



INFORMATION SHEET—DUAL OCCUPANCY PROJECTS

DUAL OCCUPANCY PROJECTS ARE NOW EASIER THAN EVER

The Bundaberg Regional Council Planning Scheme 2015 now makes it easier to develop a *Dual occupancy*. In many cases no planning approval is required. Prior to the new scheme most dual occupancy projects were *code assessable*, i.e. they needed a development permit under the planning scheme. However, the 2015 scheme makes them *self-assessable*—but only if they meet certain criteria under the code.

Projects complying with the self-assessable criteria can proceed to building certification without needing a material change of use development permit.

SELF-ASSESSABLE CRITERIA—CHECKLIST

The following summarises the self-assessable acceptable outcomes in 9.3.5 *Dual occupancy code*.

Site suitability—one of the following four options—

- ☐ a sewered lot in the Medium density residential zone
- ☐ a sewered lot in the Low density residential zone (800m² minimum site area)
- ☐ an unsewered lot in the Medium density residential zone (2000m² minimum site area)
- ☐ an unsewered lot in the Low density residential zone (2000m² minimum site area)

Maximum coverage and height—

- ☐ maximum site cover of the dual occupancy, inclusive of any associated garage, carport or shed—50%
- ☐ maximum height—2 storeys and 8.5m
- ☐ maximum height of garage, carport or shed—4.2m

If in the Low density residential zone—

- ☐ the site does not adjoin another lot used or approved for a dual occupancy fronting the same street **or**
- ☐ not result in a dwelling house or a vacant lot in the Low density residential zone to be adjoined by more than one dual occupancy development fronting the same street

Design and siting—

- ☐ individual design and layout for each dwelling—i.e. not a mirror image
- ☐ garage openings facing the street do not exceed 6m or 50% of the street frontage (whichever is the lesser)
- ☐ minimum setback from any street frontage—6m

Side or rear setbacks (other than garage, carport or shed)—

- ☐ 1.5m for any part of the building that is 4.5m in height or less;
- ☐ 2m for any part of the building that is higher than 4.5m but not higher than 8.5m; and

Dual occupancy definition—

Premises containing two dwellings on one lot (whether or not attached) for separate households.

A duplex is an example of a dual occupancy. See also related scheme definitions for *Dwelling house* and *Multiple dwelling*.

- ☐ 2m plus 0.5m for every 3m of any part of the building that exceeds 8.5m in height

(See diagram *Minimum side or rear building setbacks* on next page.)

Side or rear setbacks for garage, carport or shed—no requirement if both of the following—

- ☐ total length of all buildings within the setback is not more than 9m along any one boundary; **and**
- ☐ garage, carport or shed within the setback are located no closer than 1.5m to a window in a habitable room of an adjoining dwelling

Landscaping

- ☐ 25% of the site landscaped with turf, trees, shrubs
- ☐ 1.8m high screen fence on side and rear boundaries
- ☐ any fence to frontage not more than 1.2m high

Clearly defined private open space for each dwelling—

- ☐ minimum of 4m x 4m
- ☐ accessible from a living area
- ☐ provides visual privacy from another outdoor living space

Safety & security

- ☐ entrances clearly identifiable from the street and driveway
- ☐ internal pathways—clear sightlines to the dwelling entrance and street access points

Services

- ☐ connected to water supply, stormwater, electricity
- ☐ connected to sewerage if in a sewered area
- ☐ effluent treatment & disposal if not in a sewered area
- ☐ waste storage bin areas (waste and recyclables) or shared waste storage area for waste and recyclables

On-site parking

- ☐ two parking spaces per dwelling (can be tandem if on site)
- ☐ parking, driveways and manoeuvring complies with AS2890 *Off-street car parking*



IF UNABLE TO COMPLY WITH THE SELF-ASSESSABLE CRITERIA

A code assessable application will be necessary if the proposal does not comply with any of the self-assessable criteria. This application is usually relatively straightforward as it will only need to address the items of non compliance—not the whole of the code. Note that the Council application fee for this is \$2551.

PLANNING SCHEME OVERLAYS

Dual occupancy projects may also need code assessment if any of the planning scheme overlays change the level of assessment. For example, if the site is within the *Flood hazard overlay* or *Neighbourhood character area* the dual occupancy would require a code assessable development application for a material change of use. Other overlays may also trigger an application so it is important to check if any overlays apply in addition to the planning scheme zone.

INFRASTRUCTURE CHARGES

Council will issue an *Adopted Infrastructure Charges Notice* following the building approval or material change of use approval. The value of this notice would be determined by the composition of the development (for fully serviced areas) as follows—

1 bedroom unit	\$15,000
2 bedroom unit	\$18,000
3 or more bedroom unit	\$25,200
Existing use credit	\$25,200

For example a development project with two x 3-bedrooms would pay \$25,200 and a two x 2-bedroom project would pay \$10,800.

HOW INSITESJC CAN HELP

InsiteSJC can save you time and money by—

- assisting with design development to meet the self-assessable criteria—from \$200.
- providing an assessment of the development plans against the criteria to assist the building certifier—\$500.
- preparing applications where self-assessable criteria are unable to be met—\$500 + \$200 for each non-compliance.

InsiteSJC can subsequently provide additional services for building setout, community titling surveys and applications for standard format community title subdivisions of your development.

TOWN PLANNING SERVICES

Our wide range of Town Planning services include—

- development concepts & masterplanning
- prepare, lodge and manage applications
- public notification & stakeholder engagement
- appeals
- local government development assessment
- strategic & statutory planning
- advice regarding infrastructure charging and conditions.



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