### Dual occupancy code

#### Application

1. This code applies to assessing development for a Dual occupancy.
2. When using this code, reference should be made to Part 5.

#### Purpose

1. The purpose of the Dual occupancy code is to promote a variety of housing choice to cater for a range of housing needs and affordability.
2. The purpose of the code will be achieved through the following overall outcomes:
   1. the scale and character of development is consistent with the existing desired residential character and streetscape pattern;
   2. design gives a sense of individual ownership to residents;
   3. dual occupancies do not detrimentally affect the function of the road network and its infrastructure design requirements.

#### Criteria for assessment

Part A - Criteria for self-assessable and assessable development

Table 9.3.9.3.a – Dual occupancy code – self-assessable and assessable development

| Performance outcomes | Acceptable outcomes | Applicant response |
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| **For self-assessable and assessable development** | | |
| **Site requirements** | | |
| **PO1**  The site has sufficient area to accommodate:  (a) buildings and structures;  (b) setbacks;  (c) access, parking, manoeuvring and circulation;  (d) landscaping;  (e) recreational and outdoor living areas. | **AO1.1**  The dual occupancy is established on land with a minimum area of:  (a) 600m2 within the Low-medium density residential zone, Medium density residential zone or Mixed use zone precinct 3; or  (b) 800m2 within all other zones. |  |
| **Design** | | |
| **PO2**  Buildings and structures are setback from property boundaries such that:  (a) the setback from the street frontages reflects the positive attributes of the streetscape;  (b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties;  (c) the setback from all boundaries is sufficient to allow areas of deep planting;  (d) the setback from street frontages provides for the desired streetscape pattern. | **AO2.1**  Buildings and structures are set back from property boundaries as follows:  (a) 6 metres from the primary road frontage;  (b) 3 metres from the secondary road frontage;  (c) 1.5 metres from side and rear boundaries. |  |
| **PO3**  Buildings are appropriately separated from each other to maintain the character of the streetscape and privacy and amenity for residents. | **AO3.1**  Buildings are:  (a) attached by a common wall; or  (b) separated by not less than 3m. |  |
| **PO4**  Car parking areas, including garages and other parking structures are designed and sited to provide a high quality living environment and enhance the amenity of the streetscape. | **AO4.1**  Car parking areas, garages, carports and other parking structures are designed and located so that they do not occupy more than 6m of the street frontage. |  |
| **PO5**  The development addresses the road frontage to facilitate casual surveillance and to enhance the amenity of the streetscape. | **AO5.1**  The building has balconies or windows or verandahs that face the street. |  |
| **AO5.2**  Fences and walls along road frontages are not more than:  (a) 1.2 metres in height if less than 50% transparent; or  (b) 1.5 metres in height if greater than 50% transparent. |  |
| **PO6**  Residents are provided functional private open space and recreation area. | **AO6.1**  A minimum area of 25m² private open space is provided for each dwelling unit which is directly accessible from the living area of each dwelling unit. |  |
| **Parking and access** | | |
| **PO7**  The development provides residents and guests with safe and convenient vehicle parking, access to dwellings and the road network, while maintaining the standard of existing infrastructure in the road reserve. | **AO7.1**  Dwelling units are serviced by:  (a) a shared unobstructed driveway and crossover with a maximum width of 3.6 metres; or  (b) one unobstructed driveway and crossover, having a maximum width of 3 metres, is provided to each street frontages, where the site has two street frontages. |  |
| **AO7.2**  The surface treatment of any driveway is imperviously sealed. |  |
| **AO7.3**  Where development is on a State controlled road, Sub-arterial road or Collector road the driveway design is such that vehicles can enter and exit the site in a forward gear. |  |
| **AO7.4**  Where a dual occupancy is to be established on a corner allotment each dwelling is accessed from a different road frontage with a minimum 6 metre separation between driveway and intersection. |  |
| **AO7.5**  Driveways and crossovers avoid existing on-street infrastructure, including street trees, drainage pits, street signs, service pillars and electricity infrastructure. |  |
| **AO7.6**  Driveway crossovers are designed in accordance with the Infrastructure works code. |  |
| **Landscaping and screening** | | |
| **PO8**  Fencing is designed to ensure a high degree of privacy and amenity for residents. | **AO8.1**  A screen fence (minimum height of 1.8 metres and maximum gap of 10mm) is provided to the side and rear boundaries. |  |
| **AO8.2**  Where the front fence is lower than the side boundary fence it is tapered to the maximum height of the side boundary fence at or behind the front setback. |  |
| **PO9**  Landscaping contributes to establishing an attractive and safe streetscape and a high standard of amenity and privacy for residents. | **AO9.1**  A landscaped area not less than 2 metres wide is provided and maintained within the site along all street boundaries.  Note – Landscaping is provided in accordance with the Landscaping code. |  |
| **Infrastructure** | | |
| **PO10**  The dual occupancy is connected to essential infrastructure services and is sufficient to support individual ownership of each dwelling. | **AO10.1**  Each dwelling is separately connected to:  (a) water;  (b) sewerage;  (c) drainage;  (d) electricity;  (e) telecommunications. |  |
| **Service facilities** | | |
| **PO11**  Services structures and mechanical plant (including air conditioners) are located, screened or incorporated as part of the building form to minimise adverse impacts on amenity. | **AO11.1**  Services structures and mechanical plant are located or screened to not be visible from:  (a) public spaces;  (b) adjoining properties. |  |
| **AO11.2**  Mechanical plant is not located on balconies or adjacent to other liveable areas. |  |
| **AO11.3**  Services and mechanical plant are located in building recesses or adjacent to service areas such as parking and driveway areas. |  |
| **PO12**  Development provides a secure and functional storage area for each dwelling. | **AO12.1**  A secure storage area is provided for each dwelling that:  (a) has a minimum space of 2.5m2;  (b) has a minimum height of 2 metres;  (c) is weather proof;  (d) has immunity to the 1% AEP inundation event.  Note – dedicated storage space areas may be provided inside the dwelling only where they are in addition to storage typically provided in dwellings (e.g. cupboards, wardrobes). |  |
| **PO13**  Development provides sufficient area to accommodate the storage of waste and recycle receptacles that is in a location that does not adversely impact on the amenity of the streetscape or adjoining premises. | **AO13.1**  Development provides an area for the storage of two wheelie bins per dwelling in a location that is:  (a) convenient to the occupants;  (b) external to the garage;  (c) screened from view from the street and adjoining properties. |  |
| **For assessable development** | | |
| **Dual occupancy incorporating an existing dwelling house** | | |
| **PO14**  For dual occupancies incorporating an existing dwelling:  (a) dwellings at the street front contribute to a sense of individual ownership;  (b) where the new dwelling is located at the rear of an existing dwelling, the appearance of the streetscape is maintain by screening the premises to the rear;  (c) driveways are located, landscaped or screened to maintain the privacy and amenity of the existing dwelling. | **AO14.1**  No acceptable outcomes are provided. |  |
| **PO15**  Where the new dwelling is attached to an existing dwelling, the layout and form maintains the bulk and appearance of the existing dwelling. | **AO15.1**  The design of the dual occupancy:  (a) maintains the appearance of a single dwelling house to the street;  (b) provides a communal driveway;  (c) provides additional undercover car parking behind the front façade. |  |