

5 November 2025

Jusmeet Atwal
Council of the City of Gold Coast
PO Box 5042
Gold Coast MC QLD 9726

Dear Jusmeet,

Response to Information Request for Preliminary Approval for Material Change of Use (Variation Request) at 203 Ashmore Road, Benowa (Council ref: MCU/2025/79)

In accordance with Section 13.2 of the Development Assessment Rules (*Version 3.0*) (**DA Rules**) and on behalf of *Benowa Gardens Holding Pty Ltd Atf* (the **Applicant**), please find below a full response to the information requested by the Council of the City of the Gold Coast (Council) on 2 June 2025 in relation to Preliminary approval for a Material change of use (Impact assessment) for a Mixed use development, including a Variation request pursuant to Section 61 of the Planning Act 2016 to vary the effect of the local planning instrument being City Plan, in accordance with the Benowa Gardens Plan of Development at 203 Ashmore Road, Benowa (Council Reference: MCU/2025/79).

This response is supported by the following documentation:

- **Appendix A** – Revised Concept Master Plan & Design Framework, prepared by Neylan Architecture, dated October 2025
- **Appendix B** – Revised Benowa Gardens Plan of Development, prepared by Urbis, dated 29 October 2025
- **Appendix C** – Supporting Plan of Development Maps, prepared by Neylan Architecture, dated 29 October 2025
- **Appendix D** – Site and Urban Context Report, prepared by Neylan Architecture, dated 28 October 2025
- **Appendix E** – Conceptual Statement of Landscape Intent, prepared by O2LA, dated 30 October 2025
- **Appendix F** – Revised Traffic Impact Assessment, prepared by TTM Colliers, dated 16 October 2025

Response to Information Request

Preamble

A meeting was held with Council officers on 21 July 2025 to discuss and work through the Request for Information (RFI) items for the Benowa Gardens proposal. This session included an architectural presentation outlining the design philosophies and associated concept plans that underpin the proposed design provisions.

The presentation detailed the key urban design drivers, built form outcomes, and public realm integration measures intended to guide the development. Council officers were generally supportive of the revised concept design and the associated design principles, noting that the approach responds positively to site context, planning scheme requirements, and community interface considerations.

The feedback received during the meeting has informed the responses provided in this RFI submission, ensuring that the design provisions are clearly aligned with the agreed concepts and the expectations discussed with officers, and suitably integrated into the Planning Framework proposed for this Preliminary Approval (Variation Request).

Planning Assessment

Item 1 – Building height

The proposal seeks to amend the Code height for the site from 2 storeys and 14m to:

- 22m for commercial podium uses, and
- 53m for residential uses.

The Neighbourhood centres zone code and the Making modern centres theme within the Strategic framework provide the following:

PO3(a):

“Development of a height that promotes the intended character of the zone.”

OO6.2.5.2(2)(d):

“Built form is of a height and density that complements its surrounding neighbourhood.”

SO3.4.1(8)

“In neighbourhood centres, building form is more intensive than surrounding neighbourhood areas, but provides a sensitive transition to nearby residential areas. Building height complements the surrounding neighbourhood.”

SO3.4.5.1(4)

“Building height in neighbourhood centres complements the planned function and desired future appearance of its surrounding neighbourhood.”

The surrounding area is characterised by predominantly low-rise development, with some mid-rise development being Pindara Hospital. While officers are not opposed to additional height at this

location to emphasise urban legibility, 53m tower form and 22m podium height is not considered to respect or complement this locality.

The proposed development at this height is not supported.

Furthermore, there is a lack of certainty in the scale that could be achieved as the Variation request does not provide specific outcome driven benchmarks which future development applications are to be assessed against.

While officers appreciate that the Development code has been drafted to be generally consistent with the High-rise accommodation code, sufficient parameters to warrant additional height has not been appropriately considered.

On this basis, the applicant is requested to:

- a) Meaningfully reduce the building height.*
- b) Amend the Variation request to provide benchmarks that correlate with any submitted drawings. This should consider the below (but is not limited to):*
 - *Number of tower forms*
 - *Tower separation*
 - *Floor plate dimensions*
 - *Variation in height and scale*
 - *Siting*
 - *Specific frontage landscaping treatments.*
 - *Building appearance controls / design intent.*

Response:

Council's above comments are noted and acknowledged.

With respect to Performance Outcome (PO)3(a) of the Neighbourhood centre zone quoted above, it is important to note that the proposal seeks to vary the effect of the Planning Scheme by applying a new, site-specific Plan of Development and Development Code. This deliberate approach has been taken due to the limitations of the current Neighbourhood centre zone code, which the site is considered to have evolved beyond.

The purpose of the Neighbourhood centre zone is to:

"...provide for a small mix of land uses to service residential neighbourhoods.

It includes small scale convenience shopping, professional offices, community services and other uses that directly support the immediate community."

However, as detailed in the common material, the broader locality of Benowa, in the context of surrounding suburbs including Ashmore and Bundall, is undergoing a period of transition, particularly with regards to

building form. This is evidenced by a number of existing and approved towers along the broader Ashmore Road corridor, including:

- 21 Ross Street with a height of 15 storeys
- 3 Racecourse Drive, with a height of 21 storeys
- Marina Residences, with a height of 7 storeys; and
- Pindara Hospital, with a height of 7 storeys.

Given the evolving character of the area, there is now an opportunity to deliver, mixed-use development that co-locates housing above commercial uses and maximises use of existing servicing and social infrastructure, directly responding to the growing demand for infill housing supply. This direction aligns with the City of Gold Coast's Local Growth Management Strategy, which explicitly identifies Neighbourhood Centres as growth areas capable of accommodating increased housing diversity and density.

The above context and considerations demonstrate the need for a variation to the existing Neighbourhood centre zone provisions and form the basis of the proposed site-specific development code. Therefore, having regard to the intended function and character of the Neighbourhood centre zone is not considered to be relevant.

Notwithstanding the above, the proposed provisions of the *Benowa Gardens Plan of Development* ('**Plan of Development**'), provided in **Appendix B**, have been revised to include more site-specific design controls to support the additional building height and provide greater certainty that the increases in height will have consideration to the surrounding amenity and development character.

These new design revisions aim to:

- Provide for built form that is responsive to the site's surrounding context through carefully managed building height, podium and tower articulation that reflects the character of the respective site frontages.
- Foster an 'urban village' that enhances the quality and activation of the public realm by promoting active frontages, landscaped interfaces, weather protection, and cross-block pedestrian connectivity.
- Ensure development supports a high standard of architectural design through requirements for vertical articulation, tower separation, and appropriate modulation to mitigate perceived bulk and scale.
- Improve overall site legibility, accessibility, and integration of uses by separating residential and commercial access, and providing clear wayfinding and pedestrian linkages.
- Support a distinctive and vibrant mixed-use precinct that respects local character, manages visual impact, and delivers an attractive and functional urban environment.

In direct response to item (a) above, while the proposed maximum building heights remain unchanged, the revised Plan of Development incorporates a number of design provisions that ensure building height, bulk and scale are appropriately treated to reduce visual impact. This includes the stepping-in of upper podium and tower levels to reduce perceived height. An architectural meeting was held with Council officers on 21 July 2025 to present the design philosophies and associated concept plans that form the basis of these design provisions. Officers were generally supportive of the revised concept design and associated design principles.

In response to item (b) numerous new provisions have been incorporated to address each of the matters raised. **Table 1** below identifies what provisions relate to which matter, and how it will control future development design.

Table 1 Plan of Development provisions responding to information request matters

Matter	Relevant POs/AOs	Explanation of Control / How Addressed
Number of tower forms	AO4/PO4	<ul style="list-style-type: none"> Tower locations are controlled via the building height map
Tower separation	PO8/AO8.1	<ul style="list-style-type: none"> AO8.1 sets a minimum 12m tower separation unless mitigated by design provisions outlined in corresponding PO8 that prioritises protection of adjacent amenity and view corridors
Floor plate dimensions / tower lengths	PO8/AO8.2	<ul style="list-style-type: none"> Addressed as new AO/PO with specific requirements where exceeding 750m² (per City Plan) to include suitable recesses/articulation to reduce bulk When exceeded, deep recesses and height variation are mandated to reduce perceived building bulk.
Variation in height and scale	PO8/AO8.2	<ul style="list-style-type: none"> PO8 promote vertical variation to create architectural interest, reduce bulk and support a distinct skyline. AO8.2 requires height changes around recesses to create variation in building height and break visual massing
Siting	PO2/AO2, PO7/AO7	<ul style="list-style-type: none"> AO2/PO2 applies setbacks to the podium consistent with the Neighbourhood centre zone code AO6/PO6 applies setbacks to the towers consistent with the High-rise accommodation code
Specific frontage landscaping treatments	PO16/AO16, PO17/AO17	<ul style="list-style-type: none"> PO16/AO16 require architectural or landscape screening of parking PO17/AO17 requires frontage landscaping consistent with Landscape code (PO1), plus additional criteria to assist in break up podium mass.
Building appearance / design intent	PO3/AO3, PO6, PO7, AO7.2, AO11.2–11.3, AO16, PO14, AO14.2	<ul style="list-style-type: none"> All provisions in the revised code control design and siting to some extent AOs/POs identified to the left control façade articulation (e.g. vertical breaks, materials), visual interest, and activation. PO5 has pulled in the uplift test design criteria to provide certainty of a high quality architectural outcome given increased height AO11.2–11.3 define how different corner interfaces are treated architecturally. PO14/AO14.2 ensure towers have distinct residential entries. AO16 governs the treatment of exposed parking to maintain visual quality.

Podium heights	PO1/AO1, PO2/AO2, PO3/AO3	<ul style="list-style-type: none"> PO1/AO1 set maximum podium heights by street. PO2/AO2 require setbacks to interface with the public realm. PO3/AO3 address façade articulation to reduce visual bulk.
Tower heights	PO5/AO5, PO6, PO8, PO10.2	<ul style="list-style-type: none"> PO5 references the building height map which will be reiterated in Overall Outcomes PO5 has pulled in the uplift test criteria given the proposal seeks an uplift
Cross-block links	PO12/AO12.1-12.3	<ul style="list-style-type: none"> AOs/POs provided requiring the delivery of cross-block links in the form of gallery voids with a minimum 8m width, delivering one north-south and one east-west
Residential yield Commercial GFA	AO18/PO18, AO19/PO19	<ul style="list-style-type: none"> AO17/PO17 – Maintains maximum 1,500m² tenancy for Shops AO18/PO18 – Allows for 4,000m² anchor tenancy GFA

This is a complete response to this information request item.

Item 2 – Requested amendments to the Benowa Gardens Plan of Development

The applicant is requested to clarify / amend the Benowa Gardens Plan of Development as follows:

Section 2. Application:

- Amend point (2) to state City Plan Version 11.
- Amend point (3) to state that where there is a conflict between the Benowa Gardens Plan of Development and the conditions of approval contained in the decision notice, the conditions of approval prevail to the extent of the inconsistency.
- Amend part 2.3 – currency period to 10 years. Officers are not comfortable in supporting a currency period of 15 years.
- Define ‘Anchor tenancy.’

Section 3 Tables of Assessment

- In Table 1, amend the code title from ‘Benowa Gardens Code’ to ‘Benowa Gardens Development Code’ consistent with Section 4, and amend ‘Benowa Gardens High-rise Accommodation Design Code’ to ‘Benowa Gardens High-rise Accommodation Code’ consistent with Section 5 (or vice versa).
- Delete ‘Shop’ for anchorage tenancy (e)(ii) as Accepted subject to requirements as this is identified as Code assessment.

Section 4 Zone Code & Section 5 Development Code

- The codes speak to ‘Map 1’ and ‘Map 2’ which are not consistent with the provided height and density map names. Amend the title references accordingly.
- Amend Table 1 from AO1.2 to RO1.2.
- Amend Table 2 from PO12, AO12 and AO1.2 to PO1, AO1.1 and AO1.2
- Include / amend assessment benchmarks that relate to the concept plans in determining the built form is appropriate (as per item 1.b. of this information request).

- k) For tracking/record keeping purposes, it is requested that an additional provision be included requiring the lodgement of a GFA and density summary with every new development application.

Plans and drawings

- l) Amend the Density map to state the correct density. Officers have calculated 1 bed / 19m² based on 885 bedrooms. Remove any redundant density numbers that may cause confusion.
- m) Amend the Building height map to remove "approx."

Response:

For ease of reference, the above items have been responded to in the table below:

Section 2. Application:	
a) Amend point (2) to state City Plan Version 11.	All references to City Plan within the document are now followed by '(version 11)'.
b) Amend point (3) to state that where there is a conflict between the Benowa Gardens Plan of Development and the conditions of approval contained in the decision notice, the conditions of approval prevail to the extent of the inconsistency.	This has been incorporated as requested.
c) Amend part 2.3 – currency period to 10 years. Officers are not comfortable in supporting a currency period of 15 years.	See detailed response below this table.
d) Define 'Anchor tenancy.'	<p>A new administrative definition is proposed in Schedule 6 of the revised Benowa Gardens Plan of Development. 'Anchor tenancy' has been defined as follows:</p> <p><i>Means a single Shop tenancy within the development that functions as the primary retail attractor for the site, typically occupying a gross floor area greater than 1,500m² and up to a maximum of 4,000m².</i></p> <p><i>The anchor tenancy provides a central retail or supermarket offering</i></p>

	<i>that supports the viability of smaller surrounding tenancies and sustains the commercial role of the centre.</i>
Section 3 Tables of Assessment	
e) <i>In Table 1, amend the code title from 'Benowa Gardens Code' to 'Benowa Gardens Development Code' consistent with Section 4, and amend 'Benowa Gardens High-rise Accommodation Design Code' to 'Benowa Gardens High-rise Accommodation Code' consistent with Section 5 (or vice versa).</i>	Section 5 has been amended as 'Benowa Gardens Development Code' and Section 6 to 'Benowa Gardens High-rise Accommodation Code'. References in the Tables of Assessment have been updated to reflect this.
f) <i>Delete 'Shop' for anchorage tenancy (e)(ii) as Accepted subject to requirements as this is identified as Code assessment.</i>	See detailed response below this table.
Section 4 Zone Code & Section 5 Development Code	
g) <i>The codes speak to 'Map 1' and 'Map 2' which are not consistent with the provided height and density map names. Amend the title references accordingly.</i>	Title references have been amended as requested.
h) <i>Amend Table 1 from AO1.2 to RO1.2.</i>	Amended.
i) <i>Amend Table 2 from PO12, AO12 and AO1.2 to PO1, AO1.1 and AO1.2</i>	Amended.
j) <i>Include / amend assessment benchmarks that relate to the concept plans in determining the built form is appropriate (as per item 1.b. of this information request).</i>	See detailed response below this table.
k) <i>For tracking/record keeping purposes, it is requested that an additional provision be included requiring the lodgement of a GFA and density summary with every new development application.</i>	See detailed response below this table.
Plans and drawings	
l) <i>Amend the Density map to state the correct density. Officers have calculated 1 bed / 19m² based on 885</i>	The residential density map has been amended to correct the residential density for the site. Refer to updated

<i>bedrooms. Remove any redundant density numbers that may cause confusion.</i>	Plan of Development Maps in Appendix B.
<i>m) Amend the Building height map to remove "approx."</i>	The building height map has been amended to remove "approx.". Additionally, the maps have moved to using Australian Height Datum (AHD) for building height maps to provide a consistent, fixed reference point that accounts for the site's slope and varying ground levels, ensuring clarity and accuracy across all frontages. This approach keeps the maps broad and flexible, avoiding overly prescriptive footprints and allowing detailed design to be refined at the MCU stage while still complying with maximum height limits. Refer to updated Plan of Development Maps in Appendix B.

Item (c) – Currency Period

In response to Council's request to reduce the currency period down to 10 years, it is respectfully requested that the proposed 15-year currency period be retained.

The request for an extended currency period reflects the scale, complexity, and multi-staged nature of the proposed development and is consistent with other major mixed-use redevelopment projects of a similar strategic character across the City. The Benowa Gardens Plan of Development establishes a long-term framework to guide redevelopment of the site in a coordinated manner, and it is expected that implementation will occur incrementally over multiple stages in response to market demand and delivery sequencing.

A 15-year currency period provides the necessary flexibility to:

- accommodate the staging of major enabling infrastructure and podium works before residential and commercial components are realised;
- reflect the long lead times associated with large, integrated centre redevelopments, which typically require extensive design, funding, and approval sequencing;
- ensure the Plan of Development remains current and implementable throughout the full redevelopment horizon, avoiding the inefficiency of requiring premature extensions or re-lodgement of a largely identical approval.

Importantly, the 15-year period does not alter Council's ability to manage design quality and built form outcomes, as all future development will remain subject to assessment against the Plan of Development and its design benchmarks. The longer timeframe simply ensures the Variation Approval can achieve its intended

role as a comprehensive framework guiding the site's evolution, consistent with the *Planning Act 2016* and the City's strategic growth objectives.

On this basis, it is considered that the proposed 15-year currency period is reasonable and justified given the nature of the project and should be supported.

Item (f) – Accepted development, subject to requirements

The above clause has been included in Accepted, subject to requirements in the event that the existing anchor tenancy discontinues for a sufficient period to forfeit its use rights, a new Shop tenancy may lawfully commence without triggering unnecessary re-assessment of the established Shop.

This maintains operational continuity of the site and avoids an unintended regulatory gap, while still capping the maximum anchor tenancy GFA at 4,000m² to ensure consistency with the intent of the Benowa Gardens Plan of Development and the supporting Neighbourhood Centre function.

This is a complete response to this information request item.

Item (j) – Reference to Concept Plan

It is not considered necessary or appropriate to reference the Concept Master Plan within the Plan of Development itself. The proof-of-concept plan was prepared as a non-binding illustrative tool to demonstrate how the site could be developed in accordance with the benchmarks of the Benowa Gardens Plan of Development, rather than to prescribe a fixed development layout or outcome.

The purpose of the Plan of Development is to establish a statutory framework of assessment benchmarks that ensure any future proposal will achieve the key built form, landscape, and public realm outcomes demonstrated in the concept plan, while retaining the necessary flexibility to respond to market, design, and infrastructure considerations over the life of the approval.

The Plan of Development already incorporates a detailed suite of provisions that achieve the intent of 1(b) of this information request, as detailed in the response to Item 1 above.

To embed the proof-of-concept plan as a referenced document would limit the adaptive flexibility that is fundamental to a Variation Approval of this scale and timeframe. The current level of prescription within the Plan of Development is considered sufficient to ensure that future development will deliver the same design quality, urban structure, and landscape outcomes illustrated in the concept plan.

Item (k) – GFA and Residential Density Summary

It is understood that Council's request seeks the inclusion of a provision within the Plan of Development requiring the submission of a schedule summarising non-residential GFA and residential density for record-keeping purposes.

This has not been included, as it is not considered to represent a development outcome that should form part of an assessment benchmark within a statutory planning instrument. Assessment benchmarks are intended to guide and measure the performance of development outcomes, rather than administrative record-keeping matters.

It is assumed that Council's intent in seeking this inclusion is to ensure that the implications of future development on infrastructure capacity and the Centres Hierarchy can be appropriately considered at the time of any subsequent development application. However, the Benowa Gardens Plan of Development

replicates the non-residential land use provisions currently applying under the Neighbourhood centre zone of the City Plan. Therefore, the future commercial GFA enabled through this Plan of Development, other than the defined anchor tenancy, is consistent with what could currently be delivered under code assessment in the existing zone without further consideration of the Centres Hierarchy. Infrastructure capacity can be appropriately assessed on a case-by-case basis as part of any future development application.

With respect to residential density, the common material includes a Water and Sewer Network Capacity Assessment confirming that the proposed density can be supported by existing infrastructure networks. Furthermore, the residential yield will be secured through the Residential Density Map referenced in the Plan of Development, such that any increase beyond that density would automatically trigger impact assessment.

In any case, Council retains the ability to request confirmation of existing and/or approved GFA at the time of assessment via an information request under the Development Assessment Rules.

For these reasons, it is not considered necessary or appropriate to include this administrative requirement as an assessment benchmark within the Plan of Development. The existing provisions already ensure that both commercial and residential yield can be appropriately managed and monitored through established statutory mechanisms.

Item 3 – Staging

The concept plans provide a staging plan. The applicant is requested to clarify the intended staging of the development for the purpose of delivering infrastructure and any required works.

Response:

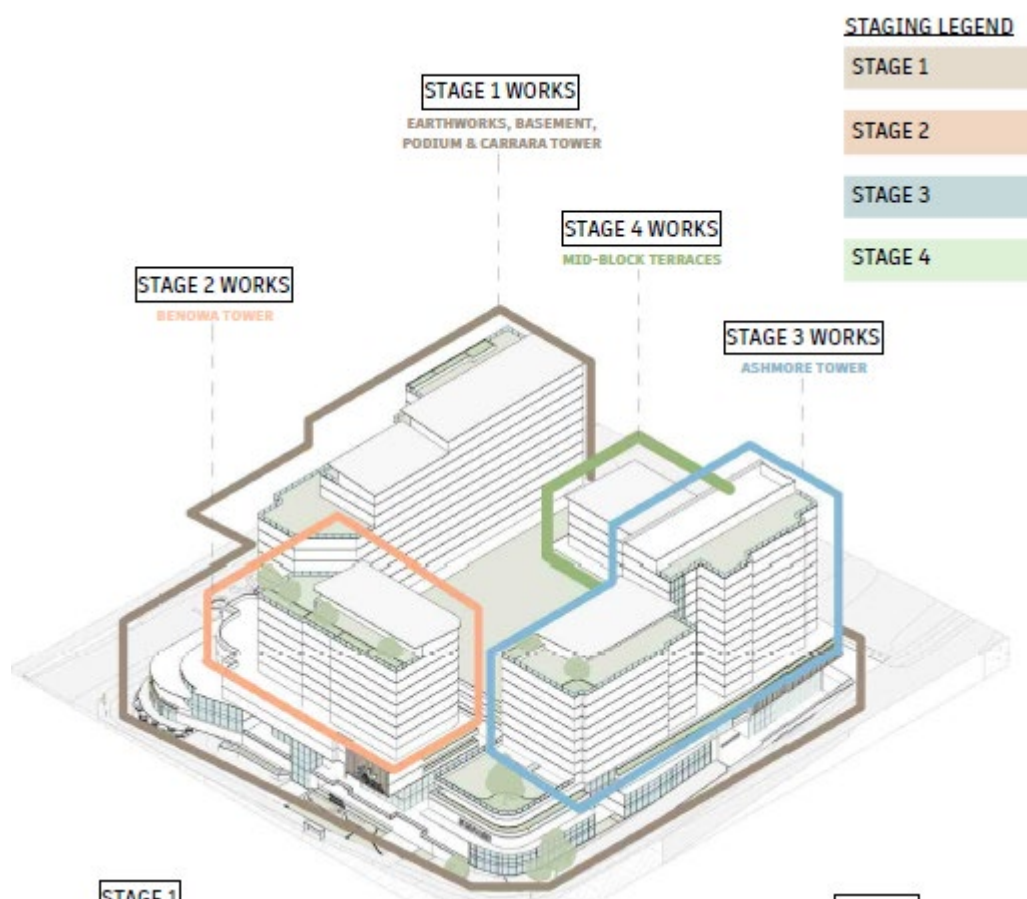
The proposed development is envisaged to be delivered across four stages, being:

- Stage 1 – Earthworks, basement, podium and Carrara Tower
- Stage 2 – Benowa Tower
- Stage 3 – Ashmore Tower; and
- Stage 4 – Mid-block terraces.

This reflects the below Staging Plan, included in **Appendix C**, which has also been incorporated as a Performance Outcome in the Plan of Development in **Appendix B**.

Given the entirety of the basement and podium levels will be delivered as part of Stage 1, the balance of the development will have necessary services, infrastructure and car parking available at the time of construction.

Figure 1 Staging Plan



Architecture Assessment

Item 4 – Development bulk, height, form and scale

Officers have significant concerns regarding the proposed development's bulk, height, form, and scale, particularly regarding its response to the urban context, street interface, and local character. The proposal currently presents as dominant and bulky with insufficient consideration to the overall urban design and site context, street interface, podium height, tower heights, tower form and mass, tower orientation and setbacks.

The development is located in the Neighbourhood centre zone and seeks a maximum building height of approximately 12-15 storeys or 53m, where 2 storeys and 14m is envisaged currently for the zone. Officers are supportive of additional height, however the additional height above the mapped height is subject to satisfying the built form criteria within the City Plan.

Officers have significant concerns with the current heights proposed for both the towers and the podium which are not consistent with the envisaged suburban character of the area and would result in a dominant and intensive built form outcome particularly to the corner of Benowa Road and Carrara Street.

The predominant height in the local area ranges from approximately 1–3 storeys with the exception of two developments being the Pindara Private Hospital car park which is approximately 5 storeys, (however this is well set back from the street frontage, behind other developments) and the recent Lady Small Haven retirement village in Allchurch Avenue to the north, which is approximately 300m away behind Benowa Primary School. The proposal will be significantly taller than any other local development and in conjunction with the bulk, floor plate size, orientation and design results in a development form dominated by bulky, large buildings which will have concerning dominant visual impacts to the local area.

In addition to concerns with the proposed building heights, the proposed towers have the following building lengths and approximate floor areas:

- Benowa tower: 76m building length, 2238m² floor plate
- Ashmore tower: 87.5m building length, 2766m² floor plate
- Carrara tower: 111m, 2670m² floor plate.

The very large floor plates and long building lengths contribute to the dominance, bulk and scale of the built form which will result in an urban wall effect, particularly when viewed from the north-west as demonstrated in the visual impact assessment perspectives.

Of further concern are the minimum tower street setbacks appear to range from 5m to Ashmore Road, 6.5m to Benowa Road and 8.2m to Carrara Street, with minimum separation of approximately 11.5m between the Benowa and Ashmore towers at the south-west corner. Due to the combination of the above significant issues the proposal is currently not considered to respond appropriately to the site context, constraints and urban context.

Officers suggest that the envisaged more intense development incorporating car parking, commercial, retail and residential uses can be achieved on the site, however in a revised built form outcome which incorporates a more site responsive ground plane, low rise podium, and compact, slender tower forms incorporating the following recommendations:

Podium:

- a) Reduce the building height, particularly at the Ashmore Road / Benowa Road intersection (as represented in the conceptual perspectives).
- b) Introduce significant physical breaks through the podium to the sky (similar to the proposed open gallery space or an open to sky forecourt) and incorporate internal cross block links and entrances that are based on pedestrian movement patterns from anticipated patrons from the adjoining hospital, schools, residents, and intersection.
- c) Incorporate entry forecourt areas and public seating spaces, landscaping pockets, and active uses to the podium street frontages to improve wayfinding, legibility and sense of arrival.

d) *Sleeve all car parking with active uses.*

Towers:

- e) *Reduce the tower heights (subject to addressing further design refinements).*
- f) *Provide physical separation between the Carrara and Benowa towers to allow views through the site, to break down the bulk of the built form and urban wall appearance of the towers.*
- g) *Reduce the tower lengths to a maximum of 55m each*
- h) *Increase the tower street setbacks to a minimum 10m*
- i) *Increase tower separation to a minimum 12m*
- j) *Introduce variation in tower height, articulation, and modulation to reduce the urban wall effect.*
- k) *Submit an urban design context and site analysis demonstrating how the revised built form responds appropriately to local character and context.*

Response:

As noted in response to Item 1 of this information request, the revised Plan of Development, provided in **Appendix B** now includes numerous site-specific design and siting provisions that aim to reduce any visual or amenity impacts that may arise from the proposed increase in building height.

The code integrates specific controls and performance outcomes that address the following key matters raised by officers:

- **Building Height & Form:** Height has been addressed through performance outcomes that require the proposal to demonstrate a high standard of urban design, architectural quality, and responsiveness to local context. The code requires deliberate variation in built form, contrast at key transitions, and sensitive relationships to surrounding development.
- **Podium Scale & Street Interface:** Podium height and articulation are calibrated to reflect the immediate urban context, with maximum podium heights aligned to specific street frontages. Setbacks, landscaping and active uses are required at the ground level to enhance public realm quality and reduce visual bulk.
- **Tower Massing, Orientation & Floor Plates:** The code includes clear expectations around tower articulation, slenderness, and visual interest. Where larger floor plates are proposed, mandatory breaks, height variation and substantial recesses are required to mitigate massing and avoid a continuous urban wall effect.
- **Setbacks & Separation:** Minimum tower and podium setbacks are prescribed in detail, based on height and orientation, to ensure access around buildings, maintain view corridors, protect amenity, and manage the interface with the surrounding lower-scale neighbourhood. Tower separation is also mandated to preserve privacy and reduce cumulative bulk.
- **Character & Urban Context:** The development acknowledges the surrounding suburban character and lower-scale built form, with specific requirements around podium modulation, façade treatment, and

corner design to ensure the development contributes positively to local identity and transitions appropriately from existing built form.

- **Public Realm & Pedestrian Permeability:** The code requires activated ground planes, landscaped public spaces, and cross-block links to improve walkability, connectivity and amenity. These measures support a village-style feel while accommodating the intended mix of residential, commercial and retail uses.

Direct responses to items (a) – (k) have been provided below.

Podium

a) reduce the building height, particularly at the Ashmore / Benowa Road intersection

The revised concept master plan, provided in **Appendix A** illustrates a future potential podium height of approximately 3 storeys and 15m. This outcome has been baked into the Plan of Development through Acceptable Outcome (AO) 1 and Performance Outcome (PO) 2, by limiting podium heights as follows:

- 15 metres along Ashmore Road
- 22m to Benowa Road; and
- 22m to Carrara Street

b) Introduce physical breaks in the podium

AO3/PO3 of the revised Plan of Development requires podium forms to incorporate design measures that encourage vertical articulation, such as:

- open gallery spaces
- articulation denoting pedestrian entry points; or
- varied façade materials and treatments.

This, in conjunction with the Neighbourhood centre setbacks applied under AO2/PO2 will ensure that podium forms include vertical and horizontal variation that reduces visual bulk.

c) Incorporate entry forecourt areas and public seating

The final design and embellishments of forecourt areas and entries will be addressed during subsequent Material Change of Use applications, when more detailed design requirements are known.

Nonetheless, the revised Plan of Development includes wayfinding and access provisions under AO14.1-3/PO14 that provide design requirements for pedestrian entries.

d) Sleeve all car parking with active uses.

AO16/PO16 of the revised Plan of Development requires that all above-ground podium levels accommodate car parking are sleeved either with active uses, where appropriate, or architectural/landscaping elements.

Towers

e) Reduce the tower heights

The proposed tower heights have been retained. Notwithstanding, AO4/PO4 – AO8/PO8 of the revised Plan of Development incorporates numerous design measures that are considered to ensure built form outcomes that mitigate any adverse impacts that may arise from the increase in building height.

Notably, the ‘uplift test’ criteria included in Strategic Outcome 3.3.2.1(9) of the City Plan Urban Neighbourhoods Element has been incorporated into PO6 and the Overall Outcomes of the Plan of Development.

Further, additional provisions have been incorporated to control building floor plates, recesses, materials and articulation that ultimately warrants the additional height.

f) Physical separation between Benowa and Carrara Towers

AO8.1/PO8 of the revised Plan of Development requires that all towers are separated by a minimum of 12m, or otherwise provided to protect view corridors, adjacent amenity and reduce visual impact.

g) Reduce tower lengths to a max of 55m each

The tower lengths have been maintained as originally proposed, however the AO8.2/PO8 requires that where tower floor plates are greater than 750m² and/or a single façade exceeds 55m² in length, the following is incorporated into the design:

- a. a substantial recess with minimum dimensions of 10 metres wide by 6 metres deep is provided; and
- b. height is varied on either side of the substantial recess to create the visual impression of multiple, slender tower forms.

This is considered to adequately break up the bulk and scale of the building.

g) Increase tower setbacks to a min of 10m

The Plan of Development maintains minimum tower setbacks consistent with the High-Density Residential Zone Code. Any proposed variation to these setbacks will be subject to assessment against the relevant performance outcomes, which reflect the City’s established performance criteria for reduced setbacks across residential zones.

This approach provides an appropriate level of control for the site, noting that future tower development will require further assessment through subsequent Material Change of Use applications, at which point detailed design and site-specific impacts can be more thoroughly considered.

i) Increase Tower separation to a min of 12m

AO8.1 of the Plan of Development has been revised to require a minimum separation of 12 metres to preserve visual and privacy amenity, as well as key view corridors.

j) Introduce variation in tower height, articulation and modulation to reduce the urban wall effect.

While tower heights have not expressly been prescribed beyond the maximum building height allowances specific in **Map 2 – Building height map**, AO8.2 requires that height is varied on either side of building recesses of 6m x 10m to create the appearance of a varied skyline. The corresponding performance outcome also requires variation in building height to create visual interest and reduce building mass and bulk.

k) Submit an urban design context and site analysis demonstrating how the revised built form responds appropriately to local character and context

An updated Urban Design Context and Site Analysis has been prepared by Neylan Architecture and is provided in **Appendix D**. This document demonstrates how the revised built form responds appropriately to the site's local character, surrounding context, and urban structure, including analysis of built form scale, street interface, view corridors, landscape integration, and transitions to adjoining uses. The analysis directly addresses the matters raised in the Information Request and confirms that the revised concept and associated Plan of Development provisions will deliver a context-responsive, high-quality urban outcome.

This is a complete response to this information request item.

Item 5 – Benowa Gardens Development Code amendments

Officers recommend the following amendments underlined for the character outcome:

- *(c)(iii) Character consists a streetscape that is pedestrian friendly, and framed by awning covered, attractive shop frontages with building recesses for generous landscaping;*
- *(d)(iii) Built form for non-residential land uses is setback from road frontages to complement the streetscape character and allow for generous landscaping and activation of the street;*

Response:

The recommended amendments to the character outcomes have been reviewed and incorporated into the revised Benowa Gardens Development Code.

Specifically:

- **(c)(iii)** now states: "*Character consists of a streetscape that is pedestrian-friendly, and framed by awning-covered, attractive shop frontages with building recesses for generous landscaping.*"
- **(d)(iii)** now states: "*Built form for non-residential land uses is setback from road frontages to complement the streetscape character and allow for generous landscaping and activation of the street.*"

These refinements strengthen the emphasis on pedestrian amenity, active frontages, and high-quality landscaping, ensuring the built form contributes positively to the public realm and aligns with the envisaged character for the precinct.

This is a complete response to this information request item.

Item 6 – Benowa Gardens High rise accommodation code

Officers recommend additions to the development code to incorporate higher quality design outcomes appropriate for additional height and density.

Podium

- a) *Provide podium façades with vertical articulation, deep recesses, active uses, and integrated landscaping.*
- b) *Setback and tier upper podium terraces to reduce perceived bulk and visual height.*
- c) *Sleeve car parking with active uses.*
- d) *The proposal must ensure the architectural language of the building form, at ground level especially at the location of services areas do not appear stark and austere. The building facades to all street frontages must be attractive, activated and engaging to the public realm with legible entrances, continuous covered awnings, and high-quality pedestrian walkways and public spaces.*
- e) *The podium should utilise high quality design with durable and sustainable materials and finishes, which assist to ground the building in the local context, screens for shading and shadow play and privacy, high levels of articulation and modulation with integrated planting and landscaping to contribute the envisaged character of the area.*

Tower form design

- f) *The towers must achieve a design with high architectural merit with a sophisticated, contemporary and innovative design and appearance. The towers should have an appropriate amount of differentiation between each buildings to achieve a sense of identity and individuality with well-considered orientation for outdoor private open space balconies and to minimise impacts on overlooking between towers*
- g) *The tower should utilise high quality design with durable and sustainable materials and finishes, which assist to ground the building in the local context, screens for shading and shadow play and privacy, high levels of articulation and modulation with integrated planting and landscaping to contribute the envisaged character of the area.*
- h) *The towers should include meaningful deep, wide and recessive breaks in the building form (including physical separation between the proposed Benowa tower and Carrara tower as noted above) to allow views through the site for an open and attractive skyline and to mitigate shadow impacts to the internal communal space.*

Response:

The code integrates specific controls and performance outcomes that address the following key matters raised by officers:

Podium

- a) ***Provide podium façades with vertical articulation, deep recesses, active uses, and integrated landscaping.***

AO3 of the revised code requires the podium forms encourage vertical articulation through design measures such as open gallery spaces, varied façade materials and treatments, or articulation.

- b) ***Setback and tier upper podium terraces to reduce perceived bulk and visual height.***

AO2 of the revised code applies front setbacks consistent with the Neighbourhood centre zone, which is currently as-of-right on site. The Neighbourhood centre zone code requires that where exceeding 9m in height, buildings are setback 2m. This ensures that podium forms will have a tiered building height as requested. In the event that the podium requires assessment against the corresponding performance outcome, PO2 requires that podium setbacks appropriately respond to podium height, bulk and scale. This ensures that a considered building height design is always provided.

c) *Sleeve car parking with active uses.*

AO16 of the revised code requires that all above-ground podium levels, where accommodating car parking, are appropriately sleeved with either active uses, or high-quality architectural elements and/or landscaping for visual interest.

- d) *The proposal must ensure the architectural language of the building form, at ground level especially at the location of services areas do not appear stark and austere. The building facades to all street frontages must be attractive, activated and engaging to the public realm with legible entrances, continuous covered awnings, and high-quality pedestrian walkways and public spaces.***
- e) *The podium should utilise high quality design with durable and sustainable materials and finishes, which assist to ground the building in the local context, screens for shading and shadow play and privacy, high levels of articulation and modulation with integrated planting and landscaping to contribute the envisaged character of the area.***

Tower form design

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- g) *The tower should utilise high quality design with durable and sustainable materials and finishes, which assist to ground the building in the local context, screens for shading and shadow play and privacy, high levels of articulation and modulation with integrated planting and landscaping to contribute the envisaged character of the area.***
- h) *The towers should include meaningful deep, wide and recessive breaks in the building form (including physical separation between the proposed Benowa tower and Carrara tower as noted above) to allow views through the site for an open and attractive skyline and to mitigate shadow impacts to the internal communal space.***

In response to both items (d) – (h) above, several of the provisions within the revised Plan of Development incorporate design requirements that aim to result in a high-quality architectural outcome that promotes visual interest and activated public realm. This is summarised in **Table 1** in response to Item 1.

Many of these provisions are complementary and additional to the existing Neighbourhood centre zone provisions that have been retained and will ensure development outcomes consistent with the above

requests. At the time of the Material Change of Use application, Council officers can provide further feedback and guidance on development detail design.

This is a complete response to this information request item.

Item 7 – Visual impact assessment

The Visual impact assessment report by Interplan VA states the following:

Pg 57 of 108

4.2.1.2 The Proposed Development

130 The proposed development is visually dominant when viewed on the corner of Benowa Road and Carrara Street.

131 The height and scale of the podium is accentuated by the elevation of Benowa Road falling from the Ashmore Road intersection to the Carrara Street intersection, which progressively exposes more levels of the podium towards the corner and along the Carrara Street frontage. However, the proposed development's overall scale and bulk are balanced by the width of the road reserves and the open setting provided by the neighbouring sports fields.

132 The appearance of the development's overall bulk is modulated by the legibility of the tower and podium components and the differences in their setbacks and façade appearances. The visual break provided by the differentiation of the podium from towers provides a transition of height and scale to the road frontages, which mitigate the visual impact of the proposed development's overall bulk and contribute to the mitigating of its relationship to the existing context.

Officers agree that the development is visually dominant when viewed from the corner of Benowa Road and Carrara Street, however, do not agree that the width of the road reserve balances the built form. The podium height increases to this corner and to the lower order roads resulting in a dominant and overbearing form, where the scale and perception of the tower and podium is of a single mass that is not sufficiently differentiated (ie: the tower and podium present with the same bulk and height). In addition the 'differences in the setbacks and façade appearances' of the podium and towers do not present any significant breakdown in the proportions or scale where the building reads as a congruent mass and urban wall.

The amendments suggested in the officer's comments above will assist to address these concerns.

Response:

The above comments are noted and acknowledged.

The revised design and accompanying Plan of Development provisions adequately address the concerns raised in this item regarding the visual dominance and bulk of the proposed development when viewed from the corner of Benowa Road and Carrara Street.

The concept plan and built form provisions have been refined to ensure the building's mass is visually broken down and better differentiated between the tower and podium components.

Key revisions include:

- Tiered upper podium levels, which now step back progressively with height to reduce the perceived scale towards the Benowa Road and Carrara Street corner.
- Introduction of deep façade recesses and articulation elements to clearly separate the tower from the podium, improving legibility and reducing the perception of a monolithic built form.
- Maintenance of a key view corridor at the corner of Ashmore Road and Benowa Road, reducing visual dominance and enhancing permeability through the site.
- Enhanced landscaping and podium screening, softening the interface with adjoining streets and visually anchoring the development within the existing context.
- Embedding of these built form and public realm treatments within the Benowa Gardens Development Code, ensuring that future detailed design will consistently deliver a context-responsive, well-articulated corner outcome that integrates with the surrounding streetscape.

The revised Benowa Gardens Development Code includes multiple Performance and Acceptable Outcomes that directly respond to Council's comments and ensure visual bulk, dominance, and massing are appropriately managed:

Matter	Relevant POD Provision	How Addressed / Design Control
Podium height and articulation	PO1 / AO1, PO2 / AO2	Requires vertical facade articulation, open gallery spaces, and varied materials to visually break down podium massing.
Tower differentiation from podium	PO6 / AO6.1	Towers must step in from the podium edge, with limited straight drop-downs at corners to clearly define tower and podium elements.
Tower separation and permeability	PO5 / AO5.1	Enforces a minimum 12m separation between towers to maintain view corridors and visual breaks through the site.
Reduction of visual bulk and massing	PO5 / AO5.2	Requires substantial facade recesses and height variations to create vertical rhythm and break perceived bulk.
Corner treatment and interface	PO11 / AO11.1–AO11.3	Ensures context-responsive corner design, with fine-grain treatments at Benowa/Carrara and commercial frontage at Ashmore Road.
Screening of podium car parking	PO17 / AO17	Requires podium car parking to be sleeved by active uses or screened with high-quality architectural or landscape treatments.
Public realm and landscaping	PO16 / AO16, AO18	Promotes integrated landscaping, activation, and pedestrian-friendly interfaces to soften visual bulk.

These provisions ensure future detailed design will retain strong controls over the visual expression and street relationship of the development.

The combination of the design revisions and Development Code provisions ensures the proposal now:

- Presents graduated massing that steps down towards Carrara Street.
- Establishes a distinct vertical hierarchy between the podium and tower forms.
- Retains key view corridors, avoiding an “urban wall” effect.
- Delivers high-quality articulation and architectural interest consistent with the High-rise Accommodation Design Code embedded in the POD.

Accordingly, the revised concept and updated Benowa Gardens Plan of Development sufficiently resolve the issues raised by Council in Item 7 of the Information Request.

Landscape Assessment

Item 8 – Street frontage landscaping

The proposed overall bulk and height of the podium at the street edge raise amenity concerns. The proposed development does not support tree planting along the street frontages to mitigate the visual impact of the building’s bulk. Additionally, the podium landscaping is positioned at a minimum of 10m above eye level, limiting its effectiveness at the pedestrian scale.

Officers emphasise that built form, active street uses, tree planting, and pedestrian facilities are essential to enhancing the comfort, environmental quality, and visual appeal of streetscapes. This aligns with Performance Outcome PO2.1(b) of the Benowa Gardens Plan of Development Code and Strategic Framework 3.4.5.1, Element – Specific Outcome (9) for Neighbourhood Centres.

The applicant is requested to provide an amended development code incorporating provisions (i.e. ROs, AOs, POs & OOs) that facilitate the following:

- a) Areas of high-quality landscaping and streetscape treatments.*
- b) Incorporate regular visual breaks in the built form through podium articulation along the street frontage to accommodate tree planting; these breaks are sought to be at maximum 15m intervals along the frontage, creating deep planting areas with a minimum 6m² surface area, a minimum dimension of 1.5m, and able to contain a tree planted centrally with a minimum separation distance of 3m between the centre of the trunk and the nearest part of the building.*
- c) Further set back and terrace the podium to support a smoother visual transition between adjacent commercial and residential areas.*

Response:

The revised Plan of Development and supporting concept materials have been updated to directly address Council’s comments regarding the need for improved landscaping and streetscape integration.

In particular, new and amended provisions have been introduced throughout the Benowa Gardens Development Code to facilitate the delivery of high-quality landscape and public realm outcomes. These include strengthened requirements for landscape treatments, podium setbacks, and landscaped breaks at regular intervals along the street frontage. The revised code also ensures that landscaping is used as a primary tool to reduce visual bulk, enhance pedestrian amenity, and integrate built form with the surrounding context.

To support these provisions, a Conceptual Statement of Landscape Intent has been prepared by O2LA and is provide in **Appendix E**. This plan illustrates how landscaping can be meaningfully integrated into the concept master plan, delivering a cohesive and green public realm with layered planting, deep soil areas, and podium-level greenery that visually softens the building form.

Key relevant provisions include:

- PO16/AO16 and PO17/AO17 of the Land use code – Require the incorporation of landscaped breaks, deep planting areas, and architectural or landscape screening to podium levels fronting public streets.
- PO3/AO3 of the Development code – Ensures podium setbacks facilitate tree planting and broader landscape treatments.
- Overall Outcomes (Landscaping and Public Realm) – Reinforce the importance of achieving comfortable, shaded, and pedestrian-friendly streets consistent with Strategic Framework 3.4.5.1(9).

In addition, **Figure 2** below shows an indicative concept plan for the public verge along Benowa Road, demonstrating how the interface between the site and the adjoining public realm can be enhanced from that of the standard, through an integrated landscape design.

Figure 2 Concept public landscape design in verge



This plan illustrates a high-quality pedestrian experience and a strong public interface with the proposed development, incorporating streetscape furniture, public plazas, street furniture and seating, feature landscaping, and shaded pedestrian connections. The concept has been developed with consideration of the site's relationship to the public realm and the intent to create activated, engaging frontages with an urban village character.

The Applicant sought support from Council officers for this above non-standard outcome in this location prior to the submission of this information response, given the significant public realm and streetscape activation benefits it would deliver, including improved safety and connectivity for children in the area due to the proximity of nearby schools, with a strong emphasis on prioritising and securing this outcome as part of the design framework. However, this approach was ultimately not supported.

The revised Plan of Development reflects the officer feedback while retaining embedded provisions that will still achieve strong landscaping, activation, and streetscape outcomes, and the Applicant would welcome this further discussions and consideration of this non-standard streetscape outcome as part of subsequent Development Permit applications.

This is a complete response to this information request item.

Transport Assessment

Item 9 – Traffic Impact Assessment

To assist in demonstrating compliance with the Strategic framework, Performance outcome PO16 of the Transport code and Performance outcome PO2 of the General development provisions code, an amended Traffic Impact Assessment (TIA) report is to be submitted, which addresses the following:

- a) The TIA is based on a superseded document that was published in 2002. The TIA must be assessed in accordance with the updated Guide to Transport Impact Assessment that commenced in November 2024 (GTIA 2024).*
- b) Adopted traffic generation rates have been based on the number of parking spaces (which is unknown at this stage). Traffic generation rates shall instead be based on yield, calculated in accordance with the updated GTIA 2024.*
- c) For the Multiple dwelling land use, it must be assumed that the development will have a total of 1358 bedrooms. This is consistent with the proposed Code assessable residential density designation of RD8 (1-bedroom / 13m²). Note: to be read in conjunction with Planning Assessment items requiring clarification on the proposed density.*
- d) No evidence has been provided in support of the in and out split assumptions. The TIA shall include some demonstratable evidence about the in and out split assumptions for each peak.*
- e) No analysis has been undertaken for the morning peak hour. The TIA shall be updated to include an AM weekday analysis (8am – 9am).*
- f) The development code/concept plans refer to development staging, however the TIA does not consider staging. The TIA must account for staging. Alternatively, all works would need to occur in Stage 1.*

g) Undertake updated SIDRA analyses for Benowa Road / Carrara Street, Ashmore Road / Carrara Street and Ashmore Road / Benowa Street intersections with and without the proposed development traffic, at commencement of use and at the 10-year design horizon, which consider the above items.

h) Provide fully dimensioned functional road layout drawings of all works, signed by an RPEQ.

Note: While it is expected to result in on-street parking loss, the applicant shall identify what mitigation works would be required at the Ashmore Road / Carrara Street intersection. Council officers will then consider if the intersection mitigation works, or maximisation of on-street parking will provide more overall benefit.

Response:

The traffic generation, access arrangements, and distribution assumptions for the proposed development have been reviewed and confirmed as part of the updated Transport Impact Assessment (TIA) prepared by TTM Consulting and provided in **Appendix F**. The TIA demonstrates that the proposed development will not adversely impact the surrounding road network, and that the existing and proposed access points are appropriately designed to accommodate anticipated traffic volumes in accordance with Council and Austroads standards.

Refer to **Appendix F** for further detail.

Item 10 – Pedestrian network upgrades

The roads in the area accommodate high vehicle traffic and the proposed development will introduce increased pedestrian traffic. To accommodate the anticipated higher pedestrian volumes, improve safety, and to demonstrate compliance with Strategic outcome 3.6.1(5) and Specific outcome 3.6.4.1(3), and Performance outcome PO2 of the General development provisions code, the following upgrades to the pedestrian network are considered warranted:

- a) Signalisation of the existing pedestrian crossings in the slip lanes at the Ashmore Road/Benowa Road intersection.
- b) Upgrade to the existing zebra crossing on Carrara Street to a wombat crossing.

Fully dimensioned concept drawings of the above works, signed by an RPEQ, must be submitted by the applicant for review by Council officers. The concept drawings must demonstrate compliance with all relevant Austroads design requirements.

Response:

Internal vehicle circulation and servicing arrangements have been assessed within the revised TIA provided in **Appendix F**. The swept paths confirm that service vehicles can safely manoeuvre within the site in accordance with the Swept Path Analysis. The internal design provides suitable access, turning areas, and separation between pedestrian and vehicular movements. Any future detailed design will continue to reflect the findings and recommendations of the TIA to ensure safe and efficient on-site circulation.

Refer to **Appendix F** for further detail.

Item 11 – Carrara Street site accesses

The indicative loading area is located next to the Carrara Street eastern access. Officers do not support service vehicle access to and from Carrara Street. The applicant is requested to:

- a) Include a specific RO, AO and PO within the Benowa Gardens Development code that prohibits the Carrara Street vehicle accesses from being designed and/or used for service vehicles.*
- b) Clearly annotate on the concept drawings that the Carrara Street vehicle accesses are not to be designed and/or used for service vehicles.*

Response:

Parking provision has been addressed in the TIA provided in **Appendix F**, which confirms that the proposed parking supply is consistent with anticipated demand for the mixed-use nature of the development. The TIA supports that the proposed parking allocation aligns with contemporary planning principles encouraging sustainable transport and multimodal accessibility. Final parking layouts will be refined at the detailed design stage consistent with the recommendations of the TIA.

Refer to **Appendix F** for further detail.

Item 12 – Servicing

The TIA refers to a 19m Articulated vehicle (AV). The current Australian standard AS2890.2:2018 for commercial vehicles defines an AV as being 20m. The TIA must be updated to reference a 20m AV.

Response:

The proposed development incorporates strong connections to surrounding pedestrian, cycle, and public transport infrastructure, as demonstrated in the TIA in **Appendix F**. The assessment confirms the site's accessibility via existing active transport corridors and nearby public transport routes along Ashmore Road and Benowa Road. The proposal supports Council's intent to enhance sustainable transport use and reduce car dependency.

Refer to **Appendix F** for further detail.

Item 13 – Reporting details

The applicant is requested to amend reports and drawings as follows:

- a) Remove all references to car parking supply and bicycle parking supply numbers.*
- b) Remove internal parking layouts and reference to boom gates.*
- c) Remove vehicle access designs and instead provide indicative vehicle access locations.*

These detailed aspects of the development do not form part of the current development application/assessment.

Response:

The conceptual master plan has been revised to capture the above requests and are provided in **Appendix A**.

This is a complete response to this information request item.

Social Planning

Item 14 – Benowa Gardens Development Code

The proposed Benowa Gardens Development code intends to replace the Neighbourhood Centre Zone code and High Rise Accommodation Design Code. As per The Benowa Gardens Plan of Development Section 3: Tables of Assessment – Table 1, it is recommended that the following activity group and level of assessment section be amended as follows:

- a) Business activities: 'Shop' land use – 'Accepted subject to requirements' – Remove '(e)(ii)' being 'Where involving an anchor tenancy, does not introduce more than one anchor tenancy on site, nor exceeds a GFA of 4,000m²'*

Response:

Refer to the response provided in Item 2 of this information request.

This is a complete response to this information request.

Item 15 – Social and health impact assessment (SHIA) code

Any undefined or not listed uses in the levels of assessment table should be subject to impact assessment which includes the Social and health impact assessment code as an assessment benchmark.

Response:

The Benowa Gardens Plan of Development Tables of Assessment have been drafted to ensure all undefined land use or unlisted land uses are subject to Impact Assessment, with the entirety of the City Plan being the applicable assessment benchmark. By virtue of this, the Social health impact assessment code is an assessment benchmark. No further changes are required.

This is a complete response to this information request.

Item 16 – Benowa Gardens High-Rise Accommodation Code – Housing need and choice

Development provides a mix of housing sizes and affordability outcomes to meet housing needs.

The proposed development includes Multiple dwellings (441 apartments) and Short term accommodation (41 apartments). The applicant is requested to demonstrate how the proposal provides a mix of residential unit sizes and types when only two and three-bedroom dwelling units have been proposed as part of the residential dwelling component of the development. It is recommended the proposed development includes one-bedroom dwelling units to increase housing size mix and affordability outcomes on-site.

Response:

It should be noted that, as this application is for a preliminary approval only, no built form or dwellings are proposed at this time. This application seeks to vary the effect of the current City Plan only, to allow for the delivery of future development outcomes on site, including residential dwellings.

The concept master plan provided in support of the application is conceptual only and is only used to demonstrate what development could be delivered by applying the provisions of the proposed Benowa Gardens Plan of Development. It

The Plan of Development does not preclude the delivery of one-bedroom dwellings, and in fact encourages a greater residential density than currently afforded on site. By virtue of this, the proposed Plan of Development will increase housing size, mix and affordability outcomes on site.

This is a complete response to this information request item.

Community Engagement

The owners of Benowa Gardens are committed to an open and inclusive consultation process, ensuring that all stakeholders have the opportunity to contribute to the vision for its transformation into an urban village. Engagement activities are being undertaken both prior to and during the Public Exhibition period, with a focus on meeting directly with those potentially impacted, as well as key decision makers.

Neighbouring residential communities are being actively encouraged to participate through an interactive "Have Your Say" website, targeted social media outreach, and local media publicity. This approach ensures that feedback is gathered from a broad cross-section of the community, helping to shape a development that reflects local needs and aspirations.

Summary

This constitutes the total extent of the response to Council's Information Request. Should you have any questions regarding the above or attached materials, please do not hesitate to contact the undersigned.

Kind regards,

A handwritten signature in blue ink, appearing to read "Melissa Griffin".

Melissa Griffin
Director
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Appendix A – Revised Concept Master Plan & Design Framework

Appendix B – Revised Benowa Gardens Plan of Development

Appendix C – Supporting Plan of Development Maps

Appendix D – Site and Urban Context Report

Appendix E – Conceptual Statement of Landscape Intent

Appendix F – Revised Traffic Impact Assessment

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