

### 9.3.9 Dual occupancy code

#### 9.3.9.1 Application

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

#### 9.3.9.2 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:
  - (a) the scale and character of development is consistent with the existing desired residential character and streetscape pattern;
  - (b) design gives a sense of individual ownership to residents;
  - (c) dual occupancies do not detrimentally affect the function of the road network and its infrastructure design requirements.

#### 9.3.9.3 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
<b>For self-assessable and assessable development</b>	
<b>Site requirements</b>	
<p><b>PO1</b> The site has sufficient area to accommodate:</p> <ul style="list-style-type: none"> <li>(a) buildings and structures;</li> <li>(b) setbacks;</li> <li>(c) access, parking, manoeuvring and circulation;</li> <li>(d) landscaping;</li> <li>(e) recreational and outdoor living areas.</li> </ul>	<p><b>AO1.1</b> The dual occupancy is established on land with a minimum area of:</p> <ul style="list-style-type: none"> <li>(a) 600m<sup>2</sup> within the Low-medium density residential zone, Medium density residential zone or Mixed use zone precinct 3; or</li> <li>(b) 800m<sup>2</sup> within all other zones.</li> </ul>
<b>Design</b>	
<p><b>PO2</b> Buildings and structures are setback from property boundaries such that:</p> <ul style="list-style-type: none"> <li>(a) the setback from the street frontages reflects the positive attributes of the streetscape;</li> <li>(b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties;</li> <li>(c) the setback from all boundaries is sufficient to allow areas of deep planting;</li> <li>(d) the setback from street frontages provides for the desired streetscape pattern.</li> </ul>	<p><b>AO2.1</b> Buildings and structures are set back from property boundaries as follows:</p> <ul style="list-style-type: none"> <li>(a) 6 metres from the primary road frontage;</li> <li>(b) 3 metres from the secondary road frontage;</li> <li>(c) 1.5 metres from side and rear boundaries.</li> </ul>
<p><b>PO3</b> Buildings are appropriately separated from each other to maintain the character of the streetscape and privacy and amenity for residents.</p>	<p><b>AO3.1</b> Buildings are:</p> <ul style="list-style-type: none"> <li>(a) attached by a common wall; or</li> <li>(b) separated by not less than 3m.</li> </ul>

Performance outcomes	Acceptable outcomes
<p><b>PO4</b> 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.</p>	<p><b>AO4.1</b> 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.</p>
<p><b>PO5</b> The development addresses the road frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.</p>	<p><b>AO5.1</b> The building has balconies or windows or verandahs that face the street.</p> <p><b>AO5.2</b> 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.</p>
<p><b>PO6</b> Residents are provided functional private open space and recreation area.</p>	<p><b>AO6.1</b> A minimum area of 25m<sup>2</sup> private open space is provided for each dwelling unit which is directly accessible from the living area of each dwelling unit.</p>
Parking and access	
<p><b>PO7</b> 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.</p>	<p><b>AO7.1</b> 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.</p> <p><b>AO7.2</b> The surface treatment of any driveway is imperviously sealed.</p> <p><b>AO7.3</b> 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.</p> <p><b>AO7.4</b> 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.</p> <p><b>AO7.5</b> Driveways and crossovers avoid existing on-street infrastructure, including street trees, drainage pits, street signs, service pillars and electricity infrastructure.</p> <p><b>AO7.6</b> Driveway crossovers are designed in accordance with the Infrastructure works code.</p>

Performance outcomes	Acceptable outcomes
<b>Landscaping and screening</b>	
<b>PO8</b> Fencing is designed to ensure a high degree of privacy and amenity for residents.	<b>AO8.1</b> A screen fence (minimum height of 1.8 metres and maximum gap of 10mm) is provided to the side and rear boundaries.
	<b>AO8.2</b> 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.
<b>PO9</b> Landscaping contributes to establishing an attractive and safe streetscape and a high standard of amenity and privacy for residents.	<b>AO9.1</b> 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.
<b>Infrastructure</b>	
<b>PO10</b> The dual occupancy is connected to essential infrastructure services and is sufficient to support individual ownership of each dwelling.	<b>AO10.1</b> Each dwelling is separately connected to: <ul style="list-style-type: none"> <li>(a) water;</li> <li>(b) sewerage;</li> <li>(c) drainage;</li> <li>(d) electricity;</li> <li>(e) telecommunications.</li> </ul>
<b>Service facilities</b>	
<b>PO11</b> 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.	<b>AO11.1</b> Services structures and mechanical plant are located or screened to not be visible from: <ul style="list-style-type: none"> <li>(a) public spaces;</li> <li>(b) adjoining properties.</li> </ul>
	<b>AO11.2</b> Mechanical plant is not located on balconies or adjacent to other liveable areas.
	<b>AO11.3</b> Services and mechanical plant are located in building recesses or adjacent to service areas such as parking and driveway areas.
<b>PO12</b> Development provides a secure and functional storage area for each dwelling.	<b>AO12.1</b> A secure storage area is provided for each dwelling that: <ul style="list-style-type: none"> <li>(a) has a minimum space of 2.5m<sup>2</sup>;</li> <li>(b) has a minimum height of 2 metres;</li> <li>(c) is weather proof;</li> <li>(d) has immunity to the 1% AEP inundation event.</li> </ul> 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).

Performance outcomes	Acceptable outcomes
<p><b>PO13</b> 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.</p>	<p><b>AO13.1</b> 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.</p>
<b>For assessable development</b>	
<b>Dual occupancy incorporating an existing dwelling house</b>	
<p><b>PO14</b> 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.</p>	<p><b>AO14.1</b> No acceptable outcomes are provided.</p>
<p><b>PO15</b> Where the new dwelling is attached to an existing dwelling, the layout and form maintains the bulk and appearance of the existing dwelling.</p>	<p><b>AO15.1</b> 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.</p>