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ASPECT
TOWN PLANNING

TOWN PLANNING REPORT
43 BALCARA AVENUE, CARSELDINE

REF: 0686

Prepared for:
GIPSY THOMAS & SIJU VARGHESE

NOVEMBER 2026

Revision No.	Author	Reviewer	Signature	Date
A	ZP	-	ZP	9 November 2026

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EXECUTIVE SUMMARY

This report has been prepared on behalf of *Gipsy Thomas & Siju Varghese (*applicant) to obtain a Development Approval on land at 43 Balcara Avenue, Carseldine, formally described as Lot 178 on RP226139. The approval sought is for the following:

- Development Permit – Reconfiguring a Lot – 1 into 2 Lots.

This report addresses the merits of the proposal against the relevant provisions of the *Brisbane City Plan 2014* (the Planning Scheme), the *Planning Act 2016* (the Act) and other relevant legislation. A detailed analysis of the proposal against the local and state planning framework is included within this report and appendices.

Under the Brisbane *City Plan 2014*, the subject site is identified as being contained within the Low Density Residential Zone. In accordance with the Overall Outcomes for the Low Density Residential Zone:

> *"Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone."*

The proposed Subdivision is identified as being consistent with the Overall Outcomes of the Low Density Residential Zone as the proposal will result in lots that contain an appropriate area and dimensions to accommodate the existing and future detached houses in keeping with the intent for the Zone

It has been demonstrated that the proposed development provides each lot with the following:

- A generous street frontage of 15.0m to Balcara Avenue (Proposed Lot 1), that is consistent with other dwellings in the street and zone and satisfies the frontage width requirements of the Table 9.4.10.3.B of the Subdivision Code;
- A lot shape that provides appropriate dimensions for a lawful use (dwelling house) in accordance with Table 9.4.10.3.B of the Subdivision Code; and
- A lot size and configuration that maintains a functional and useable configuration that is capable of accommodating a future Dwelling House (despite the minor shortfall of the rear lot); whilst remaining appropriate and consistent with the intent of the Low Density Residential Zone.

Specifically, the following lot size and frontages are proposed, as outlined in the table below:

Proposed Lot Number	Lot Size	Frontage
1	464m² (including easement)	20.0m
2	545m²	Rear Lot
Easement	82m²	5.0m

To this end, the proposed allotments are identified as achieving an appropriate outcome with the lot size average of the Subdivision Code. The proposal is identified as meeting the relevant requirements of the Brisbane *City Plan 2014.*

The site is located within an established area with all the necessary infrastructure and services available to the proposed lots. Stormwater resulting from the proposed development is capable of being appropriately discharged to the existing stormwater infrastructure within Balcara Avenue.

This development application is identified as being subject to **Impact Assessment.**

Accompanying this report is the supporting documentation as identified:

Document	Author	Dated
Appendix 1 - Code Assessment	*Aspect Town Planning*	November 2026
Appendix 2 - Proposed Lot Layout Plan	*Santoshi*	October 2026

This report outlines the merits of the proposal and requests that Council approve the proposal by granting a Development Permit subject to reasonable and relevant conditions.

1.0 PROJECT OVERVIEW

SITE DETAILS		
Site Address	43 Balcara Avenue, Carseldine 4034	
Real Property Description	Lot 178 on RP226139	
Site Area	1,009m²	
Site Owner	Gipsy Thomas / Siju Varghese	
PLANNING DETAILS		
Local Government	Brisbane City Council	
Planning Scheme	*Brisbane City Plan 2014 / v37 (18-Sep-26)*	
Zoning	Low Density Residential Zone	
Neighbourhood Plan	Bracken Ridge and District Neighbourhood Plan	
Overlays	▪ Airport Environs Overlay; ▪ Bicycle Network Overlay; ▪ Community Purposes Network Overlay; ▪ Critical Infrastructure and Movement Network Overlay; ▪ Dwelling House Character Overlay; ▪ Potential and Actual Acid Sulfate Soils Overlay; ▪ Road Hierarchy Overlay; ▪ Streetscape Hierarchy Overlay; ▪ Transport Noise Corridor Overlay.	
PROPOSED DETAILS		
Approval Type	Development Permit	
Proposed Development	Reconfiguring a Lot - (1 into 2 Lots)	
Level of Assessment	Impact Assessable	
Public Notification	15 Businesses Days	
APPLICANT DETAILS		
Applicant	Gipsy Thomas & Siju Varghese c/- Aspect Town Planning Pty Ltd	
Contact Person	Zoc Pankaluic – Director	
Contact Details	p:	0435 812 611
	e:	zoc@aspect-tp.com.au
Client	Gipsy Thomas & Siju Varghese	
Project Team	Surveyor:	Santoshi
	Town Planner:	Aspect Town Planning Pty Ltd

2.0 SITE DESCRIPTION

2.1 SITE LOCATION

The subject site is located at 43 Balcara Avenue, Carseldine formally described as Lot 178 on RP226139. The site has an area measuring 1,009m² and a frontage width of approximately 20.0 to Balcara Avenue (refer to Figure 1 & 2). The site is not encumbered by any easement.



Figure 1: Aerial image of the application site (in red) and surrounding area. *Source: Queensland Globe.*



Figure 2: The street view of the existing house from Balcara Avenue. *Source: Google streetview.*

2.2 SITE DETAILS

SITE CHARACTERISTICS	
Topography	The site is relatively flat with a height of 13.0m AHD.
Flooding	The Floodwise Property Report indicates that the site is not impact by any flood sources.
Vegetation / Street Trees	The site contains some vegetation. There is one (1) street tree within the verge.
Heritage Places	The site is not listed on the Local or State Heritage Registers.
INFRASTRUCTURE & SERVICES	
Road Frontage	Balcara Avenue (Neighbourhood Road).
Water Supply	The site has an existing water connection.
Sewerage	The site has an existing sewer connection.
Stormwater	The site will be able to achieve a lawful of point discharge to the kerb and channel.
Electricity & Telecommunication	The site has existing electricity and telecommunications connections.

2.3 ADJOINING LAND USE & DEVELOPMENT

The subject site is located within an area that predominantly exhibits land within the Low Density Residential Zone and Special Purposes Zone surrounding the site. Land use designations in the surrounding area are identified below in Figure 3:

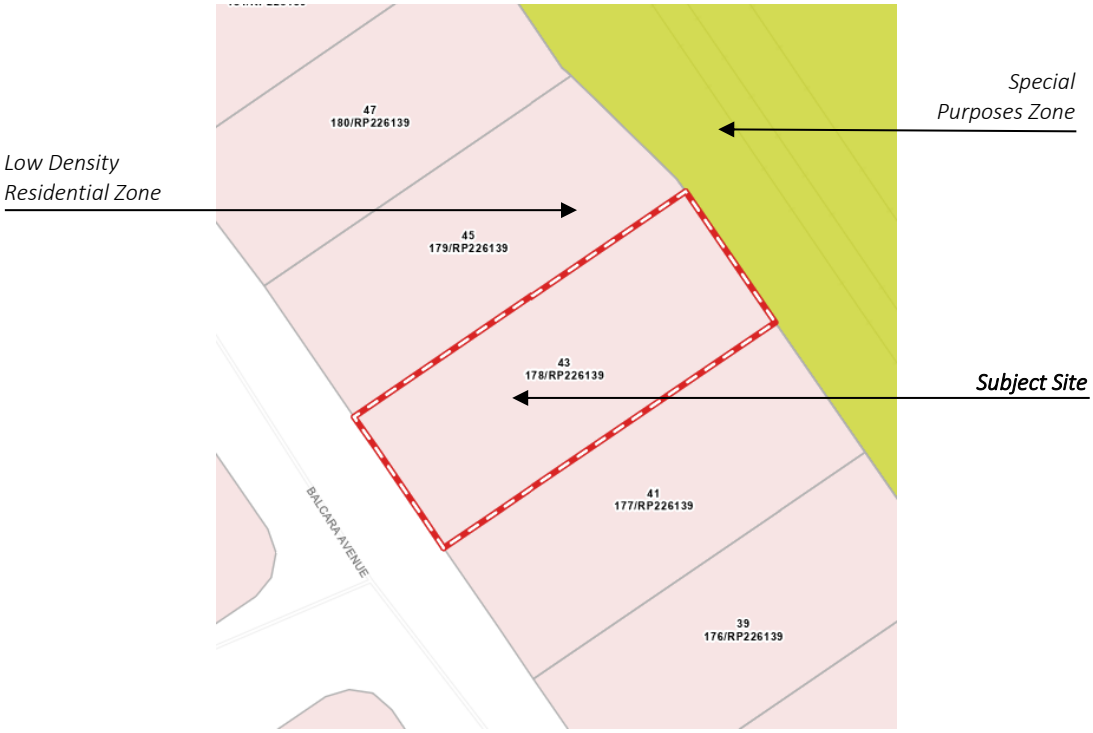

Figure 3: Surrounding Land Zoning. *Source: BCC Interactive Mapping*

3.0 SITE HISTORY & PRE-APPLICATION CONSULTATION

3.1 PREVIOUS APPROVALS & SITE HISTORY

The subject site currently contains a dwelling house, which will be retained as part of this proposal.

No recent or relevant approvals for the subject site relevant to this application were sighted during the preparation of this report.

3.2 PRE-APPLICATION CONSULTATION

No pre-lodgement meeting was held with Council or any other relevant entities prior to submission of this application.

4.0 PROPOSAL

4.1 PROPOSED DETAILS

This Development Application seeks approval for:

- Development Permit for Reconfiguring a Lot – 1 into 2 Lots.

Under the Brisbane *City Plan 2014*, the subject site is identified as being contained within the Low Density Residential Zone. In accordance with the Overall Outcomes for the Low Density Residential Zone:

> *"Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone."*

The proposed Subdivision is identified as being consistent with the Overall Outcomes of the Low Density Residential Zone as the proposal will result in lots that contain an appropriate area and dimensions to accommodate future detached houses in keeping with the intent for the Zone. Specifically, the following relates to the proposed development:

4.2 DEVELOPMENT PARAMETERS

The development parameters of the proposal are outlined in the table below:

Proposed Lot Number	Lot Size	Frontage
1	464m² (including easement)	20.0m
2	545m²	Rear Lot
Easement	82m²	5.0m

4.2.1 SUBDIVISION CODE

The proposal is identified as being compliant with the Planning Scheme. Table 9.4.10.3.B. of the Subdivision Code requires the following minimum parameters for the development of a residential lot in the Low Density Residential Zone.

Minimum Lot Size (m²)	Minimum Rectangle Dimension (m)	Average Lot Width & Minimum Frontage (m)
450	14 x 20	15
600	14 x 20	15

As demonstrated in Figure 4, the proposal complies with all the requirements of Table 9.4.10.3.B Part 1 and 3 of the Subdivision Code.



Figure 4: Proposed lot layout, showing the rectangular dimension available to each lot.

Average Lot Width & Minimum Frontage:

The proposed development provides each lot with generous frontage and width, which is as follows:

Proposed Lot 1: 15.0m frontage to Balcara Avenue / 15.0 Average Lot Width

Proposed Lot 2: 20.0m Average Lot Width (Rear Lot)

Given the above, the lots satisfy the average lot width and minimum frontage requirements of Table 9.4.10.3.B Part 1 and 3 of the Subdivision Code.

In addition, each lot provides a width that is consistent with other lots in the street and zone.

As such, the proposal provides appropriate dimensions for a lawful use (dwelling house).

Minimum Rectangle Dimension:

Each of the proposed lots exhibit a minimum rectangular dimension of 14.0m x 20.0m (Proposed Lot 1 & 2), which is sufficient to accommodate the existing and future dwelling houses over each lot, as demonstrated in Figure 4.

As such, the proposed allotments are identified as achieving compliance with the lot minimum rectangle dimeson and the average lot width and minimum frontage specified by Table 9.4.10.3.B Part 1 & 3 of the Subdivision Code.

Lot Sizes:

The proposed subdivision results in a rear lot having an area of 545m², in lieu of the prescribed minimum lot size of 600m². Whilst the proposed lot represents a minor shortfall of 55m², it is considered that the resulting lot size and configuration remain appropriate and consistent with the intent of the Low Density Residential Zone.

Importantly, the proposed rear lot maintains a functional and useable configuration that is capable of accommodating a future Dwelling House. With the exception of the minimum lot size, the proposed lot achieves the relevant dimensional requirements, including the minimum rectangle dimensions prescribed by Table 9.4.10.3.B. This demonstrates that the proposed lot is not constrained by its reduced area and can accommodate future residential development consistent with the relevant provisions of the Dwelling House Code, including appropriate building setbacks, private open space, landscaping and vehicle access.

Furthermore, the surrounding locality is characterised by a varied pattern of lot sizes, shapes and configurations, rather than a uniform subdivision pattern. Accordingly, the proposed rear lot, despite its minor shortfall in area, will not visually disrupt the established rhythm or pattern of development along Balcara Avenue or within the wider locality. In particular, the rear lot arrangement ensures that the reduced lot size will have limited visibility from the streetscape and will not detract from the established residential character of the area.

It is also considered that the minor protrusion associated with the proposed lot configuration will not result in an irregular or impractical allotment, nor will it adversely impact the development potential or amenity of adjoining properties. Rather, the proposed configuration represents an efficient use of residential land while maintaining sufficient dimensions to accommodate an anticipated residential use.

Overall, the proposed 545m² rear lot is considered to achieve the intent of PO1 of the Subdivision Code, notwithstanding the numerical shortfall in lot area. The proposal maintains a functional lot configuration, accommodates future residential development, responds appropriately to the established subdivision pattern and will not introduce any unreasonable impacts on the character or amenity of the locality. Accordingly, strict compliance with the 600m² minimum lot size is not considered necessary to achieve an appropriate planning outcome in this instance.

Services:

The site is located within an established area with all the necessary infrastructure and services currently provided to each of the proposed lots.

The proposed lots will be adequately serviced by sewer and water services from new or upgraded connections to the infrastructure mains. Any new sewer connection will be provided to the new lots as part of a future UU approval process

Infrastructure mains and electricity and telecommunications will be provided to the lots with connections undertaken in accordance with the requirements of the relevant authorities.

Stormwater will be discharged to the existing stormwater infrastructure within the kerb and channel of Balcara Avenue.

Upstream Connection:

The site is not required to provide a lawful point of discharge for the up-slope catchment (upstream connection), given there is no upstream/downstream properties.

As such, no up-slope external connection is required and therefore it is requested this not be condition on this proposal, given it is not reasonable or relevant.

Earthworks:

It is not proposed to undertake any notable earthworks as part of the proposed subdivision. Any minor earthworks to create a level pad for a future dwelling house will be undertaken as part of a building works approval.

The design and construction of the earthworks will be undertaken in accordance with the recommendations of a geotechnical report along with AS 3798 – Guidelines on Earthworks for Commercial and Residential Developments.

Any excavated material not suitable for reuse as fill will be removed from the site and disposed of appropriately in an approved landfill.

As no excavation is proposed to expose subsoil at or below RL 5.0m, the development would not be subject to the State Planning Policy July 2017 and consequently there is no requirement for an Acid Sulfate Soil Investigation to be undertaken as part of the Development Application.

Access:

Each lot will gain access from Balcara Avenue via the proposed access easement. Access will be directly from a minor road.

The easement will be 3.50m in width and a truncation is provided at the frontage, which will also allow the refuse bins to be placed in this area.

Verge width & Street Trees:

The verge requirements are identified as a Neighbourhood Street Minor on the Streetscape Hierarchy Overlay. It is noted that the existing verge is 3.50m. The proposal can provide a 3.75m verge in accordance with the verge widths prescribed in Table 8.2.20.3.B of the Streetscape Hierarchy Overlay Code. This can be conditioned.

No street trees will be impacted with regards to the location of the crossover.

Overall, the proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014*. As such, the application should be approved subject to reasonable and relevant conditions.

5.0 STATUTORY PLANNING REQUIREMENTS

5.1 STATE FRAMEWORK

The development application requires assessment against the relevant provisions of the *Planning Act*, SPP and SEQRP. Consideration of these matters are outlined below:

5.1.1. PLANNING ACT 2016

The statutory framework for decision making in relation to land use and development in Queensland is contained within the *Planning Act 2016* and its subordinate legislation.

The proposal will be assessed in accordance with the Development Assessment Rules under section 68(1) of the *Planning Act 2016.*

5.1.2 SOUTH EAST QUEENSLAND REGIONAL – SHAPING SEQ 2023

Shaping SEQ 2023 is the Queensland Government's 25 year strategic plan to guide regional development and growth of the SEQ region. The SEQ region encompasses the 12 local government areas (LGAs) of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent).

Shaping SEQ allocates all land in SEQ into one of three regional land use categories: Urban Footprint, Regional Landscape and Rural Production Area (RLRPA), and Rural Living Area (RLA). In doing so, it provides a framework for delivering efficient urban and rural residential growth, a more compact urban form, economic agglomeration, and the protection and sustainable use of SEQ's natural assets, landscape and productive rural areas.

Shaping SEQ 2023 helps to advance the purpose of the Urban Footprint through the Brisbane City Plan 2014, which acts as the primary instrument to help establish desired uses on the site. The subject site is appropriately located in the Urban Footprint.

5.1.3 STATE PLANNING POLICY

The State Planning Policy was released on 3 July 2017. Under Section 26 of the Planning Regulation, the State Planning Policy is an assessment benchmark that the Assessment Manager must have regard to if not appropriately integrated into the Planning Scheme.

An assessment of the proposed development has been carried out against the State Planning Policy (SPP). It has been determined that the proposed development does not require further assessment against the SPP.

5.1.4 REFERRALS AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

Referral matters for this proposal have been assessed against the *Planning Regulation 2017*. In accordance

with the *Planning Regulation 2017*, the application triggers the following referral:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot within 25m of a State transport corridor (railway corridor).

Accordingly, the application will be referred to the State Assessment and Referral Agency (SARA).

5.2 LOCAL FRAMEWORK

The site is located within the Brisbane City Council local government area and is required to be assessed against the relevant provisions of the *City Plan 2014*. The relevant provisions are identified and addressed below.

5.2.1 LEVEL OF ASSESSMENT

Under the Brisbane *City Plan 2014*, the site is located within the Low Density Residential Zone and Bracken Ridge and District Neighbourhood Plan.

The following Overlays apply to the subject site:

- Airport Environs Overlay;
- Bicycle Network Overlay;
- Community Purposes Network Overlay;
- Critical Infrastructure and Movement Network Overlay;
- Dwelling House Character Overlay;
- Potential and Actual Acid Sulfate Soils Overlay;
- Road Hierarchy Overlay;
- Streetscape Hierarchy Overlay;
- Transport Noise Corridor.

In accordance with Part 5 of the Brisbane *City Plan 2014*, the application is subject to **Impact Assessment**, on the following basis:

LEVEL OF ASSESSMENT	
ZONE	
Low Density Residential Zone	
Impact Assessment	In accordance with Section 5.6.1 – Level of Assessment Reconfiguration of a Lot, Impact Assessment is triggered for the Low Density Residential Zone if: a. *If a part of the frontage of the subject site is greater than 300m walking distance of the nearest point of a site or sites in a zone in the centre zones category with a combined site area of more than 2,000m², a reconfigured lot is:* b. *less than 400m²; or* c. *less than 600m², where a rear lot* The proposed subdivision results in a rear lot size less than 600m² (where a rear lot). As such, the proposal is identified as triggering **Impact Assessment**.

NEIGHBOURHOOD PLAN	
Bracken Ridge and District Neighborhood Plan	
No Change	In accordance with Table 5.9.9.B – Bracken Ridge and District Neighbourhood Plan, there is no change to the level of assessment for the proposed development. The table identifies the Bracken Ridge and District Neighbourhood Plan Code as an assessment benchmark for the development. Notwithstanding this, the note in the table identifies that where the level of assessment is identified as Impact assessable in the zone or Neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the proposal is assessed against the Bracken Ridge and District Neighbourhood Plan Code within Appendix 1
OVERLAYS	
Airport Environs Overlay	
Not Applicable	In accordance with Table 5.10.2 – Level of Assessment for the Airport Environs Overlay, reconfiguring of a lot is not listed. As such, there is no change to the level of assessment and the application is not assessable against the Airport Environs Overlay Code.
Bicycle Network Overlay	
Impact Assessment	In accordance with Table 5.10.3—Levels of Assessment for the Bicycle Network Overlay, a Reconfiguration of a Lot, if assessable development in the zone or neighbourhood plan, triggers Code Assessment. Notwithstanding this, the note in the table identifies where the level of assessment is identified as Impact assessable in the zone or Neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the level of assessment is Impact assessable, and the Bicycle Network Overlay Code is addressed within Appendix 1.
Community Purposes Network Overlay	
Impact Assessment	In accordance with Table 5.10.7.A – Level of Assessment for the Community Purposes Network Overlay, a Reconfiguration of a Lot, if assessable development in the zone or neighbourhood plan, triggers Code Assessment. Notwithstanding this, the note in the table identifies where the level of assessment is identified as Impact assessable in the zone or Neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the level of assessment is Impact assessable, and the Community Purposes Network Overlay Code is addressed within Appendix 1.
Critical Infrastructure and Movement Network Overlay	
Not Applicable	In accordance with Table 5.10.8 – Level of assessment for the Critical Infrastructure and Movement Network Overlay, reconfiguring of a lot is not listed. Therefore, there is no change to the level of assessment and no assessment required against the Critical Infrastructure and Movement Network Overlay Code.
Dwelling House Character Overlay	
Not Applicable	In accordance with Table 5.10.9 - Level of Assessment for the Dwelling House Character Overlay, there is no level of assessment nominated for the Reconfiguration of a Lot. As such, there is no change to the level of assessment and the application is not assessable against any Dwelling House Codes.
Potential and Actual Acid Sulfate Soils Overlay	
Not Applicable	In accordance with Table 5.10.15 – Potential and actual acid sulfate soils overlay, there is no level of assessment nominated for the Reconfiguration of a lot. As such, there is no change to the category of assessment and no assessment required against the Potential and actual acid sulfate soils overlay code.
Road Hierarchy Overlay	
Impact Assessment	In accordance with Table 5.10.18 – Level of Assessment for the Road Hierarchy Overlay, a Reconfiguration of a Lot triggers Code Assessment. Notwithstanding this, the note in the table identifies where the level of assessment is identified as Impact assessable in

	the zone or Neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the level of assessment is Impact assessable, and the Road Hierarchy Overlay Code is addressed within Appendix 1.
Streetscape Hierarchy Overlay	
Impact Assessment	In accordance with Table 5.10.20 – Level of Assessment for the Streetscape Hierarchy Overlay, a Reconfiguration of a Lot triggers Code Assessment. Notwithstanding this, the note in the table identifies where the level of assessment is identified as Impact assessable in the zone or Neighbourhood plan, then the category of assessment is not lowered to Code assessment. As such, the level of assessment is Impact assessable, and the Streetscape Hierarchy Overlay Code is addressed within Appendix 1.
Transport Noise Corridor Overlay	
Not Applicable	In accordance with Table 5.10.23 - Level of Assessment for the Transport Noise Corridor Overlay, there is no level of assessment nominated for the Reconfiguration of a Lot. As such, there is no change to the level of assessment and the application is not assessable against any Transport Noise Corridor Overlay Code.

5.2.2 ASSESSABLE DEVELOPMENT

Following a detailed review of the relevant planning provisions, the following table summarises the level of assessment and relevant codes for all assessable development associated with the proposal.

APPLICABLE CODES	
Zone Code	Low Density Residential Zone Code
Neighbourhood Plan	Bracken Ridge and District Neighbourhood Plan Code
Development Code	Subdivision Code
Overlay Codes	Bicycle Network Overlay Code Community Purposes Network Overlay Code Road Hierarchy Overlay Code Streetscape Hierarchy Overlay Code
Prescribed Secondary Codes	Filling and Excavation Code Infrastructure Design Code Landscape Work Code Outdoor Lighting Code Park Planning and Design Code Stormwater Code Transport, Access, Parking and Servicing Code Wastewater Code

A full assessment of the codes is provided within Appendix 1.

However, it is noted that no assessment is undertaken against the following codes:

- Assessment against the Landscape Work Code is not required as no Landscaping works form part of this proposal;
- Assessment against the Outdoor Lighting Code is not required as no outdoor lighting is proposed as part of this proposal;
- Assessment against the Park Planning and Design Code is not required as no park planning and design is required as part of this proposal; and
- Assessment against the Wastewater Code is not required as the subject site is serviced by sewerage infrastructure.

6.0 CONCLUSION

This report has been prepared on behalf of *Gipsy Thomas & Siju Varghese* (applicant) to obtain a Development Approval on land at 43 Balcara Avenue, Carseldine, formally described as Lot 178 on RP226139. The approval sought is for the following:

- Development Permit – Reconfiguring a Lot – 1 into 2 Lots.

This report addresses the merits of the proposal against the relevant provisions of the *Brisbane City Plan 2014* (the Planning Scheme), the *Planning Act 2016* (the Act) and other relevant legislation. A detailed analysis of the proposal against the local and state planning framework is included within this report and appendices.

Under the Brisbane *City Plan 2014*, the subject site is identified as being contained within the Low Density Residential Zone. In accordance with the Overall Outcomes for the Low Density Residential Zone:

> *"Development provides for suburban living in dwelling houses of predominantly 1 or 2 storeys in height, on appropriately sized and configured vacant lots, which maintain the low density detached housing suburban identity of the Low density residential zone."*

The proposed Subdivision is identified as being consistent with the Overall Outcomes of the Low Density Residential Zone as the proposal will result in lots that contain an appropriate area and dimensions to accommodate the existing and future detached houses in keeping with the intent for the Zone

It has been demonstrated that the proposed development provides each lot with the following:

- A generous street frontage of 15.0m to Balcara Avenue (Proposed Lot 1), that is consistent with other dwellings in the street and zone and satisfies the frontage width requirements of the Table 9.4.10.3.B of the Subdivision Code;

- A lot shape that provides appropriate dimensions for a lawful use (dwelling house) in accordance with Table 9.4.10.3.B of the Subdivision Code; and

- A lot size and configuration that maintains a functional and useable configuration that is capable of accommodating a future Dwelling House (despite the minor shortfall of the rear lot); whilst remaining appropriate and consistent with the intent of the Low Density Residential Zone.

To this end, the proposed allotments are identified as achieving an appropriate outcome in accordance with the Subdivision Code. The proposal is identified as meeting the relevant requirements of the *Brisbane City Plan 2014.*

7.0 APPENDIX 1

7.1 CODE ASSESSMENT