7.2.8.2 Hemmant—Lytton neighbourhood plan code

7.2.8.2.1 Application

1. This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work in the Hemmant—Lytton neighbourhood plan area if:
2. assessable development where this code is an applicable code identified in the assessment benchmarks column of a table of assessment for a neighbourhood plan (section 5.9); or
3. impact assessable development.
4. Land in the Hemmant—Lytton neighbourhood plan area is identified on the NPM-008.2 Hemmant—Lytton neighbourhood plan map and includes the following precinct:
5. Hemmant and Tingalpa Road precinct (Hemmant—Lytton neighbourhood plan/NPP-001).

When using this code, reference should be made to section 1.5, section 5.3.2 and section 5.3.3.

Note—The following purpose, overall outcomes, performance outcomes and acceptable outcomes comprise the assessment benchmarks of this code.

Note—This neighbourhood plan includes a table of assessment with categories of development and assessment variations. Refer to Table 5.9.76.A, Table 5.9.76.B, Table 5.9.76.C and Table 5.9.76.D.

7.2.8.2.2 Purpose

1. The purpose of the Hemmant—Lytton neighbourhood plan code is to provide finer grained planning at a local level for the Hemmant—Lytton neighbourhood plan area.
2. The purpose of the Hemmant—Lytton neighbourhood plan code will be achieved through overall outcomes including overall outcomes for each precinct of the neighbourhood plan area.
3. The overall outcomes for the neighbourhood plan area are:
4. Development in the Industry zones north of the Cleveland railway line accommodates regionally significant industry and supporting business activities focusing on high impact industry, special industry, marine industry, medium impact industry, transport and logistics, transport support services and food product manufacturing, that capitalise on the area’s strategic location in close proximity to regional transport infrastructure including the Port of Brisbane and separation from residential areas.
5. Development in the General industry C zone precinct allows for waterfront marine industry and limited non-industrial activities that provide ancillary support or complementary services to industry activities and marine industry.
6. Development south of the Cleveland railway line maintains the rural and low density residential character of the area and responds to local values and circumstances, including areas of ecological significance and floodable land. New residential development occurring south of the railway line ensures separation of residential communities from industrial areas located north of the railway line so that community health and wellbeing is protected and industry can continue to operate and grow.
7. Urban residential development in the neighbourhood plan area is limited to land within the Low density residential zone and Emerging community zone, predominantly within Hemmant and Tingalpa, so as to clearly define future residential areas, protect areas of ecological significance, avoid land subject to environmental constraint and provide for the efficient provision of infrastructure.
8. The very low density rural and landscape character of land included in the Rural, Environmental management and Rural residential zoned land is maintained. These zones are unsuitable for urban development.
9. Development supports continuing rural activities, in particular intensive animal industry (poultry and egg production) in Rural-zoned land.
10. Animal keeping in the Environmental management zone is of a scale and intensity that avoids amenity impacts on sensitive uses and sensitive zones and protects biodiversity and waterway values.
11. Hemmant and Tingalpa Road precinct (Hemmant—Lytton neighbourhood plan/NPP-001) overall outcomes are:
12. New urban development is contained within the Emerging community zone.
13. Development in the Rural residential zone maintains the rural residential character of the locality and does not place additional demand on the stormwater infrastructure network.
14. Development has a layout, form and density that minimises the risk of conflict between sensitive uses and existing industrial uses on nearby land in an Industry zone, to protect the health and wellbeing of future residents.
15. Development maintains the low density residential character of urban development existing in the precinct and is of a density and configuration that maintains road function and capacity through the neighbourhood plan area.
16. The area consists predominantly of dwelling houses. Development for more intense residential uses, including multiple dwellings, residential care facility or retirement facility, or non-residential uses including childcare centre, educational establishment, indoor sport and recreation and place of worship, is not consistent with the outcome sought.
17. Any neighbourhood centre providing convenience services is well located such that it does not have direct access to Hemmant and Tingalpa Road.
18. The environmental and flood conveyance values of Bulimba Creek are protected.

7.2.8.2.3 Performance outcomes and acceptable outcomes

Table 7.2.8.2.3—Performance outcomes and acceptable outcomes

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| Performance outcomes | Acceptable outcomes |
| If in the Industry zone, where in the General industry C zone precinct |
| PO1Development for office or shop ancillary to industrial use is limited in size and scale and does not constrain the function or viability of existing or future industrial activities in the zone. | AO1Development for ancillary office or shop has a maximum gross floor area not exceeding 250m2 or 10% of the total gross floor area, whichever is the lesser. |
| If in the Hemmant and Tingalpa Road precinct (Hemmant-Lytton neighbourhood plan/NPP-001), where in the Emerging community zone |
| PO2Development ensures new residential communities exhibit a low density character. | AO2Development provides a maximum yield of 15 dwellings/ha.  |
| PO3Development results in a subdivision pattern that presents larger lots where visible from Hemmant and Tingalpa Road. | AO3Development ensures that new lots created with a frontage to Hemmant and Tingalpa Road are a minimum of 1,000m2, with a minimum frontage of 30m to Hemmant and Tingalpa Road. |
| PO4Development ensures:1. vehicular access off Hemmant and Tingalpa Road is only provided where no alternative access is available;
2. where access is provided off Hemmant and Tingalpa Road it maintains and ensures the safety and functional operation of the road;
3. through traffic avoids existing residential neighbourhood streets.
 | AO4Development ensures that:1. no new vehicular access is created from Hemmant and Tingalpa Road;
2. the subdivision layout designates Gross Avenue and/or Oswald Street, and Fleming Road, as the main access streets to Hemmant and Tingalpa Road.
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