown in **Figure 17-5**.





■ **Figure 17-4 View from Shute Harbour Road**



■ **Figure 17-5 View from Elevated Properties**

Around the perimeter of the marina harbour, the relatively low scale of the built form in relation to the breadth of the harbour basin, combined with the physical articulation of the buildings and the proposed landscape treatment, will maintain a village-like character and scale.

The concept of an integrated Master Plan will be extended from the planning process through the development process, with the application of architectural design guidelines to ensure all buildings contribute to the overall vision of the proposed Port of Airlie.

One of the keys to establishing a successful and memorable tourist destination involves the creation of a meaningful sense of place, defined by an architectural character that draws its inspiration from the local cultural and environmental context.

The buildings will be designed to reflect the tropical location, and a marine-based theme. An indicative design is provided in **Figure 17-6**.



■ **Figure 17-6 Example of Indicative Building Design**

A sense of lightness will be created by the use of deep roof overhangs, pergolas, shutters, fabric sails and other architectural devices designed to provide climate control and to visually break up the mass of buildings.

Landscaping, colour and graphics will be used to enhance the tropical theme and to provide a festive and contemporary atmosphere.

### 17.2.2 Modifications to Building Heights

In response to concerns regarding the compatibility of building heights with the existing planning scheme and following detailed discussions with Whitsunday Shire Council, the maximum height of most buildings has been set at 12 meters with many at only 1 and 2 floors. The exception to this is the hotel (Area A) and Area L (Seaview Apartments) which will both be five storeys.

In summary, the following changes have been made to building heights:

- ❑ Site A - Reduced from 6 floors to 5 floors
- ❑ Site B1 - New site included at 4 floors
- ❑ Site B2 - Reduced from 5 floors to 4 floors
- ❑ Site C - Remains at 2 floors
- ❑ Site E - Reduced from 5 floors to 3 floors
- ❑ Site F - Reduced from 5 floors to 4 floors
- ❑ Site G - Reduced from 5&2 floors to 4&2. floors

- ❑ Site H - Reduced from 5&2 floors to 4&2.
- ❑ Site L - Reduced from 6 floors to 5 floors
- ❑ Site M - Increased from 2 floors to 3 floors
- ❑ Site N - Remains unchanged at 2 floors.

**Figure 17-7** and **Figure 17-8** show several cross sections to demonstrate the extent to which views are impeded by buildings within the proposed Port of Airlie.

### 17.2.3 Modifications to Areas G and E

The massing of buildings on sites G and E in particular, have been modified to accommodate specific views from the adjacent Portside and Airlie Beach Hotel developments.

For area G:

- ❑ Building's maximum height has been reduced from 5 to levels 4 levels or 12 metres.
- ❑ Building's "wings" were then repositioned east/west to preserve the view line and outlook from the proposed Hotel over the harbour.
- ❑ The 3 level section of building G, fronting Coconut Grove has been moved away from the hotel a further 15 metres to accord with Council's proposed widening of Coconut Grove.

This is shown in **Figure 17-9**, **Figure 17-10**, **Figure 17-11** and **Figure 17-12** and provides an example of the types of modifications that can be made in response to adjacent land uses.

### 17.2.4 Modifications to Boat Maintenance Area

In addressing the concerns of Shute Harbour Road residents, the boat repair facility a further 100 metres seaward away from their properties. This has been achieved by the creation of a wide landscaped buffer and exit driveway along the full frontage of Shute Harbour Road.

In addition, the buildings within the maritime services facility have been moved further away and replaced with a landscaped carpark.

In the Marine Industrial Precinct, external work areas will be buffered by the landscape corridor and service road parallel to Shute Harbour Road, the landscaped public car park and the orientation of the low rise buildings themselves.

The net result of these changes is that the marina facilities work area and buildings are about 130 metres from our nearest adjoining neighbour.

## 17.3 Landscaping

### 17.3.1 Themes

The impact of the two to four-storey developments on views from the hills to the south of the site as well as to the west of the site is reduced with landscape buffers, gaps between buildings and the lower ground plane of the waterfront.

The external architecture for the project has been themed to encourage the village atmosphere so sought after by Airlie Beach residents, whilst creating world class public places and facilities. Landscaping, colour and graphics will be used to enhance the tropical maritime theme and to provide a festive and contemporary atmosphere.

An example of a landscape plan for Precinct G of the development is provided to demonstrate the style and theme of the landscape architecture proposed for the project. The landscape plan in **Figure 17-13** demonstrates the amount of attention which will be given to the “external” architecture of this project. Features include:

- ❑ A water sculpture at the end of the entry avenue to lead pedestrians into the Town Plaza or “Wave Court” and event space.
- ❑ A jetty lookout and observation point for visitors to safely observe the action in the harbour.
- ❑ Informal café dining areas overlooking the harbour.
- ❑ Interactive water feature in the pavement at the lead in to the Avenue at Coconut Grove.
- ❑ Sculptural water bodies leading pedestrians along a pedestrian link to a Community Common.

The outdoor design of the balance of the project will be considered similarly, making the proposed Port of Airlie Project a world class destination.

### 17.3.2 Plants

The types of plants to be used for landscaping have not been determined at this stage. Plant will be selected that are tolerant to the coastal conditions and wherever possible, coastal plants indigenous to the local area will be used, preferably propagated from local stock. Indigenous plants offer many advantages including compatibility with the surrounding environment, suitability to the climate and low maintenance needs.

Where indigenous plants do not provide sufficient screening, for example along the Shute Harbour Road boundary, alternative plants may be considered. Other factors in selecting non-indigenous plants over indigenous plants may be rapidity of growth or suitability for location above underground services.

## 17.4 Airlie Beach Hotel Proposed Extension

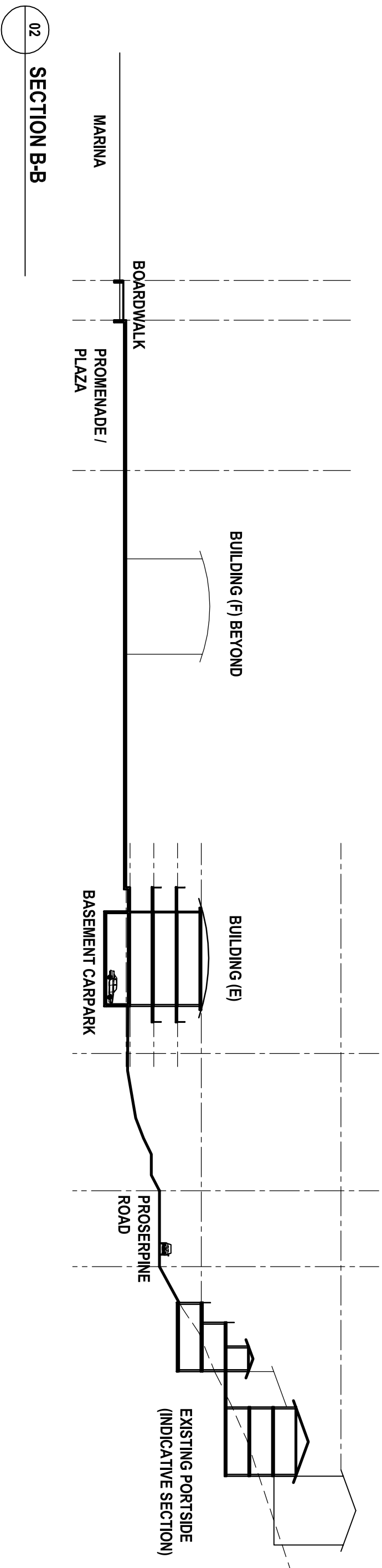
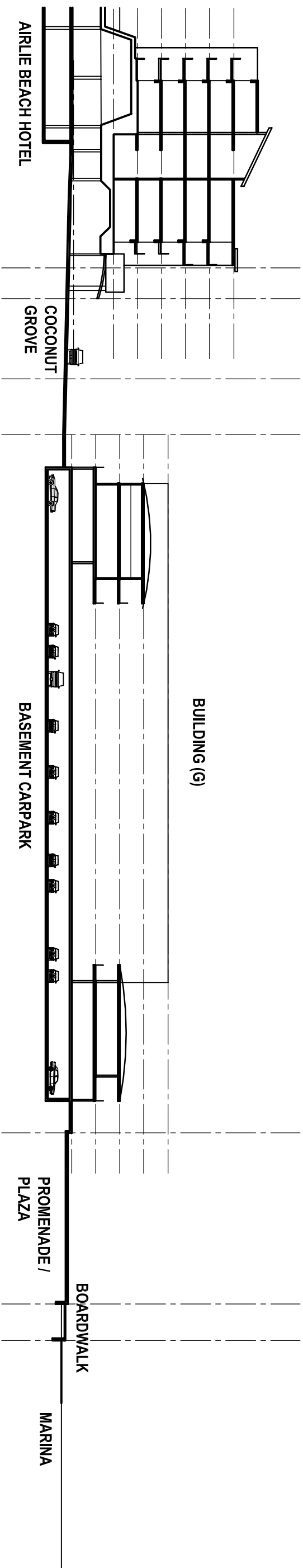
Comments made on building heights for the proposed Airlie Beach Hotel were based on plans of the development obtained from Whitsunday Shire Council.

## 17.5 Views during Construction

The construction site will be visible from elevated locations such as hotel rooms at Airlie Beach Hotel during construction.

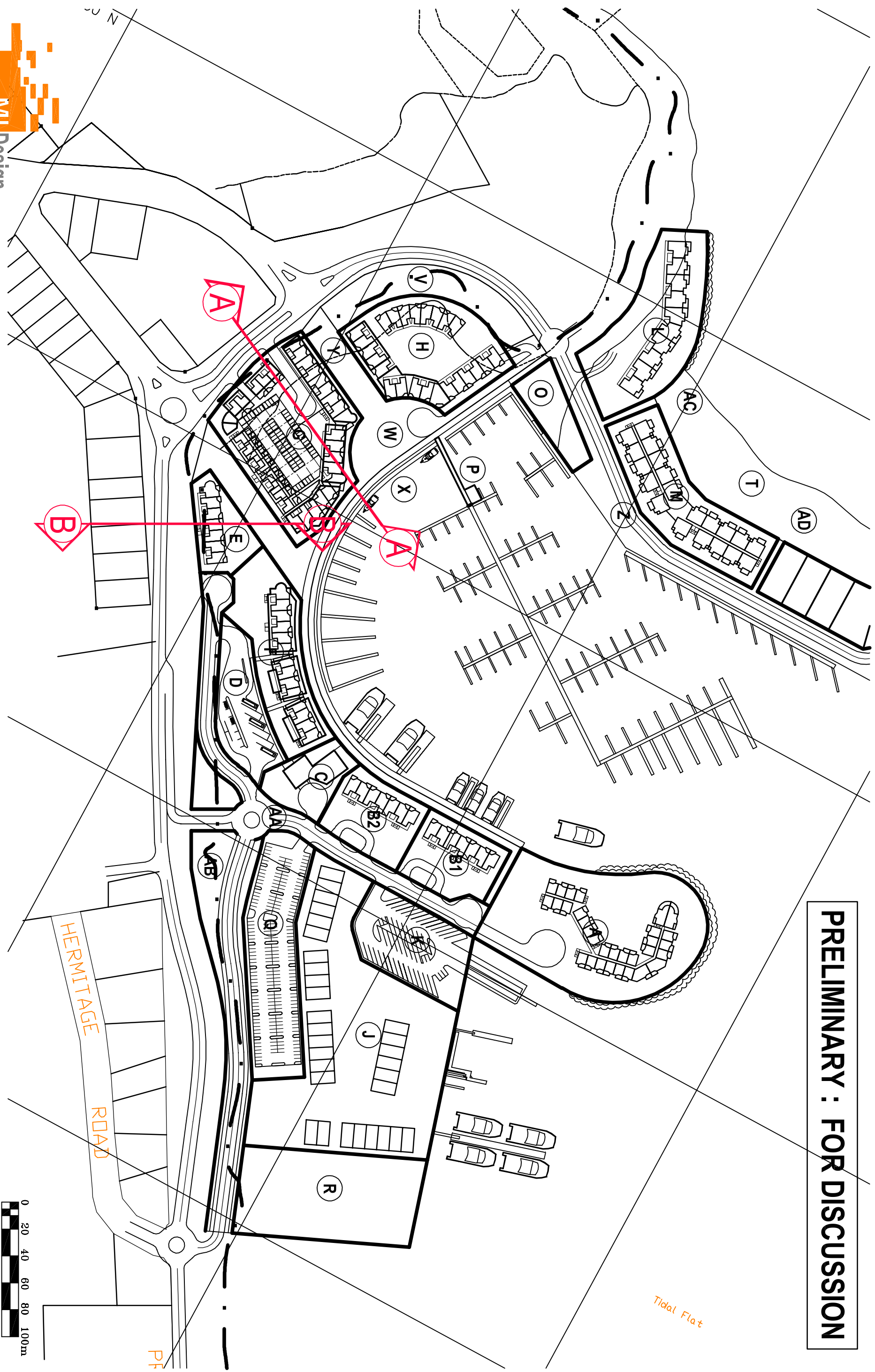
However, construction activities will be at ground level and will not obstruct views across the remainder of Boathaven Bay, Mandalay Point and the Conway Ranges.







PRELIMINARY : FOR DISCUSSION



PORT OF AIRLIE SECTION KEY PLAN

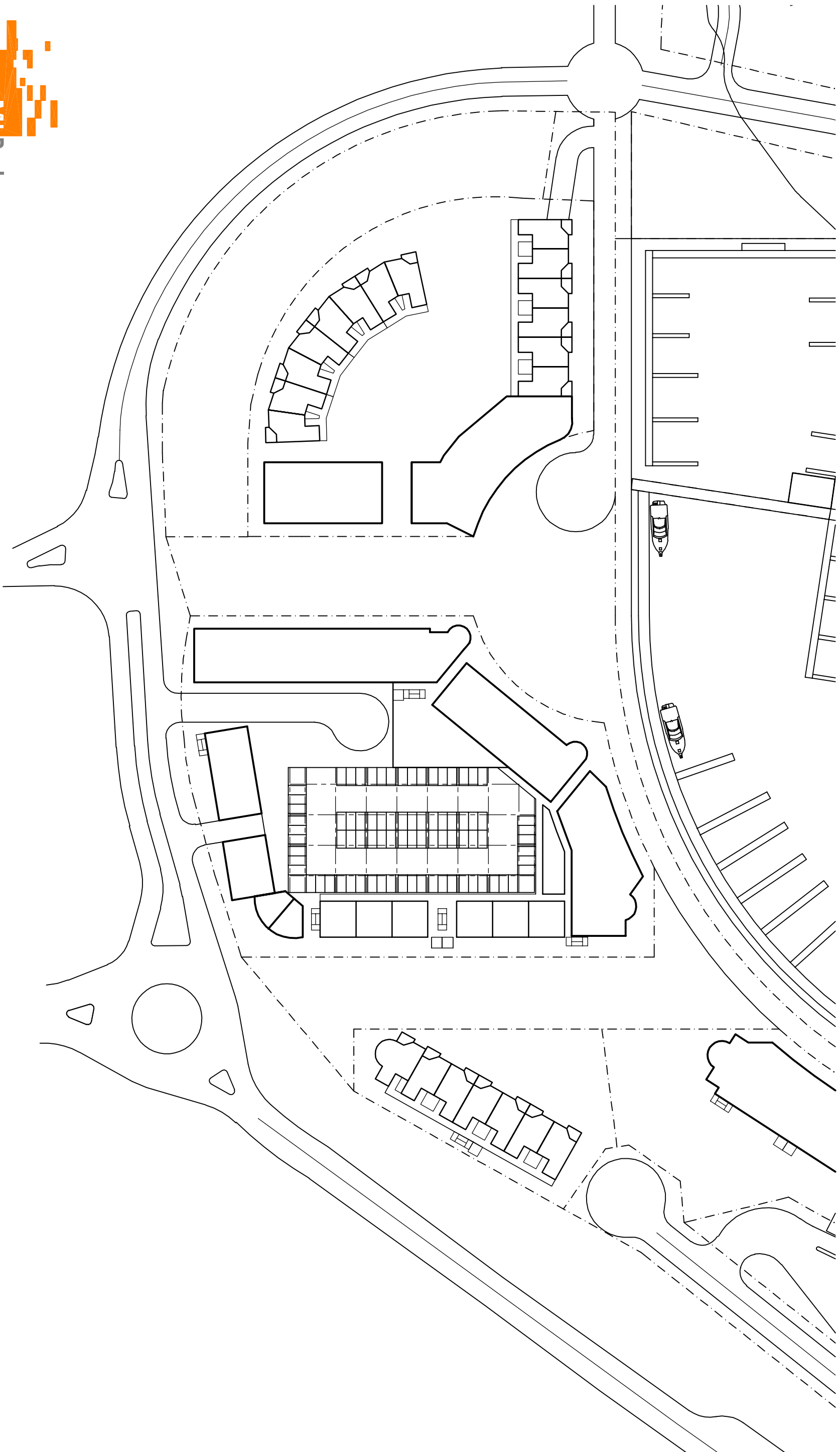
WINDWARD AIRLIE BEACH PTY LTD

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architects  
planners  
interior designers

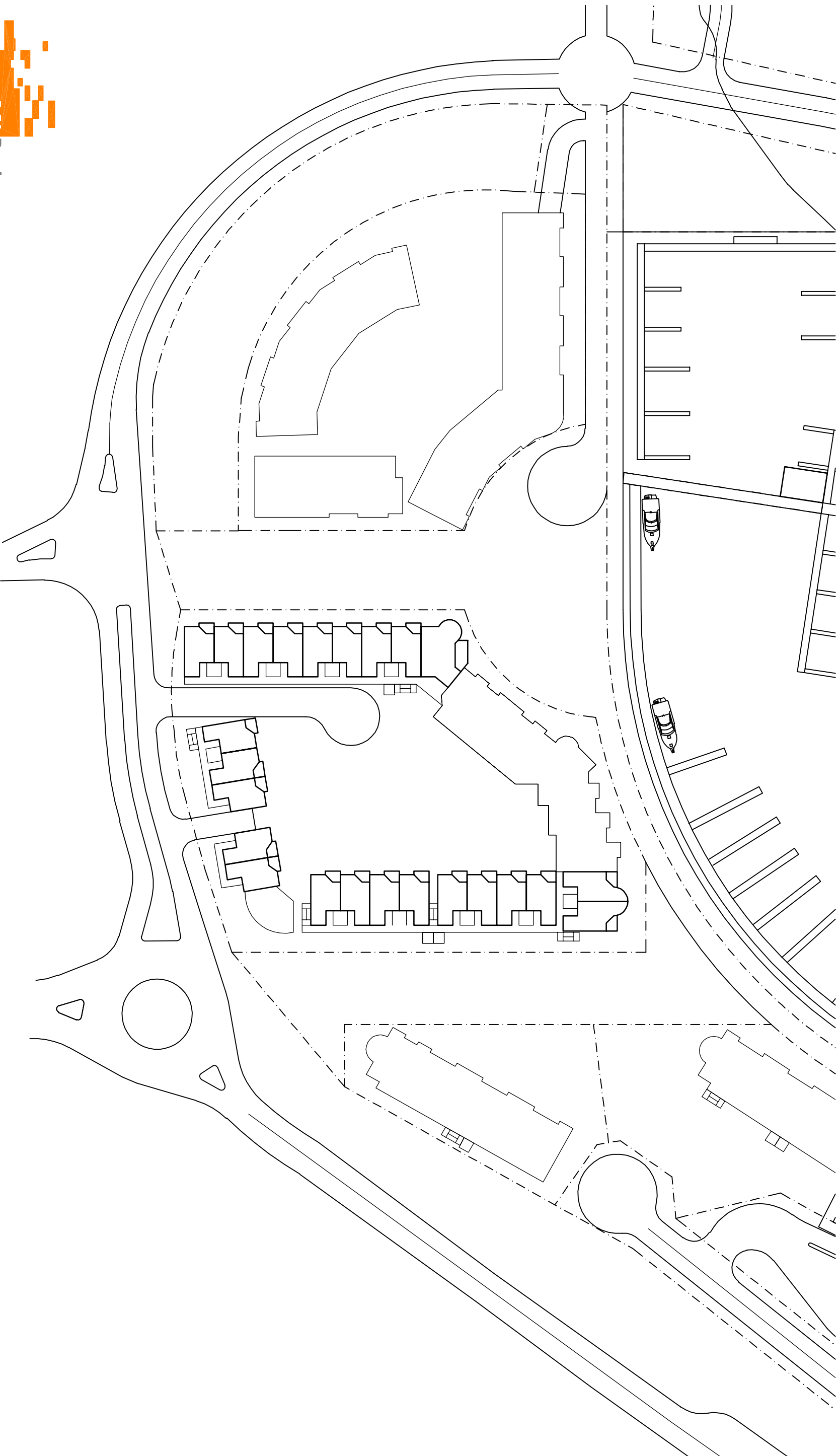
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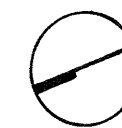


**PRELIMINARY : FOR DISCUSSION**





1. WATER SCULPTURE
2. "THE JETTY"- LOOKOUT AND OBSERVATION POINT
3. "WAVE COURT"- PUBLIC GATHERING AND EVENT SPACE
4. RAMPED ACCESS TO WAVE COURT
5. INFORMAL CAFÉ DINING
6. WATER'S EDGE- SPILLOVER DINING
7. ARBOUR
8. PERMANENT OUTDOOR MARKET SPACE
9. "THE AVENUE"- SHADED AXIAL LINKAGE SPACE
10. INTERACTIVE WATER FEATURE IN PAVEMENT
11. ENTRY FORECOURT
12. RESIDENT'S ENTRY
13. PORTE COCHERE
14. CASCADE
15. SWIMMING POOL
16. RAINFOREST GLADE- RESIDENT'S LAWN
17. SPA
18. COMMERCIAL TENNANCIES
19. COMMUNITY COMMON
20. WATER LADDER
21. TERRACES
22. TOWNHOUSE COURTYARDS
23. SCULPTURAL WATER BODIES
24. MEANDERING COMMUNITY PEDESTRIAN LINK
25. COCONUT GROVE



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