

NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:	152 Marine Parade LAKES ENTRANCE VIC 3909 Lot: 1 LP: 29016, Lot: 1 LP: 126617, Lot: 3 LP: 128410
The application is for a permit to:	Buildings and works to alter and extend an existing motel
A permit is required under the following clauses of the planning scheme:	
Planning Scheme Clause	Matter for which a permit is required
32.08-10 (GRZ1)	Buildings and works associated with an existing motel
44,04-2 (LSIO)	Buildings and works for an existing motel
The applicant for the permit is:	Glossop Town Planning
The application reference number is:	5.2026.178.1

You may look at the application and any documents that support the application free of charge at:
<https://www.eastgippsland.vic.gov.au/building-and-development/advertised-planning-permit-applications>

You may also call 5153 9500 to arrange a time to look at the application and any documents that support the application at the office of the responsible authority, East Gippsland Shire. This can be done during office hours and is free of charge.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

An objection must ♦ **be made to the Responsible Authority in writing,**
 ♦ **include the reasons for the objection, and**
 ♦ **state how the objector would be affected.**

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The Responsible Authority will not decide on the application before:	Subject to the applicant giving notice
---	---

If you object, the Responsible Authority will tell you its decision.

April McDonald

From: Snapforms Notifications <no-reply@snapforms.com.au>
Sent: Friday, 12 June 2026 12:09 PM
To: Planning Unit Administration
Subject: Planning Permit application
Attachments: Development Plans.pdf; Certificates of Title.pdf; Application Covering Letter.pdf; Town Planning Report.pdf; WSUD Report.pdf; Traffic Impact Assessment Report.pdf; Planning_Permit_Application_2026-06-12T12-08-35_34681596_0.pdf; attachment_errors.txt; Landscape Plans 152.pdf

Planning Permit Application

A "Planning Permit Application" has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

Applicant name:

Business trading name: c/o Glossop Town Planning

Email address: hew@glossopco.com.au

Postal address : PO Box 831, South Melbourne, VIC 3205

Preferred phone number: 0409368308

Secondary phone number: 0393292288

Owner's name:

Owner's postal address:

Street number: 152

Street name: Marine Parade

Town: Lakes Entrance

Post code: 3909

Lot number: 1, 1, 3

Plan number: PS029016, PS126617, PS128410

Addition owner/land description: [Certificates of Title.pdf](#)

Is there any encumbrance on the Title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?: No

Will the proposal result in a breach of a registered covenant restriction or agreement?: No

Existing conditions : Motel

Description of proposal : Buildings and works to existing motel

Estimated cost of development: 1,100,000

Has there been a pre-application meeting: No

Full copy of Title: [Certificates of Title.pdf](#)

Plans: [Development Plans.pdf](#)

Planning report: [Town Planning Report.pdf](#)

ExtraFile: 4

1. Supporting information/reports: [Application Covering Letter.pdf](#)

2. Supporting information/reports: [Landscape Plans.pdf](#)

4. Supporting information/reports: [Traffic Impact Assessment Report.pdf](#)

3. Supporting information/reports: [WSUD Report.pdf](#)

Invoice Payer:

Address for Invoice: 152 Marine Parade, Lakes Entrance, VIC 3909

Invoice Email:

Primary Phone Invoice:

Invoice Secondary Phone: |

Declaration: Yes

Authority Check: Yes

Notice Contact Check: Yes

Notice check 2: Yes

Privacy Statement Acknowledge: Yes

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 08062 FOLIO 976

Security no : 124135484568T
Produced 12/06/2026 11:08 AM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 029016.
PARENT TITLE Volume 07064 Folio 792
Created by instrument 2255448 07/10/1949

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP029016 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER	STATUS	DATE
--------	--------	------

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 152 MARINE PARADE LAKES ENTRANCE VIC 3909

ADMINISTRATIVE NOTICES

NIL

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Document Type	Plan
Document Identification	LP029016
Number of Pages (excluding this cover sheet)	2
Document Assembled	12/06/2026 11:08

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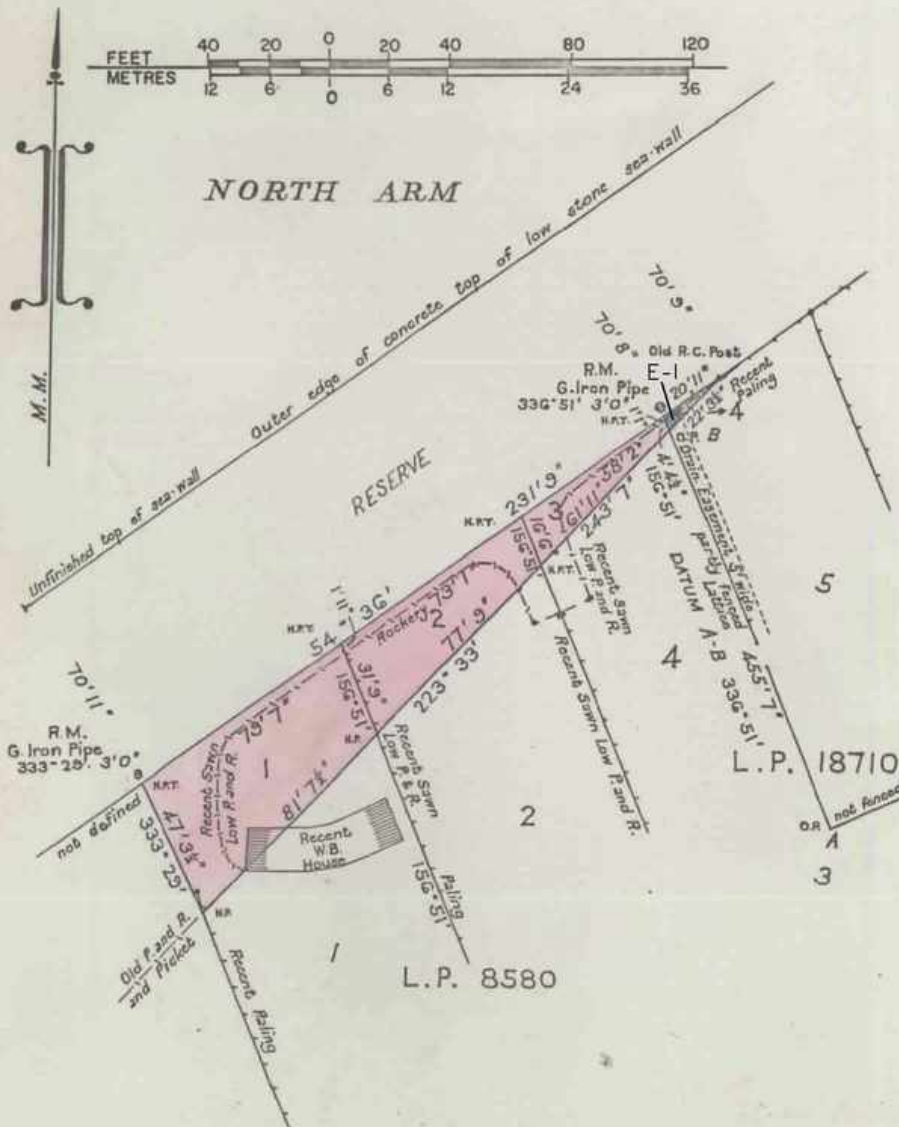
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LP 29016
EDITION I

29016

PLAN OF SUBDIVISION OF PART OF CROWN ALLOTMENT 83 TOWNSHIP OF LAKES ENTRANCE PARISH OF COLQUHOUN COUNTY OF TAMBO



Note: Lots 3 & 4 are encumbered
Vide. Lodged Plan N° 18710.

COLOUR CODE
E-I= BLUE



SCLP029016-1-4

FOR APPROPRIATIONS, ETC.
SEE BACK HEREOF

29016

SUBDIVISIONAL
CERTIFICATE OF TITLE V. 7064 F. 701-2

~~FOR TITLE REFERENCES TO LOTS~~
~~SEE PARCELS INDEX~~

LODGED BY AGG AND ENGEL

DEALING No. 5647710 DATE 25 / 10 / 54

DECLARED BY W. HUNTER

ON 17 / 12 / 48

COUNCIL SHIRE OF TAMBO

CONSENT WITH ED'S REPORT

DATE OF CONSENT / /

PLAN MAY BE LODGED 12 / 10 / 54

PLAN APPROVED. DATE / / TIME a.m.
p.m.

THE LAND COLOURED BLUE
APPROPRIATED OR SET APART
FOR EASEMENTS OF DRAINAGE

THIS IS THE BACK OF LP 29016

PHOTOGRAPHED AT CENTRAL PLAN OFFICE

SIZE DATE

COLOURED V.K. CHECKED adp

POSTED V.K. CHECKED Angela Palantieri

11437/72

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09572 FOLIO 480

Security no : 124135484563Y
Produced 12/06/2026 11:08 AM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 126617.
PARENT TITLE Volume 06750 Folio 807
Created by instrument L138955L 11/07/1984

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

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DIAGRAM LOCATION

SEE LP126617 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER	STATUS	DATE
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-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 152 MARINE PARADE LAKES ENTRANCE VIC 3909

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ADVERTISED

LP126617

EDITION 1

Approved 18/06/78

Nº 2262

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PLAN OF SUBDIVISION OF:

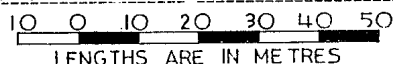
PART OF CROWN ALLOTMENTS 83 & 83A

TOWNSHIP OF LAKES ENTRANCE

PARISH: COLQUHOUN

COUNTY: TAMBO

SCALE

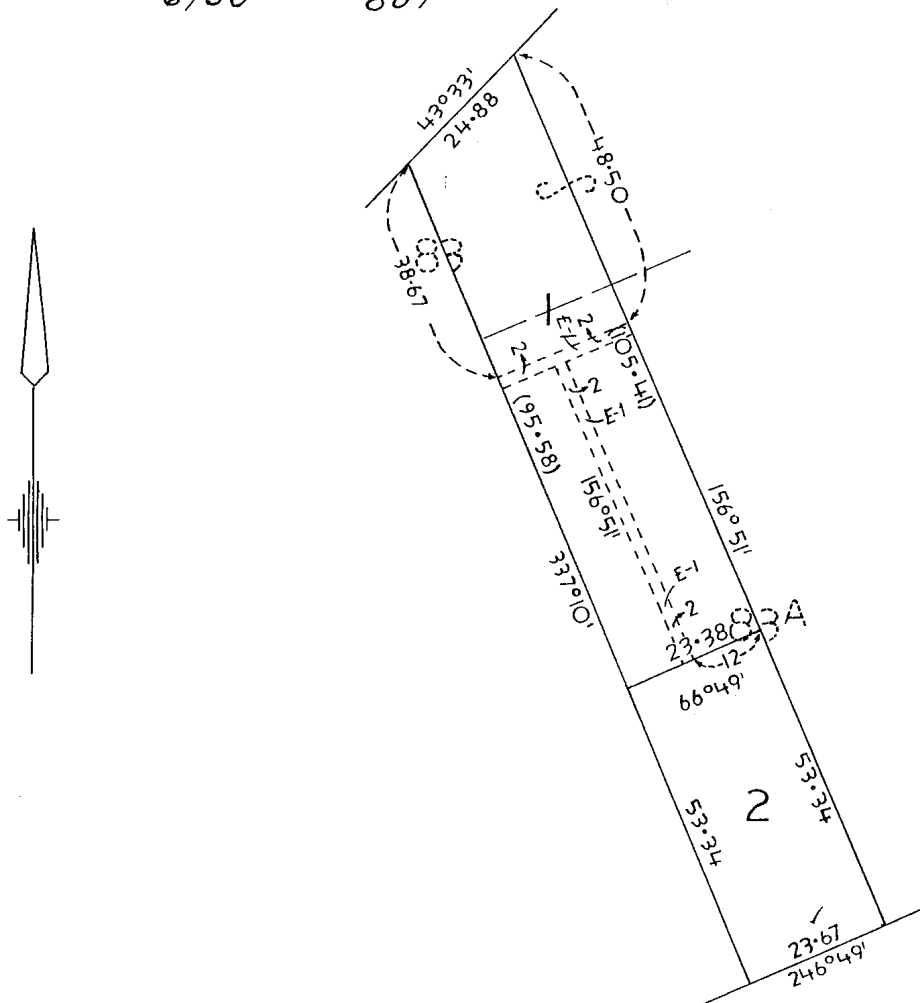


SEWERAGE -

BLUE

Vol. 5210 Fol. 951
6750 807

COLOUR CONVERSION
FOR EASEMENTS
E-1 = BLUE



CONSENT OF COUNCIL S-78

The Council of the Shire of TAMBO hereby consents to the plan of subdivision and street alignments shown hereon in witness whereof The Common Seal of The Council Councillors and Ratepayers was hereunto fixed this 14th day of March 1978 in the presence of:

R.E. Gensel Councillor.
R.E. Beveill Councillor.
N. John Secretary.

SURVEYORS CERTIFICATION

I certify that this plan has been made by me, and agrees with Title and is mathematically correct.

Licensed Surveyor
J.R. Crowther
17/4/75 J

Printed 15/07/2026

Page 10 of 101

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09371 FOLIO 690

Security no : 124135484566V
Produced 12/06/2026 11:08 AM

LAND DESCRIPTION

Lot 3 on Plan of Subdivision 128410.
PARENT TITLE Volume 09300 Folio 323
Created by instrument H845835 25/01/1980

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

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DIAGRAM LOCATION

SEE LP128410 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER	STATUS	DATE
--------	--------	------

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 152 MARINE PARADE LAKES ENTRANCE VIC 3909

ADMINISTRATIVE NOTICES

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Document Assembled	12/06/2026 11:08

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LP128410H
EDITION 1
APPROVED 29/3/79

PLAN OF SUBDIVISION

OF CROWN ALLOTMENT 83^B

AND PART OF CROWN ALLOTMENT 83

TOWNSHIP OF LAKES ENTRANCE

PARISH OF COLQUHOUN

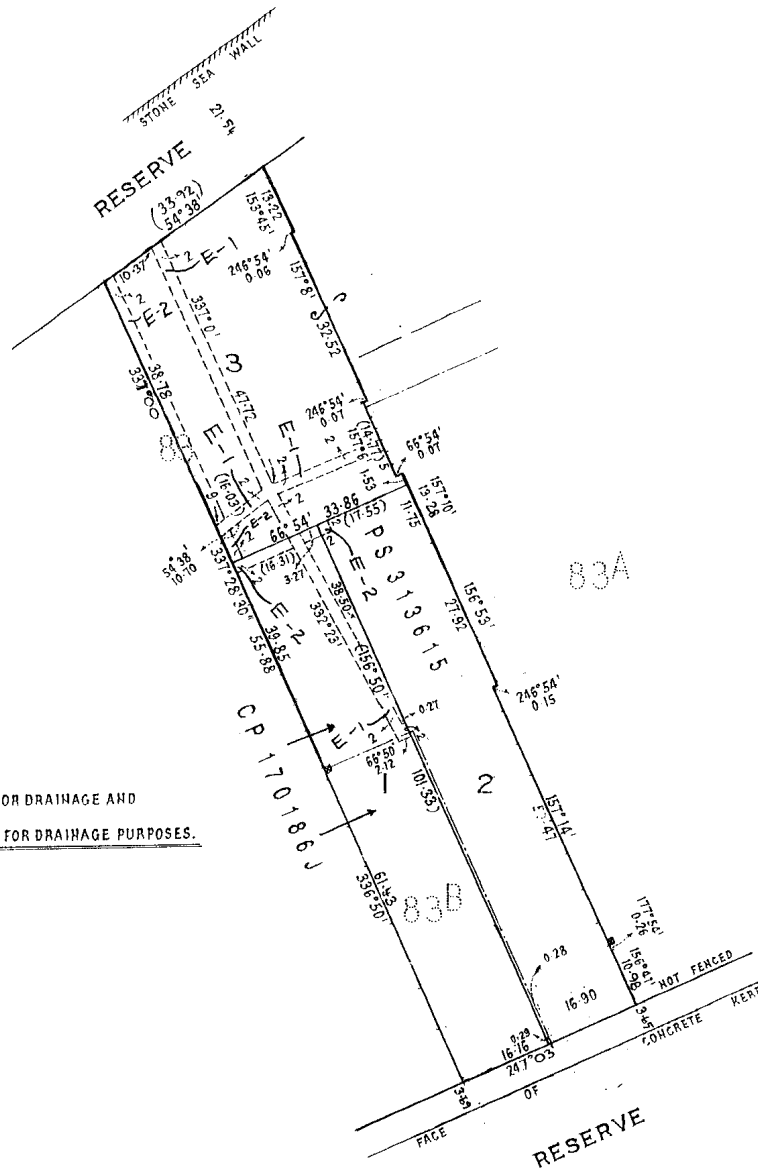
COUNTY OF TAMBO



V. 9300 F. 323

COLOUR CONVERSION
E-1 = BLUE
E-2 = GREEN

CHART NO. 5.

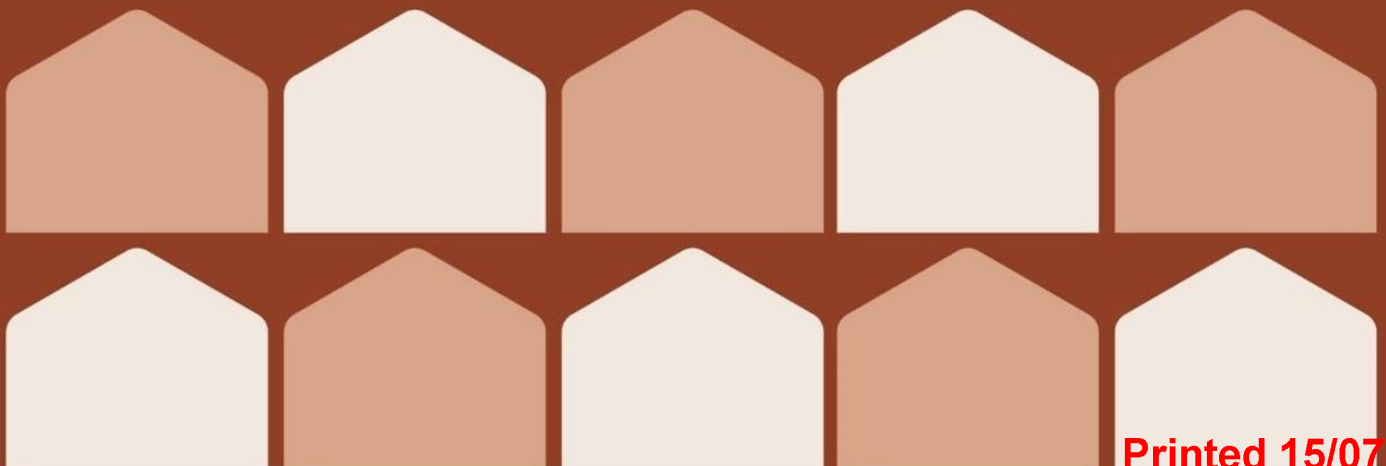


NOTE: THE LAND COLOURED BLUE IS SET APART FOR DRAINAGE AND SEWERAGE PURPOSES.
THE LAND COLOURED GREEN IS SET APART FOR DRAINAGE PURPOSES.

Town Planning Report

152 Marine Parade, Lakes Entrance

Buildings and works associated with an existing motel



Glossop Quality System			
Author	HG	Checked By	-
Date Issue	June 2026	Revision Number	-

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1. Introduction

This town planning report has been prepared on behalf of the permit applicant and landowner, to support a planning permit application for buildings and works in association with an existing motel use on land at 152 Marine Parade, Lakes Entrance (the 'Application Site').

Specifically, the existing managers accommodation unit located at the first floor of Block A is to be removed and replaced with eight additional motel rooms spanning the length of Block A. The existing seven motel rooms at the ground floor level of Block A are to remain.

Ancillary works are proposed to support this primarily the creation of an additional car parking areas to the rear of Block A and along the western boundary.



Architectural Render of proposed Block A

The proposed buildings and works respond well to the opportunities and constraints of the Application Site, are supported by the provisions of the East Gippsland Planning Scheme and are representative of the type of development envisaged for Lakes Entrance. For the reasons outlined through this report a planning permit should be issued as sought.



1.1. Plans and Supporting Documents

This planning report should be read in conjunction with the following plans and other supporting documents:

- Development Plans, prepared by JL Architects;
- Landscape Plan, prepared by Nico Studio Pty Ltd;
- Transport Impact Assessment, prepared by Quantum Traffic; and
- Stormwater Management Water Sensitive Urban Design Assessment, prepared by LID Consulting.

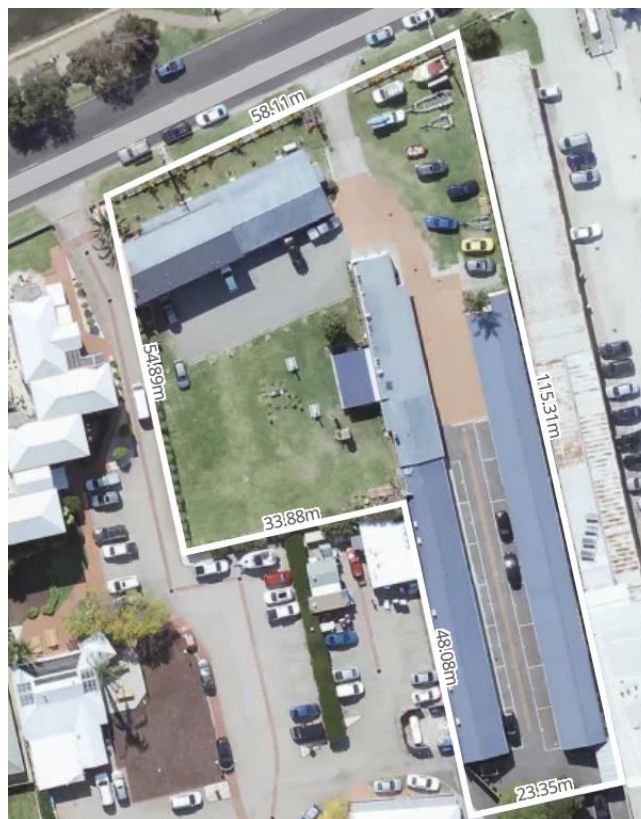
2. The Application Site and Surrounding Area

2.1. Application Site

The Application Site is located on the southern side of Marine Parade, Lakes Entrance, approximately 100 metres east of Carstairs Avenue.

The Application Site is battle-axe shaped with a frontage to Marine Parade of approximately 58 metres and a maximum depth along its eastern boundary of approximately 115 metres. The Application Site has an overall area of 4,589 square metres.

The Application Site is currently used and developed as the Lakeside Motel Waterfront consisting of 28 motel rooms in four blocks plus ancillary buildings/ structures. It includes an existing first floor managers accommodation unit located above Block A fronting Marine Parade.



Aerial overview of the Application Site (source: Landchecker 4 April 2021)

2.2. Surrounding Area

Unsurprisingly with the northern side of Marine Parade consisting of part of the Gippsland Lakes system, several properties along the southern side of Marine Parade have been developed for tourist accommodation including both abutting neighbours to the Application Site.

The immediately adjacent property to the east (221 Esplanade) contains the Lakes Entrance RSL Glenara Motel. A series of motel units and associated buildings are constructed adjacent the common boundary with the Application Site.

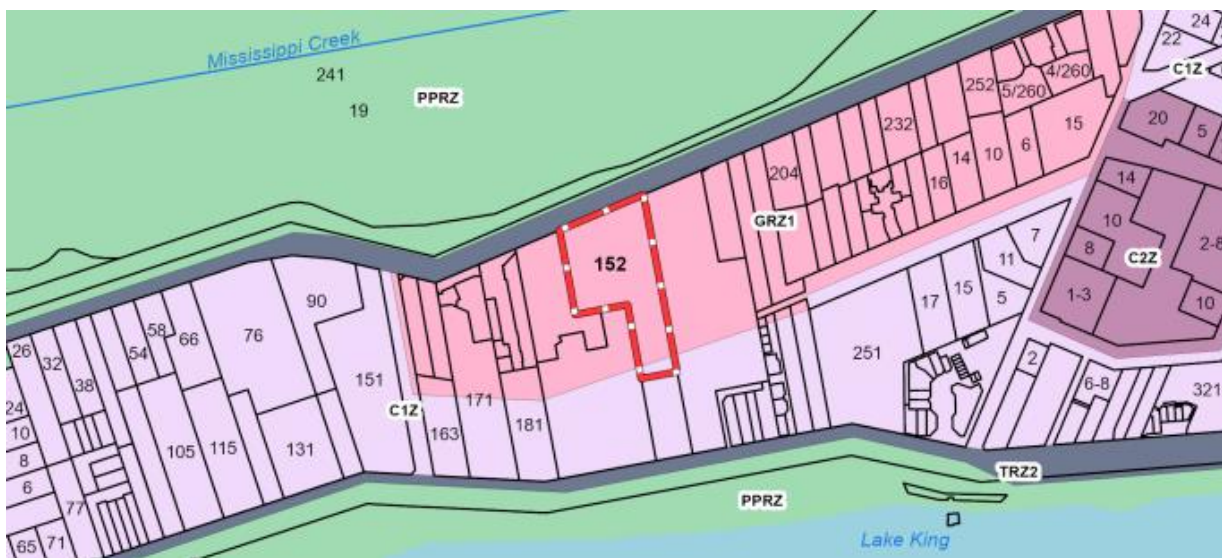
The immediately adjacent property to the west (142 Marine Parade) contains the Bellevue on the Lakes holiday apartments. Much of the interface with the Application Site is from an accessway, though some vegetation is present. The Bellevue on the Lake holiday apartments also continues to the south of the Application Site.



Aerial overview of the Application Site and immediate surrounds (source: Landchecker 4 April 2021)

3. East Gippsland Planning Scheme

The majority of the Application Site is zoned General Residential Zone – Schedule 1 ('GRZ1') with a small proportion at the rear zoned Commercial 1 Zone ('C1Z'). No buildings and works are proposed in the portion of the Application Site zoned C1Z.



Zone overview (source: Planning Property Reports)

As a motel falls under the broader land use heading of 'residential building', a minimum garden area requirement of 35% applies pursuant to Clause 32.08-14.

An exemption to this is if:

An application to alter or extend an existing building that did not comply with the minimum garden area requirement of Clause 32.08-4 on the approval date of Amendment VC110.

This application proposes an extension to Block A which existed at the date of Amendment VC110 (27 March 2017). At this time, the Application Site also did not comply with the garden area requirement being less than 35%. As such the garden area requirement does not apply.

The whole of the Application Site is located within the Land Subject to Inundation Overlay ('LSIO').



LSIO overview (source: Planning Property Reports)

Consistent with Clause 66.03, East Gippsland Catchment Management Authority is recommending referral authority under this overlay.

The whole of the Application Site is also within a mapped Area of Aboriginal Cultural Heritage Sensitivity.



Aboriginal cultural heritage (source: Planning Property Reports)

Consistent with Regulation 46(3) of the *Aboriginal Heritage Regulations 2018* a cultural heritage management plan is not required as the land has been lawfully used for the purposes of a 'residential building' since prior to 28 May 2007.

Historical Imagery < Feb 14, 2005 > >1

1985 2005 2008 2009 2013 2016



Google Earth snapshot of the Review Site in 2005

3.1. Planning Permit Triggers

A planning permit is required pursuant to the following clauses of the East Gippsland Planning Scheme.

Zone	
GRZ1	Clause 32.08-7 – to construct or extend a residential building. Clause 32.08-10 – to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.
Overlays	
LSIO	Clause 44.04-2 – To construct a building or to construct or carry out works

In addition to the above planning permit triggers:

- Clause 53.18 (Stormwater management in urban development) applies to this proposal and specifically Standards W2 and W3.
- Clause 55 (Two or more dwellings on a lot and residential buildings of three storeys or less) applies.

For completeness we confirm no permission is sought/ required for signage pursuant to Clause 52.05, car parking pursuant to Clause 52.06, road access pursuant to Clause 52.29, bicycle parking pursuant to Clause 52.34, or canopy tree removal pursuant to Clause 52.37.

3.2. Application Requirements

Pursuant to Clause 32.08-12 (GRZ1), the following information is required:

- *For a development of two or more dwellings on a lot, dwellings on common property and residential buildings of three storeys or less, excluding a basement, the site description and design response as required in clause 55.*

Please refer to the Development Plans prepared by JL Architects.

- *Plans drawn to scale and dimensioned which show:*
 - *Site shape, size, dimensions and orientation.*
 - *The siting and use of existing and proposed buildings.*
 - *Adjacent buildings and uses.*
 - *The building form and scale.*
 - *Setbacks to property boundaries.*

Please refer to the Development Plans prepared by JL Architects.

- *The likely effects, if any, on adjoining land, including noise levels, traffic, the hours of delivery and despatch of good and materials, hours of operation and light spill, solar access and glare.*

Please refer to the Transport Impact Assessment prepared by Quantum Traffic in conjunction with Section 4.3 of this planning report.

Pursuant to Clause 52.06-8 (Car parking), the following information is required:

- *The plans must show, as appropriate:*
 - *All car parking spaces that are proposed to be provided (whether on the land or on other land).*
 - *Access lanes, driveways and associated works.*
 - *Allocation of car parking spaces to different uses or tenancies, if applicable.*
 - *Any landscaping and water sensitive urban design treatments.*
 - *Finished levels, if required by the responsible authority.*

Please refer to the Development Plans prepared by JL Architects in conjunction with the Transport Impact Assessment prepared by Quantum Traffic.

3.3. Key Planning Considerations

In considering the decision guidelines associated with the relevant planning permit requirements and Clause 60.01 – Approval of an Application or Plan, the key planning considerations are:

- Is the increased intensity of the land use strategically supported including with respect to flooding?
- Does the proposal provide for an appropriate built form outcome and are any off-site amenity impacts appropriately managed?
- Are matters of car parking and WSUD appropriately resolved?

4. Planning Assessment

4.1. Is the increased intensity of the land use strategically supported including with respect to flooding?

Within the Municipal Planning Strategy Lakes Entrance is identified as a District Town. Clause 02.03-1 'Settlement' relevantly states that District Towns are *service towns are generally popular visitor and retirement destinations.*

This reference to tourism is supported by Clause 02.03-7 'Economic development' which identifies tourism as a key existing industry within East Gippsland outlining:

The tourism industry attracted over 1.3 million visitors in 2017-18, contributing over \$325 million to the regional economy. East Gippsland is seen as a region with great tourism potential based on its nature based experiences.

Council seeks to encourage nature based tourism development to complement opportunities in the State and National Parks.

At a policy level Clause 11.01-1L-04 'Lakes Entrance' provides settlement planning policy for Lakes Entrance. A relevant strategy is:

- *Encourage a variety of recreational and tourism use and development that is well connected to the commercial centre.*

Again this settlement policy is supported by tourism policy with Clause 17.04-1L 'Tourism – East Gippsland' having as an objective:

- *To develop and promote East Gippsland as a major tourist destination.*

Relevant accompanying strategies are:

- *Encourage tourism proposals that are site responsive and well located to make use of existing services and infrastructure where service connections are required.*
- *Encourage small scale tourist accommodation where appropriate, including 'bed and breakfast' and self-contained units or cottages.*

Under the GRZ, whilst a motel is a residential land use it has non-residential aspects. Noting that a permit is not required for use, a decision guideline for 'non-residential use' is

- *The scale and intensity of the use and development.*

Considering the above policy context and the existing use of the Application Site and surrounding properties it can only be concluded that an increase in intensity of the use of the land for tourism accommodation purposes is something which is both consistent with and strongly supported by the East Gippsland Planning Scheme.

In this context, the question of flooding must be considered. Our client has made pre-application enquiries with East Gippsland Catchment Management Authority who have advised:

Flood mapping available to the EGCMA in this area is from the Gippsland Lakes Flood Level Modelling Project (2004). This flood study mapped the 1% annual exceedance probability (AEP) flood event (commonly known as the 1 in 100 year flood) which is shown in Figure 1 in the explanatory report.

Figure 1 and Table 1 in the explanatory report show that the 1% AEP depth of flooding:

- *on the property is greater than 0.5 metres. This is not within the EGCMA's criteria for this type of development*
- *along the egress route is 0.8 metres. This is within the EGCMA's criteria for this type of development.*

In accordance with EGCMA policy, where flood depth during a 1% AEP flood event is likely to exceed 0.5 metres over a property or 0.8 metres over the vehicle egress route from the property, a proposal that seeks to intensify development through the creation of additional lots, dwellings or other accommodation at a property is not supported as it would expose additional people and property to the flood hazard.

From this advice it is understood that the concern is that the flood depth on the property is 0.8 metres. That the Application Site and Lakes Entrance more broadly is liable to flooding is uncontroversial given much of the township is covered by the LSIO and is only marginally above that of the surrounding Gippsland Lakes system.

Clause 13.03-1L 'Floodplain management' contains as strategies:

- *Direct use and development to locations that minimise its vulnerability to the threat of flood.*
- *Minimise development on flood prone land to reduce the likelihood of impeding or redirecting floodwaters.*

All eight proposed accommodation units are located at the first floor level of Block A. These units will be unimpacted by direct flooding. No additional units are proposed at ground level which would either a) be directly susceptible to flooding, or b) obstruct or otherwise impact flood flows. This is directly aligned with Clause 13.03-1L as the proposed units will not be directly vulnerable to flooding and will not impede or redirect floodwaters.

There would be no 'novelty' or additional risk caused by the addition of these eight units were a flood event to impact Lakes Entrance. The Application Site itself already contains 28 units which would require management/ evacuation in a flood event and the provision of an additional eight first floor units will not change this situation. Furthermore in a flood event, it will not be the Application Site alone which is impacted but rather a significant number of properties which requires a broader coordinated response approach. Again, the provision of an additional eight first floor units will not undermine or make such an outcome inherently more difficult.

It is also relevant that the LSIO is applied to areas with the 'lowest category' of flood risk. As stated in both PPN11 'Applying for a planning permit under the flood provisions' and PPN12 'Applying the Flood Provisions in Planning Schemes':

In general, areas covered by the LSIO have a lower flood risk than UFZ or FO areas.

The Purpose of the LSIO is not to prevent development but rather to minimise risk.

The provisions of the East Gippsland Planning Scheme clearly anticipate and encourage development in this location. As subsequently identified in Section 4.2, the Application Site falls within the defined Lakes Entrance Activity Centre at Clause 11.03-1L-03. Unlike bushfire risk, flooding risk is not elevated above all other policy considerations and is just one consideration. The provisions of the East Gippsland Planning specific to Lakes Entrance support development occurring. To effectively seek to impose a blanket prohibition on development with Lakes Entrance on flood risk grounds is not supported by the East Gippsland Planning Scheme.

4.2. Does the proposal provide for an appropriate built form outcome and are any off-site amenity impacts appropriately managed?

The strategic directions for 'built environment and heritage' at Clause 02.03-5 include:

- *Supporting appropriately designed and located development that complements the built form, character, environmental, topographical and landscape values of its location.*

This sentiment is reinforced through relevant policy at Clause 15 'Built Environment and Heritage', with Clause 15.01-1L 'Urban Design' seeking:

- *Encourage high standards of design in urban areas, coastal and lakeside areas, areas of high landscape quality, and land adjacent to parks and reserves.*
- *Avoid overshadowing of foreshores and other public areas.*
- *Support transparent ground floor windows and door openings to commercial developments.*

Similarly, local tourism policy at Clause 17.04-1L includes a strategy:

- *Design tourist facilities that are in keeping with the landscape, environment and the character of the area.*

Specific to Lakes Entrance, the Application Site falls within the defined Lakes Entrance Activity Centre at Clause 11.03-1L-03 for which a relevant strategy is:

- *Encourage medium-rise residential and commercial development.*

This notion of 'medium-rise' development is supported by the provisions of the GRZ where there is an expectation of development of up to three storeys in height.

The existing motel on the Application Site provides for primarily single storey built form with the exception of a caretakers unit fronting Marine Parade. The proposal will add additional first floor fronting Marine Parade which is better in keeping with the intent of policy to have 'medium-rise' development apparent.

The proposed built form fronting Marine Parade is designed to match the existing buildings on the Application Site. This is an appropriate response and reflective of other built forms within this GRZ area where built form is of residential design e.g. provision of hipped roofs, use of brick material.

Each proposed first floor unit will be provided with a balcony directly overlooking Marine Parade and the Gippsland Lakes and being located on the southern side will not cause any overshadowing of the public realm.

The proposal will result in an appropriate built form outcome from a character perspective.

The Landscape Plans prepared by Nico Studio demonstrate that the proposal will result in a far improved landscape character outcome with 16 trees proposed to be planted in addition to smaller screening trees and shrubs.

The proposal will also not create any overshadowing or overlooking impacts due to its design and the context of adjoining properties. Further the adjacent Bellevue on the Lakes holiday apartments to the west will be unimpacted due to the existing double height brick wall of Block A situated on the boundary to remain.

There will therefore be no material loss of amenity to adjoining properties.

As the land use 'motel' falls under the broader land use definition of 'residential building', the requirements of Clause 55 'Two or more dwellings on a lot and residential buildings of three storeys or less' apply. However, in this instance Clause 55 is of little material assistance given the context and as a motel land use providing short-term tourist accommodation is a very different proposition to that of permanent dwellings to which Clause 55 is principally directed. A brief assessment of the proposal against Clause 55 is provided at **Appendix A**.

4.3. Are other matters of car parking and WSUD appropriately resolved?

Quantum Traffic have prepared a Traffic Impact Assessment Report which is relied upon to demonstrate the appropriateness of the proposed car parking arrangements. We note from the conclusion that:

The application has provision for eight (8) car spaces and therefore meets the statutory car parking requirement of the East Gippsland Planning Scheme.

The carpark layout and access arrangements are designed in accordance with the relevant design requirements of Clause 52.06-9 of the Planning Scheme.

The proposed extension does not have a statutory requirement to formally provide bicycle parking or end of trip facilities. However, bicycles can be stored informally on the site.

The traffic projected to be generated by the proposed application is expected to be up to three (3) peak hour movements, which is low in traffic engineering terms. In this regard, the traffic generated by the proposed extension is unlikely to have a material impact on the operation or performance of the surrounding road network.

The waste collection arrangements will be consistent with existing conditions.

Loading demands are expected to remain consistent with existing conditions and deliveries can continue to occur informally on the site by vans and small trucks.

Similarly, the LID Consulting Stormwater Management WSUD Report is relied upon with respect to matters of stormwater management and water sensitive urban design with this report outlining:

The chosen response is to direct the proposed roof rainfall runoff to a 5000L retention tank serving all new toilets within the proposed development. In addition, all of the proposed car park/driveway impermeable paved area is directed to an in ground rain garden.

...

The proposed development achieves the Water-Sensitive Urban Design (WSUD) objectives of East Gippsland by water harvesting and re-use. A Blue Factor assessment on the above property has been undertaken in order to demonstrate in-operation compliance with Best Practice stormwater treatment objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines¹. The proposed plans achieved a stormwater

treatment score of 127% (100% or greater shows compliance with Best Practice Nitrogen removal targets) with the following parameters:

5. Conclusion

Based on the above assessment, the proposed buildings and works at 152 Marine Parade, Lakes Entrance represents an acceptable town planning outcome and is appropriate as in summary:

- The provision of additional tourist accommodation within the Lakes Entrance activity centre is strongly encouraged by the East Gippsland Planning Scheme.
- The proposal will provide for an increased street presence to Marine Parade in a manner which is complementary to the existing buildings on the Application Site and surrounding development.
- The proposal does not provide for any new development that would be susceptible to flooding instead providing only new first floor accommodation that will be unimpacted.
- The proposal will raise no off-site amenity impacts.
- Matters of car parking supply and layout and water sensitive urban design are appropriately addressed through supporting consultant reports.

It follows that a town planning permit should be granted for the proposal.

Glossop Town Planning

June 2026

Appendix A – Clause 55 Assessment

Clause 55.02 Neighbourhood Character	
Clause 55.02-1 Street setback	Standard B2-1 – Not applicable. The existing street setback is unchanged.
Clause 55.02-2 Building height	Standard B2-2 – Met A maximum building height of 6.9 metres is proposed.
Clause 55.02-3 Side and rear setbacks	Standard B2-3 – Not applicable. The proposed new built form is constructed to the boundary.
Clause 55.02-4 Walls on boundaries	Standard B2-4 – Met The extension to Block A does not exceed the height of the existing wall on boundary.
Clause 55.02-5 Site coverage	Standard B2-5 – Met Site coverage of 25.01% is nominated.
Clause 55.02-6 Access	Standard B2-6 – Not applicable. The access is unchanged.
Clause 55.02-7 Tree canopy	Standard B2-7 – Does not comply. With a site area of 4,589 square metres, a canopy coverage of 917.8 square metres is nominally sought. The proposed canopy coverage is 423.59sqm which represents a substantial increase on the existing canopy coverage which is essentially limited to a single tree (which is proposed to be retained) and in a situation where the building footprint is not proposed to be increased.
Clause 55.02-8 Front fences	Standard B2-8 – Not applicable No front fence is proposed.

Clause 55.03 Liveability	
Clause 55.03-1 Dwelling diversity	Standard B3-1 – Not applicable Dwellings are not proposed.
Clause 55.03-2 Parking location	Standard B3-2 – Met All new habitable room windows are at first floor level.
Clause 55.03-3 Street integration	Standard B3-3 – Met The development continues to front the street and existing lighting is to be retained.
Clause 55.03-4 Entry	Standard B3-4 – Met A wraparound verandah is provided across the frontage of each unit.
Clause 55.03-5 Private open spaces	Standard B3-5 – Not Met The balconies provided to each unit are 4sqm in area.
Clause 55.03-6 Solar access to open space	Standard B3-6 – Met The balconies provided are north-facing.
Clause 55.03-7 Functional layout	Standard B3-7 – Not applicable Dwellings are not proposed.
Clause 55.03-8 Room depth	Standard B3-8 – Met Room depths would not exceed the standard.
Clause 55.03-9 Daylight to new windows	Standard B3-9 – Met All units have a window with direct daylight either clear to the sky or beneath a verandah.
Clause 55.03-10 Natural ventilation	Standard B3-10 – Not applicable. Dwellings are not proposed.

Clause 55.03-11 Storage	Standard B3-11 – Not applicable Dwellings are not proposed.
Clause 55.03-12 Accessibility for apartment developments	Standard B3-12 – Not applicable Dwellings are not proposed.
Clause 55.04 External amenity	
Clause 55.04-1 Daylight to existing windows	Standard B4-1 – Met No existing window are impacted upon.
Clause 55.04-2 Existing north - facing windows	Standard B4-2 – Met No north-facing windows are impacted upon.
Clause 55.04-3 Overshadowing secluded open space	Standard B4-3 – Met No overshadowing of secluded private open space would occur.
Clause 55.04-4 Overlooking	Standard B4-4 – Met No overlooking of secluded private open space or habitable room windows would occur.
Clause 55.04-5 Internal views	Standard B4-5 – Met Solid full height walls are provided between the balconies fronting Marine Parade.
Clause 55.05 Sustainability	
Clause 55.05-1 Permeability and stormwater management	Standard B5-1 – Met Permeability of 59.4% is nominated. A Bluefactor Assessment score of 127% is achieved.

Clause 55.05-2 Overshadowing domestic solar energy systems	Standard B5-2 – Not applicable. No overshadowing of domestic solar energy systems would occur.
Clause 55.05-3 Rooftop solar energy generation area	Standard B5-3 – Not applicable Dwellings are not proposed.
Clause 55.05-4 Solar protection to new north-facing windows	Standard B5-4 – Met New north-facing windows are provided with shading.
Clause 55.05-5 Waste and recycling	Standard B5-5 – Not applicable Dwellings are not proposed.
Clause 55.05-6 Noise impacts	Standard B5-6 – Not applicable Dwellings are not proposed.
Clause 55.05-7 Energy efficiency for apartment developments	Standard B5-7 – Not applicable Dwellings are not proposed.

lid Low Impact Development Consulting



Stormwater Management

Water Sensitive Urban Design assessment for:

152 Marine Parade Lakes Entrance

Prepared for: JL Architects

Prepared by: PM- Low Impact Development Consulting

04/06/2026

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1.0	27/04/2026	TP Issue	03/02/2026	PM	MH
1.1	04/06/2026	Updated as per latest drawings	03/06/2026	ZZ	MH

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  LID acknowledges and pays respect to the Australian Aboriginal and Torres Strait Islander people, to their ancestors and elders, past, present and emerging, as the traditional custodians of the lands upon which we work and live. We recognise Aboriginal and Torres Strait Islander people's deep cultural and spiritual relationships to the water, land and sea, and their rich contribution to society.

1 Introduction

Low Impact Development (LID) Consulting was engaged by to assess the proposed development at 152 Marine Parade Lakes Entrance and prepare a Stormwater Management (Water Sensitive Urban Design) response addressing the requirements of planning scheme clauses:

- VPP 19.03-3S Integrated water management
- LPP 19.03-3L Water sensitive urban design
- VPP 53.18 Stormwater management in urban development

This report is based on the drawing set provided by JL Architects dated 03/06/2026

The site area can be seen below in Figure 1, showing the catchment boundary considered.

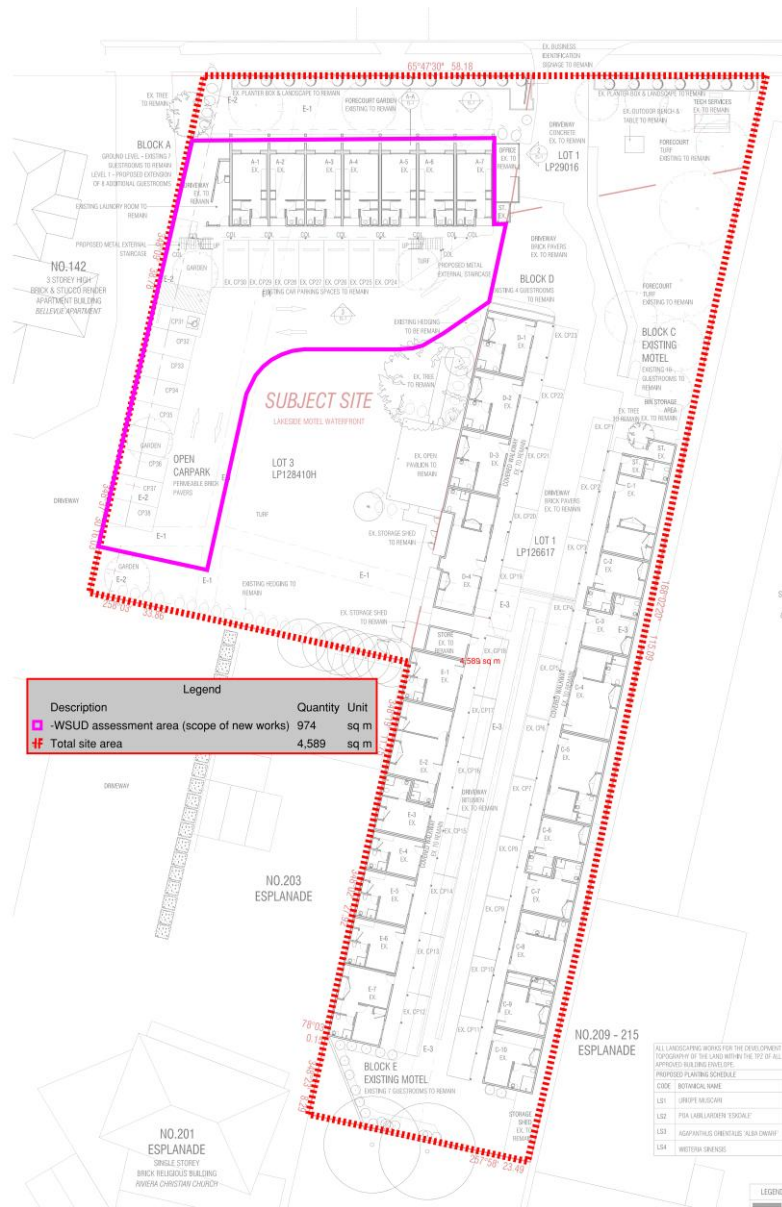


Figure 1 - Site Area

Note in accordance with clause 53.18-7 Decision guidelines, this assessment is limited to new works areas only, where there is reasonable opportunity to incorporate new WSUD features. Areas not subject to new works are excluded on the basis they will not generate additional stormwater discharge or adversely affect water quality entering the drainage system, and the inclusion of stormwater treatment systems for these areas would necessitate further drainage infrastructure works on-site.

The following documents informed the WSUD recommendations of this report:

1. Best Practice Environmental Management Guidelines for Urban Stormwater (CSIRO 1999) (BPEMG)
2. WSUD Engineering Procedures: Stormwater (CSIRO 2005 EPS)
3. WSUD Maintenance Guidelines – A guide for asset managers (Melbourne Water)

1.1 Development Summary

Address: **152 Marine Parade Lakes Entrance**
 Type: **Commercial site (Motel)**
 Site area: **4589 m²**
 Assessment area: **974 m²**
 Occupants
 (in proposed works only): **9**

1.2 Response Summary

The chosen response is to direct the proposed roof rainfall runoff to a 5000L retention tank serving all new toilets within the proposed development. In addition, all of the proposed car park/driveway impermeable paved area is directed to an in ground rain garden. These responses should be co-ordinated with architect and civil design to ensure feasibility.

Catchment areas are summarised as follows:

Table 1 - Catchment Summary

Catchment	Area (m ²)	Treatment Type	Treatment Size (L/m ²)
Roof (north building extension)	338	Rainwater tank	5,000L
Driveway/carpark	578	Raingarden (100mm)	12m ²
Pervious	58	-	-

2 Site Layout

Refer to Appendix 2 for site layout plan.

3 Proposed Response

3.1 Response

The proposed development achieves the Water-Sensitive Urban Design (WSUD) objectives of East Gippsland by water harvesting and re-use. A Blue Factor assessment on the above property has been undertaken in order to demonstrate in-operation compliance with Best Practice stormwater treatment objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines¹. The proposed plans achieved a stormwater treatment score of 127% (100% or greater shows compliance with Best Practice Nitrogen removal targets) with the following parameters:

- Rainwater shed from the proposed roof areas of north building extensions (minimum of 338m²) will be collected in a rainwater tank of minimum 5,000L retention capacity.
- Rainwater tank will be connected to all new toilets in the development for flushing purposes. In addition to stormwater benefits, this capture and re-use of rainwater provides mains water saving benefits.
- Leaf diverting rain heads and first flush diverters should be included upstream of the tank to divert the initial sediment flow when rain events occur from flowing into the tank.
- The turf/soft landscaping areas will be permeable, allowing direct ground infiltration. As such, these have been excluded from effective impervious areas.
- In accordance with the Australian Rainfall and Runoff (ARR2019) guidelines, impervious areas are those which have an immediate rainfall runoff response (i.e. dedicated drainage from a surface or concentrated flows). Paved paths and external stairs along turfs have been considered effectively pervious as runoff from these surfaces will drain directly into adjacent pervious landscaping.
- Rain gardens have been sized to equal 2% of the catchment area². The proposed bitumen driveway as shown will be treated by a total area of 12m² of raingarden(s)
- The development is not expected to have any chemical pollutants or toxicants where stormwater runoff would impact the local environment.
- The design includes vegetated landscaping. The turf/lawn area will assist with retaining moisture and promote evapotranspiration in the immediate environment. This will contribute towards cooling and improving the local habitat, and providing an attractive and enjoyable space.

¹ *Urban Stormwater: Best Practice Environmental Management Guidelines*, CSIRO, 1999, <http://www.publish.csiro.au/pid/2190.htm>

² Melbourne Water – Healthy Waterways Raingardens – Instruction sheet – Building an inground raingarden p3 – Size.

3.2 Items to be included on plans

Where not already shown the following should be included on plans for town planning submission:

1. All treatment means need to be shown.
 - a. The rain water tank location and minimum retention volume (size) of 5,000L for the building with proposed works needs to be shown, also indicating whether the tank is above ground or below ground. Indicate the tank is connected to all toilets for flushing.
 - b. The rain garden location and size needs. Where rain gardens pick up water from paved surfaces levels and falls must be shown to the rain gardens.
2. The permeability status of surface finishes if unclear.
3. Any location where retaining walls or garden bed edging would prevent water run-off from paths entering landscaped permeable areas (this scenario can make WSUD assessments more challenging to comply ie water infiltration on site is beneficial). From the plans we have not assumed any of these scenarios on site.

4 Site Management

The following is intended to inform the site management plan in matters relating to stormwater management during construction. Relevant principles per the EPA Civil Construction, Building and Demolition Guide³, and measures as per Urban Stormwater Best Practice Environmental Management Guidelines Section 6.3 are shown below.

The site management plan should restrict runoff to adjoining properties and ensure minimal earth disturbance occurs during construction. Additionally, building waste, dangerous chemicals and food waste must be managed to prevent damage to flora and fauna, or build up or blockage in drains and nearby creeks.

Item	Potential issues	Control Measure
Fences	Porous fences allow stormwater runoff to carry sediment across the site and discharge into the stormwater network.	Mesh fabric and silt fences to be installed on fences where site includes slopes greater than 1:20. Hay bales may also be suitable for larger sites.
Pit inlets	Without sediment filters, pit inlets allow sediment to enter the stormwater network causing sediment build-up downstream.	Sediment traps or drain filters should be installed on all pit inlets, particularly those in the street that are the first to receive water from the site.
Downpipes	Localised flooding due to lack of site drainage.	Temporary downpipes to be installed as soon as roofing is installed to minimise overland flow across the site (see plastic tube roll image below). These should be connected to the rainwater tank where possible, or alternatively the stormwater pipes.
Vehicle traffic on site	Areas of vehicle traffic are subject to disturbance of soil.	Use stabilised vehicle entrances and paths, with crushed rock or other suitable material. Include rumble grates, track mats (where access is over sand), and physically remove mud from tyres of vehicles prior to leaving the site.
Mounded earth	Unsecured mounds create significant issues with sedimentation after rainfall.	Use erosion control blankets for mounded earth. Ensure correct installation, and incorporate secondary measures such as silt fences on steep sites.

³ EPA Civil Construction, Building and Demolition Guide, Publication 1834 (2020)
<https://www.epa.vic.gov.au/about-epa/publications/1834>

Item	Potential issues	Control Measure
Bins	Where suitable bins are not provided, litter can be washed from the site.	Ensure appropriate bins are provided for construction workers and staff. Ensure bins for lightweight food packaging and construction waste have lids to stop waste blowing away.
Waste material	Pollution of stormwater can occur where appropriate disposal methods for waste materials are not established on site.	Provide separate bins for paints and solvents to allow safe removal and disposal at accredited locations. Ensure all staff are aware of correct disposal methods.
Stockpiles	Incorrect stockpiling can lead to stormwater contamination, and site pollution.	Locate stockpiles away from drainage paths, and construct stockpiles with gentle slopes (max 1:2).

In addition, the contractor will be required to:

- **Identify and document**, prior to construction commencing, where these measures will be installed, and how erosion and loose waste will be managed.
- **Install tarps on site waste bins** every night.
- **Avoid overfilling vehicles** or cover all soil loads being taken offsite.
- **Sweep up the site** every day when works occur on site to ensure loose waste does not blow around the site and into the surrounding streets.
- **Ensure erosion and sediment control measures are maintained** through daily checks – maintenance measures may include removing sediment trapped in filters and topping up gravel on the vehicle entry path.



Figure 2 - Temporary Downpipes



Figure 3 - Sediment Trap

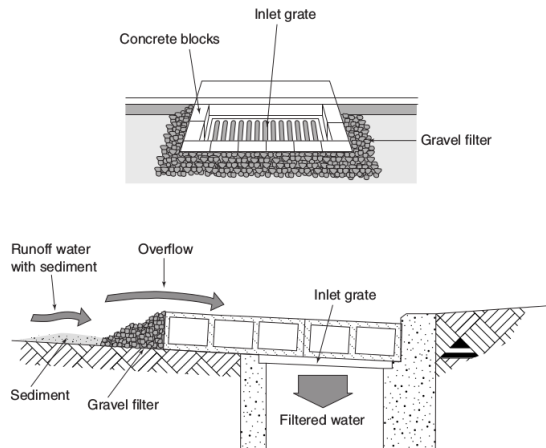


Figure 4 - Block and Gravel Filter (CSIRO)



Figure 5 - Sediment Trap

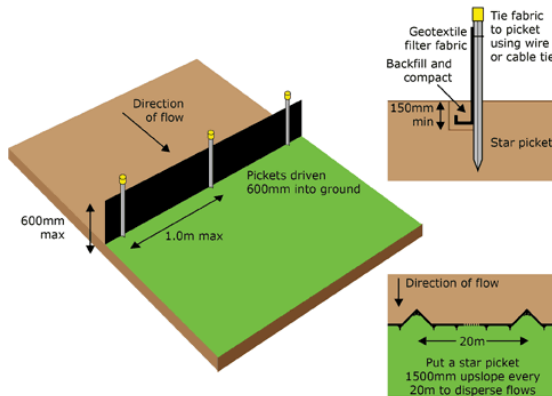


Figure 6 - Silt Fence (EPA 2004, Publication 960 p.30)



Figure 7 - Silt Fence (US EPA 2008)

5 Maintenance Plan

5.1 Rainwater Tanks

The following maintenance schedule is to be used as a guide for rainwater tank maintenance. It is based on average maintenance requirements for rainwater tanks in Victoria, and timings may need to be adjusted to suit specific site assets. Regular inspections should be undertaken every three months. Inspection and maintenance of all rainwater tanks will be the responsibility of the owners.

Refer to the Melbourne Water WSUD Maintenance Guidelines for further details.

Item	What to check for	Action	Frequency
Tank inlet	Tank inlet is not blocked by accumulated debris	Physically remove debris build up	1-3 months
First flush device and filters	First flush device and filters are not blocked and flow is not limited by litter or sediment accumulation	Physically remove litter and sediment from first flush device, or if it contains a flush-out valve, use water to remove sediment.	1-3 months
Tank outlet	Tank outlet is not restricted by sediment.	Flush tank as required.	1-3 months
Mosquito screens	Mosquito screens are not torn or loose	Replace mosquito screens if necessary. Put screens back carefully, ensuring they are tightly refitted.	1-3 months
Pumps	Water around pump equipment. Water pressure.	Replace seals where leaks are noted. Clean pumps as required to maintain pump pressure. Refer to pump manufacturer's maintenance requirements.	1-3 months
Roof and gutters	Accumulated debris in gutters. Discolouration of tank water, or notable odours.	Physically remove accumulated debris, including leaf and other plant material. More regular maintenance may be required where there are overhanging trees.	3-6 months
Overhanging trees	Vegetation overhanging roof and gutters	Prune overhanging trees where possible to reduce vegetation build up and chance of blockages in tank network.	3-6 months
Tank	Tank defects or damage. Sediment and sludge build up in tank, or sulphide/rotten egg odours.	Replace defect or damaged tank as necessary. Remove accumulated sediment and sludge from tank. Clean tank if required.	2-3 years

5.2 Raingardens

The following maintenance schedule is to be used as a guide for raingarden maintenance. It is based on average maintenance requirements for raingardens in Victoria, and timings may need to be adjusted to suit specific site assets. Regular inspections should be undertaken every three months. Inspection and maintenance of all raingardens will be the responsibility of the owners.

Refer to the Melbourne Water WSUD Maintenance Guidelines for further details⁴.

Item	What to check for	Action	Frequency
Inlet	No evidence of erosion, blockage, damage or standing water.	Clear inlet of accumulated sediment or debris. Eroded areas should be locally re-profiled or reinforced, and re-planted if necessary. Refer to Water By Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> if the erosion is either recurring or severe.	Storm events 3 months
Outlet	No evidence of erosion, blockage, damage or standing water. Outlet freely draining.	Clear outlet of accumulated sediment or debris. Refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> if standing (backwatering into the raingarden) is present.	Storm events 3 months
Other structures	No evidence of erosion and damage to other structures, e.g. pits, pipes, access ramps, walls and rock protection.	Repair minor damage to structures. Eroded areas should be repaired (reinforced). This may involve minor re-profiling or re-planting works. For severe damage, i.e. where flows have scoured down the side of a structure refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> .	3 months

⁴ *WSUD maintenance guidelines: Inspection and maintenance activities*, Melbourne Water Corporation, 2013, <http://www.melbournewater.com.au/Planning-and-building/Forms-guidelines-and-standard-drawings/Documents/WSUD-Maintenance-Inspection-and-maintenance-activity-guidelines.pdf>



Item	What to check for	Action	Frequency
Hydraulic conductivity	Filter media is draining freely. No water ponded on the surface of the raingarden for more than 12 hours after rainfall.	If water is ponded on the surface of the raingarden for more than 12 hours after rainfall, refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> . Note: the disposal of raingarden filter material must comply with EPA Victoria guidelines for the disposal of contaminated soil.	Storm events
Sediment accumulation	No major sediment accumulation on surface of the raingarden.	Accumulated sediment to be removed from the surface of the raingarden and the system replanted as required.	Annually
Filter media surface	No surface scour, depressions	Filter surface to be repaired. This may involve evening out the surface, importing additional filter media and replanting.	3 months
Fine sediment surface crust	No impermeable or clayey surface on the filter media. No major surface crusting (<3mm depth across less than 10% of the filter area is permissible).	Repair surface layer by scarify filter media surface, re-profiling and re-establishing vegetation, if required. If the problem persists refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> .	3 months
Mulch layer	Even depth and distribution of the mulch layer. Surface of the mulch layer is at least 100mm below the top of the outflow pit. Mulch is not touching the plant stems.	Re-distribute or replace mulch that has been washed out or displaced. This may involve retaining mulch using jute mats or nets. Remove mulch that is touching plant stems.	3 months
Algal or moss growth	No major algal growth (less than 10% of the raingarden area is permissible). No moss growth.	If significant patches of algal growth or moss persist across the surface of the raingarden (i.e. greater than 10% of the surface) then refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> .	3 months

Item	What to check for	Action	Frequency
Inspection opening	Water level is below filter media layer. No sediment accumulation in underdrain system.	Refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> if standing water is present in the filter media layer. Flush the underdrain system using low pressure water to remove accumulated sediment.	Annually
Vegetation cover - filter media	Greater than 90% vegetation cover. Plants healthy, free from disease and vigorously growing.	Remove any dead or diseased vegetation. Replant individual bare patches (greater than 5% of the area) using either new plants or by dividing and translocating existing plants.	3 months
Weeds - filter media	Less than 10% of the filter media surface area and batters covered in weeds.	Physically remove weeds from filter media surface. Do not use herbicides as these may harm the raingarden vegetation and contaminate the filter media. Refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> if weed ingress is a persistent problem (i.e. weed coverage is persistently greater than 30%).	3 months
Litter	Filter media surface free of litter (i.e. less than 1 piece of litter per 4m ²).	Remove all litter and excessive debris.	3 months
Pests	No damage by pest animals and insects.	Seek specialist advice if persistent insect damage is observed. Refer to Water by Design (2012) <i>Rectifying Vegetated Stormwater Treatment Assets</i> if there is evidence of pest animal damage.	3 months

Appendix 1 - Policy Objectives

For information only, the objectives of relevant stormwater management policies are shown here:

19.03-3S

04/02/2026
VC265

Integrated water management

Objective

To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

53.18

26/10/2018
VC154

STORMWATER MANAGEMENT IN URBAN DEVELOPMENT

Purpose

To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

65°47'30" 58.18

EX. BUSINESS IDENTIFICATION SIGNAGE TO REMAIN

EX. METAL ROOF OVER TECH SERVICES TO REMAIN

EX. METAL ROOF TO REMAIN (LOWER)

EX. METAL LOWER ROOF TO REMAIN

LOT 1 LP29016

BLOCK A

GROUND LEVEL - EXISTING GUESTROOMS TO REMAIN, LEVEL 1 - PROPOSED EXTENSION OF 8 ADDITIONAL GUESTROOMS

EX. STRUCTURAL BOUNDARY WALL TO REMAIN

NO.142 3 STOREY HIGH BRICK & STUCCO RENDER APARTMENT BUILDING BELLEVUE APARTMENT

SUBJECT SITE

LAKEVIEW MOTEL WATERFRONT

BLOCK D EXISTING 4 GUESTROOMS TO REMAIN

BLOCK C EXISTING MOTEL

LOT 3 LP128410

EX. ROOFTOP SOLAR PANELS TO REMAIN

EX. STORAGE SHED TO REMAIN

BLOCK E EXISTING MOTEL EXISTING 3 GUESTROOMS TO REMAIN

NO.203 ESPLANADE

NO.209 - 215 ESPLANADE

NO.201 ESPLANADE SINGLE STOREY BRICK RELIGIOUS BUILDING

NO.176 SINGLE STOREY BRICK MOTEL BUILDING GLENHARRAS MOTEL

Description	Quantity	Unit
-WSUD assessment area (scope of new works)	974	sq m
Driveway to RG	578	sq m
Permeable (incl. effectively permeable)	58	sq m
Roof to Tank (north building extn.)	338	sq m
Total site area	4,589	sq m

Appendix 3 - Blue Factor Report

Project # 998D8EBC
 152 Marine Parade, Lakes Entrance VIC 3909, Australia
 Zoe Zou - zoezou@lidconsulting.com.au
 152 Marine Parade, Lakes Entrance VIC 3909, Australia
 04 June 2026 4:43 p.m.



152 Marine Parade, Lakes Entrance VIC 3909, Australia

The proposed stormwater treatments provide 'deemed to comply' compliance with the minimum planning requirement for total nitrogen but does not comply with all the relevant objectives for management of stormwater flows on-site.



Project details

Name	152 Marine Parade, Lakes Entrance VIC 3909, Australia
Project ID	998D8EBC
Street address	152 Marine Parade, Lakes Entrance VIC 3909, Australia
Municipality	East Gippsland
Site area	974 m ²
Planning Number	

Flow and pollutant load reductions

Item	Result	Target	
Mean annual runoff volume harvested or evapotranspired (%)	12%	>23%	✗
Mean annual runoff volume infiltrated or filtered (%)	0%	>14%	✗
Total suspended solids (%)	81%	>80%	✓
Total phosphorus (%)	64%	>45%	✓
Total nitrogen (%)	57%	>45%	✓
Total gross pollutants (%)	95%	>70%	✓



Water treatment

Configuration 1

Roof to tank 338m2

Rainwater Tank
 Rainwater tank retention volume in kilolitres: 5

Configuration 2

Driveway to Raingarden Paved, 578m2

Raingarden 1 Area: 12 m², Extended detention depth: 0.1 m,
 Submerged zone depth: 0 m, Site soil type: Clay

Catchments

Roof to tank 338m2

Permeable Area Pervious (garden and lawn), 58m2

Driveway to Raingarden Paved, 578m2

Treatments

Rainwater Tank
 Rainwater tank retention volume in kilolitres: 5

73%



Raingarden 1 Area: 12 m²,
Extended detention depth: 0.1 m,
Submerged zone depth: 0 m, Site soil type: Clay

158%



Buildings & dwellings



Building Non-Residential BCA Class 5 - Commercial/Office,
9 employee(s)

Water sources	I want to use the average efficiency for a typical new dwelling or building
Basin taps - Primary water source	Mains water
Showers - Primary water source	Mains water
Clothes Washer - Primary water source	Rainwater
Urinal - Primary water source	Mains water
Urinal - Efficiency	
Toilets connected to mains water	0
Toilets connected to rainwater	8
Toilets connected to recycled water	0
Garden water use	Garden water demands are not in use

Appendix 4 - Technical Measures Explained

Rainwater Harvesting

Rain water tanks collect water from the roof via downpipes, providing flow detention capacity and storage for reuse. Rainwater tanks reduce stormwater run-off but also treat water by allowing particle settlement within the tank. Water can be generally used for irrigation, toilet flushing, laundry services and showers.

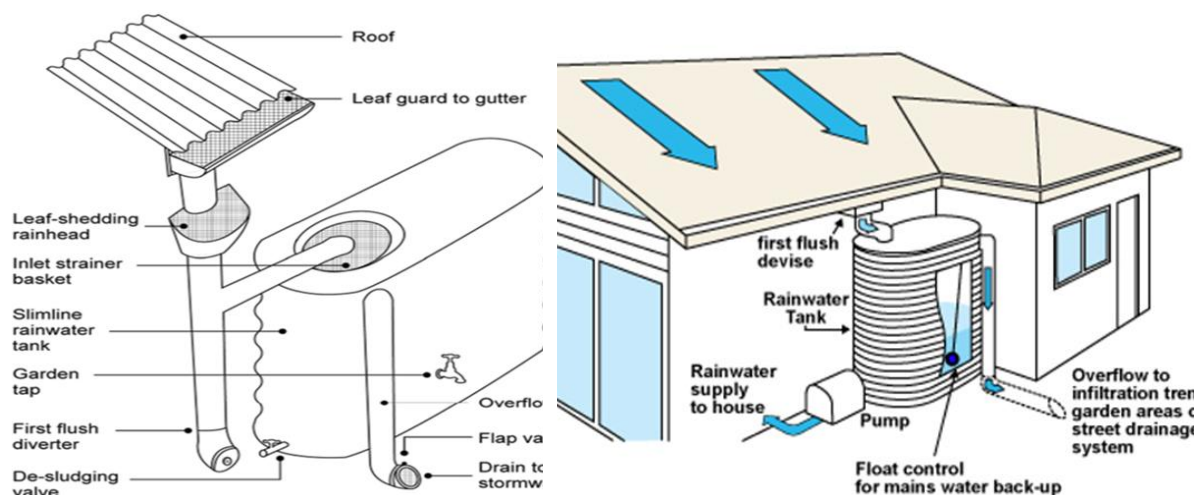


Figure 8 - Components of a Rainwater Harvesting System (Bluescope Steel)

Rainwater Filtration

Rainwater Filtration requirements depend upon intended end-use. See the following table for required quality levels across typical end-uses:

Table 2 - Required Rainwater Quality for Different End Uses ⁵

End Use	Required Quality			
	Clear	Odourless	Low in dissolved solids	No human pathogens, toxins or heavy metals
Garden/lawn irrigation				
Toilet flushing	✓	✓		
Clothes washing	✓	✓		
Showering/bathing	✓	✓	✓	
Drinking	✓	✓	✓	✓

See the following table for appropriate treatment measures to meet the specified quality above:

⁵ <https://www.yourhome.gov.au/water/rainwater>

Table 3 - Required Rainwater Filtration for Different End Uses ⁶

Fixture/use	Filter		
	Tannin filter (if tannins from overhanging trees expected)	Sediment filter (eg. 20 micron)	Sub 1 micron absolute filter
Irrigation and outdoor			
Hot water system	✓		
Toilet cistern/washing machine	✓		
Drinking water outlets (cold)	✓	✓	✓

Further considerations:

- The simplest tank system is where downpipes can flow directly into the top of a water tank as shown above. Where a number of downpipes from around the building are collecting water for the same tank that is not underground, a charged pipe system might be required, where by water sits in the downpipes to the level of the top of the tank. When more water enters the downpipes, the existing water in the pipes will enter the tank as the water level stays balanced.
- Rainwater tank systems may either be wet (charged) or dry. Charged systems are systems where the pipes from the gutter go down the wall and underground, then up into the tank. They are 'wet' because the size of buildings and/or the placement of tanks away from buildings mean that there are long runs of pipe underground which remain full of water. Dry systems are systems where the pipe network is designed to run direct from the gutter into the tank. The pipes drain out after rain and do not hold water when rainfall stops.
- Charged tank systems (where water tanks are above ground) should incorporate 1mm aperture screens on all openings to ensure pipes do not become breeding grounds for mosquitoes. **No charged pipes are to be located beneath ground slabs.**
- A **first flush device** that diverts the initial most polluted 1-2 minutes of runoff from the roof into the garden should be incorporated in the system prior to the tank.
- **Connection to toilets** or other regularly used end-uses should ensure that tanks are run down regularly. This leaves spare capacity to collect new rainfall water and hence reduces the level of rain from the roofs going down the drains.
- **Tank to mains switches** which can divert water supply from tanks to mains need to be incorporated in any design, in the event that tanks empty or become near empty. Automated switch-over is ideal, but having good access to switches in the event of failure of the automated switches is also a good design consideration.

⁶ <https://www.yourhome.gov.au/water/rainwater>



Figure 9 - Types of Rainwater Tanks a) Slimline; b) Storage walls; c) Underground; d) Modular
(www.yourhome.gov.au/water/rainwater & www.freshwater.com.au)

Raingardens

Raingardens are a type of vegetated filtration systems, consisting typically of a vegetated soil-based filter medium (a garden bed) draining into a porous pipe. They combine physical, chemical and biological treatment systems, removing pollutants and filtering out solids before redirecting water into the stormwater mains. Melbourne Water provide useful information about raingardens at their website⁷.



Figure 10 - Raingarden Components (Melbourne Water)

Further considerations:

- Rectangle shapes are often the simplest and cheapest to construct.
- They should not be built too close to permanent structures, as filtration of water into surrounding soils may affect building foundations. Lining may be used if nearby infrastructure is sensitive to infiltration.
- Raingardens require layers of filter media and plants above a slotted pipe connected to the stormwater mains or stormwater outfall. An overflow pipe should also be located nearby should the raingarden clog up and/or be inundated beyond design capacity. A heavy mulch or gauze type matting over the top of the ground is also useful to reduce erosion of surface layers during high rainfall events.
- The plants and filter media should physically, chemically and biologically remove pollutants from the water. The filter media may include scoria, screenings or loamy sand. Water takes longer to infiltrate in clay soils than sandy soils.
- Mulch can be used as an additional layer to the raingarden as a weed control system. However unwashed gravel mulch can clog pipes so it should be avoided.

⁷ <http://www.melbournewater.com.au/getinvolved/protecttheenvironment/raingardens/Pages/How-do-I-build-a-raingarden.aspx>

Planting

A good guide to suitable plants to use in a raingarden is provided in Melbourne Water's instruction sheet "Building a Raingarden"⁸ (page 7) which can be found through the Melbourne Water website.



⁸ <http://www.melbournewater.com.au/getinvolved/protecttheenvironment/raingardens/Pages/How-do-I-build-a-raingarden.aspx>

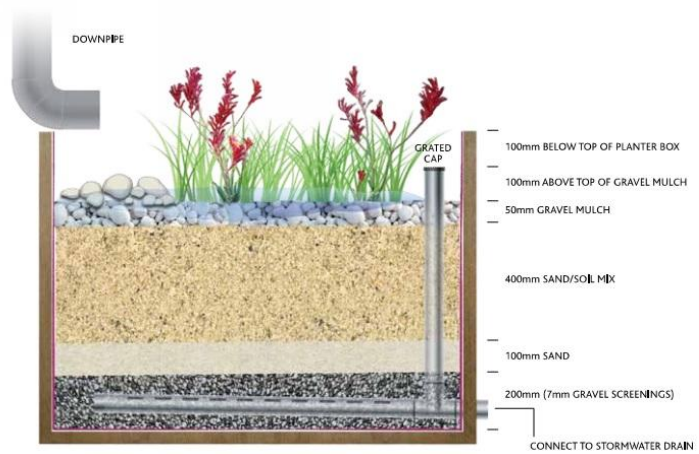
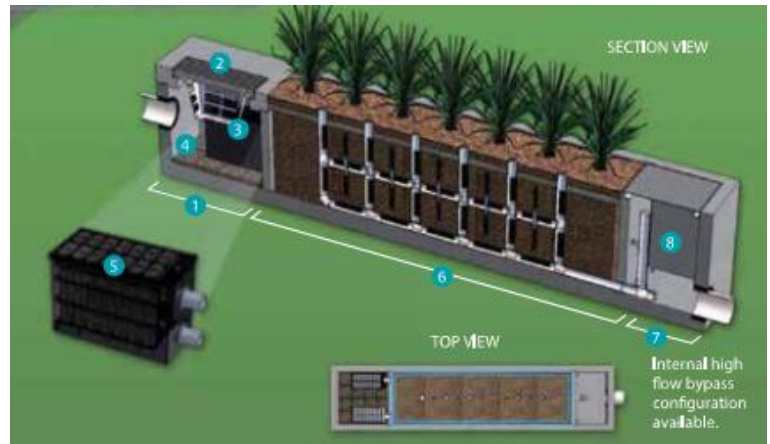


Figure 11 - In Ground and Planter Box Raingarden Systems (SPEL, Melbourne Water, LID Consulting)



Quantum Traffic

Traffic Impact Assessment Report

152 Marine Parade, Lakes Entrance

Proposed Motel Extension

5/06/2026

Printed 15/07/2026
Page 63 of 101

Traffic Impact Assessment Report

152 Marine Parade, Lakes Entrance

Proposed Motel Extension

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Executive Summary

This report assesses the car parking and traffic impacts of the Proposed Motel Extension at 152 Marine Parade, Lakes Entrance. The following provides an executive summary of the report.

Proposed Development

The proposal seeks planning approval for an eight (8) guestrooms / bedroom extension to an existing motel and modification to the car parking layout to provide for additional car parking including an accessible car space.

Car Parking

The proposed motel extension, under a Planning Scheme Clause 52.06 assessment has a car parking requirement to provide eight (8) car spaces.

The application has provision for eight (8) car spaces and therefore meets the statutory car parking requirement of the East Gippsland Planning Scheme.

The carpark layout and access arrangements are designed in accordance with the relevant design requirements of Clause 52.06-9 of the Planning Scheme.

Bicycle Parking

The proposed extension does not have a statutory requirement to formally provide bicycle parking or end of trip facilities. However, bicycles can be stored informally on the site.

Traffic Impacts

The traffic projected to be generated by the proposed application is expected to be up to three (3) peak hour movements, which is low in traffic engineering terms. In this regard, the traffic generated by the proposed extension is unlikely to have a material impact on the operation or performance of the surrounding road network.

Service Vehicles

The waste collection arrangements will be consistent with existing conditions.

Loading demands are expected to remain consistent with existing conditions and deliveries can continue to occur informally on the site by vans and small trucks.

Summary of Opinions

Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Motel Extension at 152 Marine Parade, Lakes Entrance, the car parking and traffic impacts are acceptable.

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1 Introduction

The following Traffic Impact Assessment Report reviews the critical traffic engineering matters associated with the Proposed Motel Extension at 152 Marine Parade, Lakes Entrance.

The proposed development is listed as a motel under Clause 52.06-5 of the East Gippsland Planning Scheme and has been assessed with consideration to the statutory car parking requirements, local strategic parking and traffic objectives, and prevailing car parking conditions on the site and in the surrounding area.

2 Proposal

The application proposes the partial demolition of the existing accommodation, extension of, and modification to an existing motel currently trading under the name of 'Lakeside Motel Waterfront'.

The caretaker's residence on Level 01 will be deleted. It is currently not allocated/provided with a car space. The car parking provision for the existing use, that is seven (7) spaces, will be maintained by the proposed development.

Overall, the application would increase the total number of guestrooms by eight (8) units and increase the total number of bedrooms by eight (8). An expansion of the on-site carpark to accommodate an additional eight (8) car spaces along the western boundary of the site.

The existing vehicle crossing to/from Marine Parade will be retained and is not proposed to be modified by the application. Table 1 outlines the key attributes of the proposal. Development application plans prepared by JL Architects (dated February 2026) are attached at Appendix A.

Table 1: Key Proposal Characteristics

Attribute	Proposal
Land Use	
Motel (Accommodation)	Additional eight (8) rooms / beds
Operational Characteristics	
Trading Name	Lakeside Motel Waterfront
Reception Opening Hours	2:00PM-6:30PM Monday to Sunday
Check-in Time	From 2:00PM
Check-out Time	By 10:00AM
Parking & Movement	
Car Spaces	Additional eight (8) car spaces, including an accessible car space
Bicycle Spaces	Can be informally accommodated
End of Trip Facilities	Informally on site, or within rooms
Locational/Planning Characteristics	
Principal Public Transport Network	No
Statutory Parking Category	Category 1

3 Existing Conditions

3.1 Subject Site

The subject site, addressed as 152 Marine Parade, Lakes Entrance, is located on the south side of Marine Parade approximately 130m east of its intersection with Carstairs Avenue.

The subject site is currently occupied by two (2) buildings providing accommodation and associated car parking. The buildings accommodate a total of 17 guestrooms and a caretaker's residence which are served by 30 car parking spaces (marked and unmarked bays).

Table 2 outlines the key existing features of the development site. An aerial photograph and location map of the site and surrounds is provided at Figure 1 and Figure 2 respectively.

Table 2: Existing Site Features

Feature	Detail
Municipality & Referral Authorities	
Municipality	East Gippsland
Zoning and Overlays	
Zoning	General Residential Zone – Schedule 1 (GRZ1)
Overlays	Land Subject to Inundation Overlay Schedule (LSIO)
Existing/Historical Use	
Motel (Accommodation)	17 rooms 30 car spaces (marked and unmarked bays)
On-Site Car Parking	
Via Marine Parade	15 marked car spaces 15 unmarked car spaces
On-Street Car Parking	
Marine Parade	Unrestricted indented parallel car spaces on the north side



Figure 1: Aerial Photograph (Source: Nearmap)

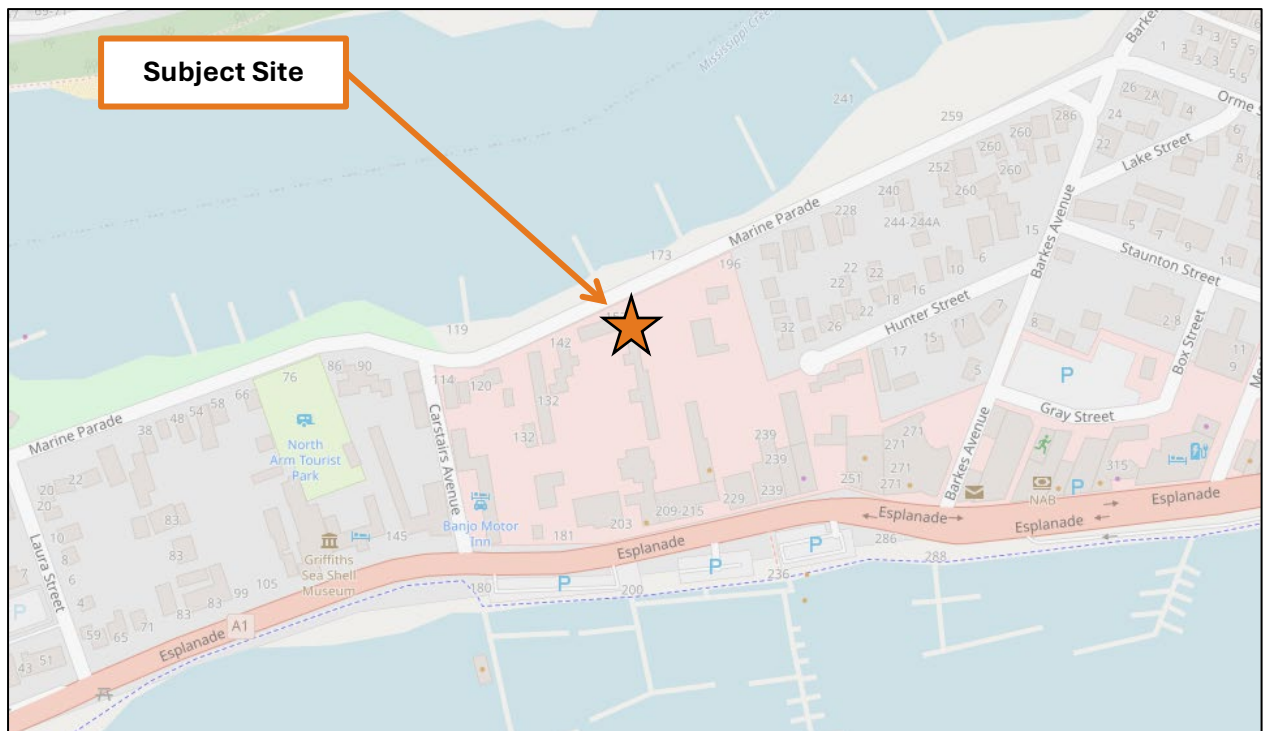


Figure 2: Location Map (Source: www.melway.com.au)

3.2 Road Network

Marine Parade

Marine Parade is a local road under the care and management of East Gippsland Shire Council. Marine Parade is generally aligned in an east to west direction, providing a connection between Barkers Avenue in the east (continuing as Orme Street) and Esplanade/Princes Highway in the west (continuing as Bullock Island Road).

Adjacent the subject site, Marine Parade has a carriageway width of approximately of 10.7m and is configured with a traffic lane and a bicycle lane in both directions. Marine Parade is also constructed with raised platforms at regular intervals and at major road intersections.

Car parking is provided on the north side of Marine Parade in the form of indented parallel car parking. Car parking in the nearby vicinity to the subject site is generally unrestricted.

Pedestrian facilities are formalised on both sides with 2.0m wide pedestrian footpaths provided on both sides of the road. On-road cycling lanes measuring 1.5m in width are also provided in each direction of traffic.

A posted speed limit of 50km/h applies to Marine Parade adjacent to the subject site.

3.3 Alternate Modes of Transport

3.3.1 Public Transport

There is limited public transport options within Lakes Entrance, however, three (3) bus routes operate along the site's Marine Parade frontage. These services are summarised below.

- Route 1: Lakes Entrance – Kalimna
- Route 2: Lakes Entrance – Lakes Entrance North
- Route 3: Lakes Entrance – Lanes Entrance East

The routes of the above services are presented in Figure 3 to Figure 5, respectively.

These services provide limited bus services across the day between the Lakes Entrance town centre, and the west, north and east of Lakes Entrance, with an operating frequency of approximately 2-4 hours on weekdays.

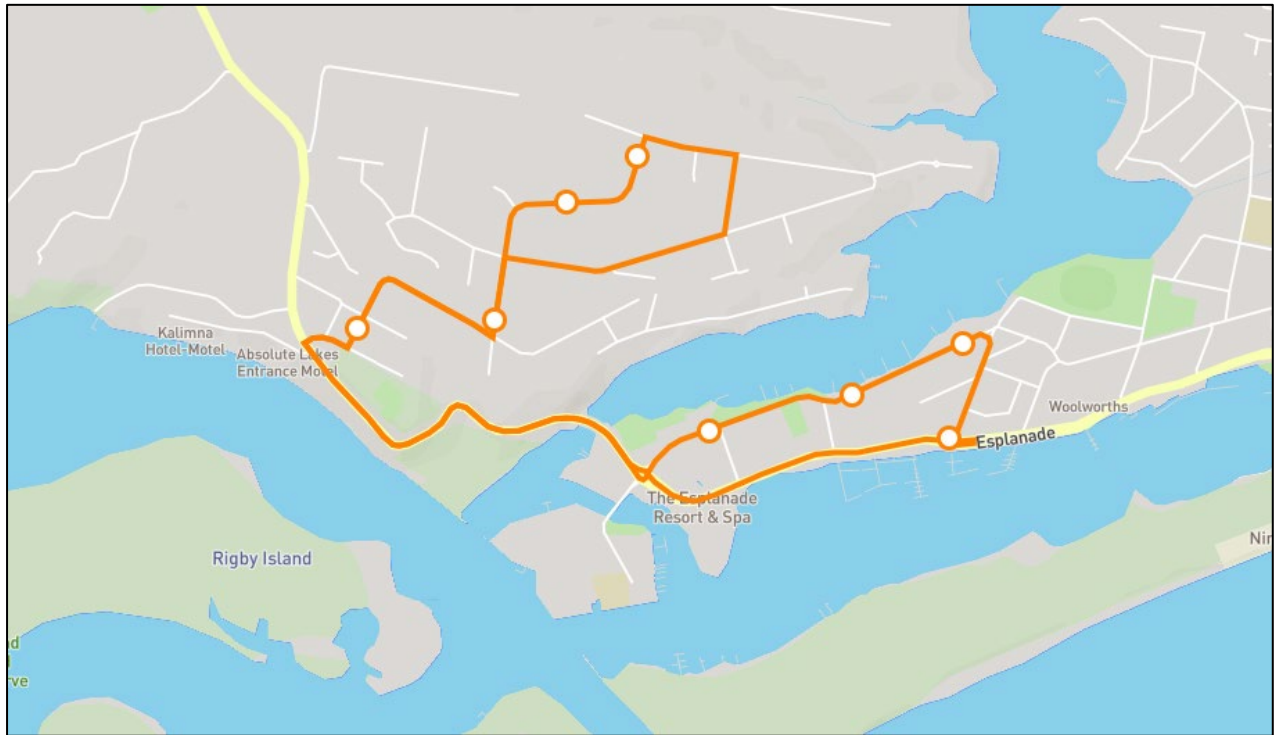


Figure 3: Bus Route 1 (Source: Transport Victoria)



Figure 4: Bus Route 2 (Source: Transport Victoria)

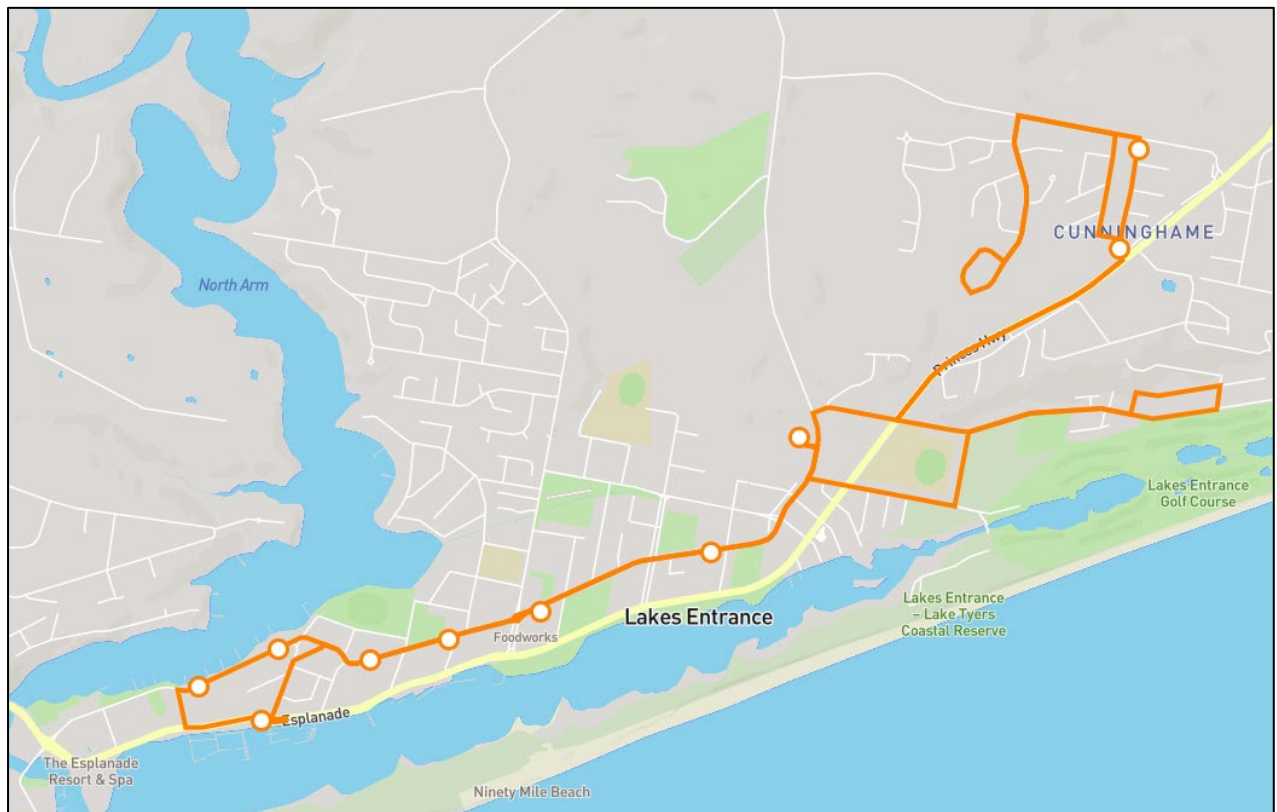


Figure 5: Bus Route 3 (Source: Transport Victoria)

4 Car Parking Assessment

4.1 Statutory Car Parking

Clause 52.06-5 prescribes the number of car spaces to be provided for the proposed change in use.

Under Clause 73 of the Planning Scheme, the proposed land use is classified as a 'Motel', which is described as:

'Land used to provide accommodation in serviced rooms for persons away from their normal place of residence, and where provision is made for parking guests' vehicles convenient to the rooms.'

Based on the Department of Transport and Planning (DTP) Victorian planning maps, the subject site is located within a Category 1 designated area. This is illustrated within Figure 6 overleaf.

The site is not subject to local Government Parking Overlay, and therefore the rates within Table 1 of Clause 52.06-5 applies. Table 3 applies the relevant car parking rates within Category 1 and summarises the car parking requirement for the proposed development as follows.

Table 3: Statutory Car Parking Assessment – Clause 52.06

Use	No./Area	Statutory Car Parking Rate (Category 1)	Statutory Requirement	Provision
Commercial				
Motel	8 bedrooms	1 car space to each bedroom	8 car spaces	8 car spaces
TOTAL			8 car spaces	8 car spaces

Based on the preceding assessment, the proposal has a statutory car parking requirement to provide eight (8) car parking spaces.

As the proposed development is provided with eight (8) on-site car spaces in addition to the 30 car spaces already provided, the statutory car parking requirement is met by the proposed application.

In this regard, a permit to vary the statutory car parking requirement is not sought by the application and Clause 52.06 of the East Gippsland Planning Scheme is satisfactorily met.

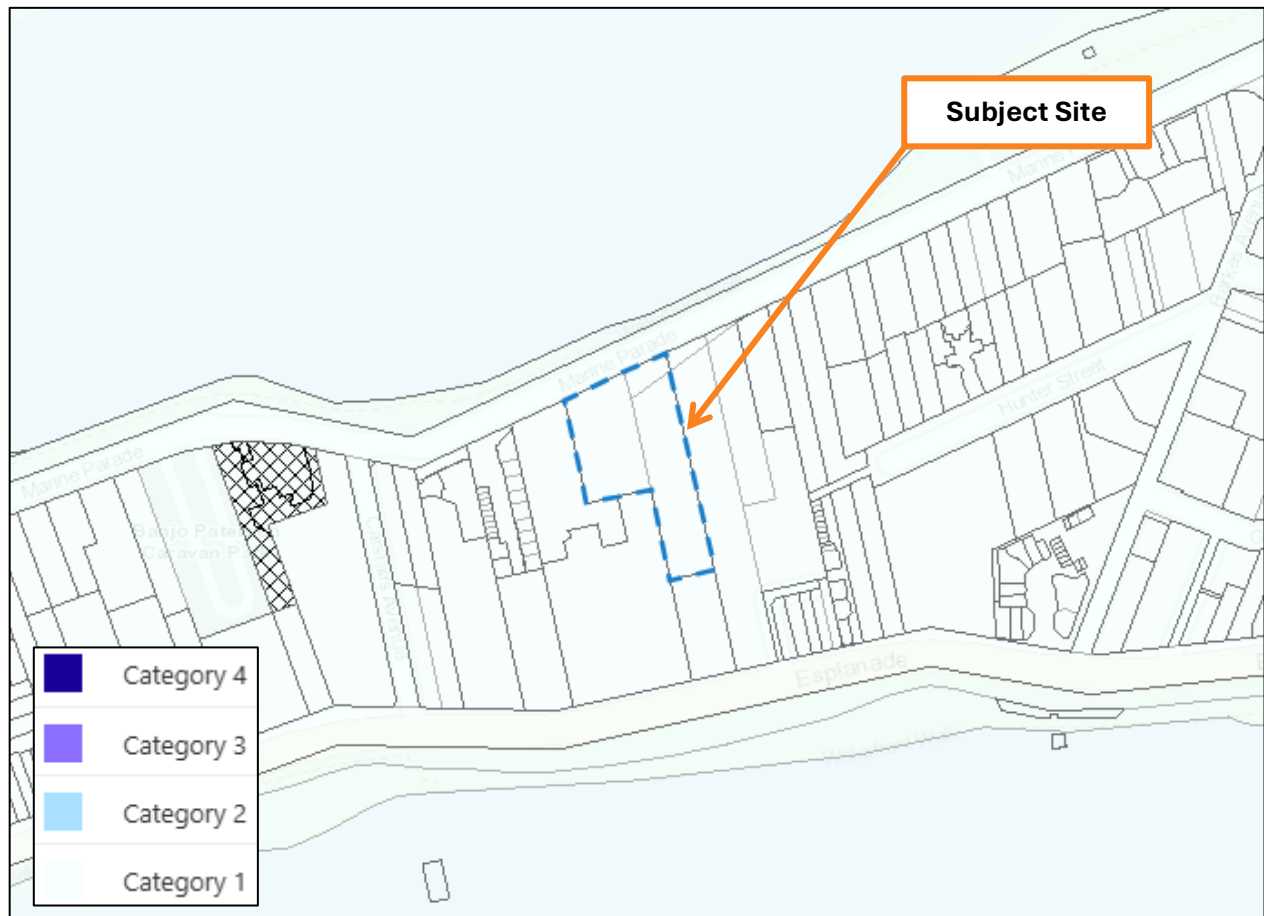


Figure 6: Location Map (Source: VicPlan)

4.2 Car Park Design

The on-site carpark shall be expanded to include the lawn area on the southwest corner of the subject site.

The existing 90 degree car spaces will be formally line-marked and reconfigured to provide for a more efficient car parking layout, and an accessible car space will be provided as part of this development application.

The application will provide eight (8) additional car spaces, including an accessible car space.

Vehicle access to/from Marine Parade is proposed to be retained, and no modifications to the existing arrangements are considered by the application.

Table 4 outlines the assessment of the proposed car parking and vehicle access arrangements against the requirements of Clause 52.06 of the Planning Scheme.

The design review assesses the component of the carpark that is new or modified.

Table 4: Clause 52.06-9 Design Standards – Design Review & Response

Design Standard	Compliance	Response
Design Standard 1 - Accessways		
<i>Be at least 3 metres wide</i>	Compliant	The new accessways will have a minimum width of 6.4m
<i>Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.</i>	Compliant	All driveways are 6.4m wide and will appropriately accommodate changes in direction associated with vehicle manoeuvring and circulation.
<i>Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre</i>	Not Applicable	The carpark is private in nature, nevertheless, all car spaces have been designed to allow for exiting in a forward direction.
<i>Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres</i>	Not Applicable	Standard car spaces will be open to the air.
<i>If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction</i>	Compliant	The carpark allows all movements to be a in forward direction when entering and exiting the site.
<i>Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3</i>	Not Applicable	The vehicle entrance is not proposed to be modified by the application. The access does not connect to a road in a Transport Zone and is not longer than 50m without an opportunity to pass.
<i>Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road</i>	Not Applicable	The entrance to the carpark is not proposed to be modified. The sight splay on the departure side of the entrance, however, provides sufficient sight distance to pedestrians for motorists.

Design Standard	Compliance	Response
<i>If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway</i>	Not Applicable	The accessway does not take access from a road in a Transport Zone. Nevertheless, car parking spaces are provided more than 6.0m from the edge of the carriageway.
<i>If entry to the car space is from a road, the width of the accessway may include the road</i>	Not Applicable	All car parking spaces are proposed to take access from internal accessways and aisles.
Design Standard 2 – Car Parking Spaces		
<i>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.</i>	Compliant	All standard car parking spaces are provided with module dimensions of 2.6m wide, 4.9m depth, and is directly accessible from an accessway that is at least 6.4m wide. These dimensions meet the minimum design standard of the Planning Scheme.
<i>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked ‘clearance required’ on Diagram 1, other than:</i> <i>A column, tree or tree guard, which may project into a space if it is within the area marked ‘tree or column permitted’ on Diagram 1.</i> <i>A structure, which may project into the space if it is at least 2.1 metres above the space.</i>	Compliant	Appropriate clearances have been provided for car parking spaces that are located adjacent a wall/fence.
<i>Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.</i>	Not applicable	No garages or carports are proposed by the application.
<i>Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space</i>	Not applicable	No car spaces are proposed to be arranged in tandem.

Design Standard	Compliance	Response
<i>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover</i>	Not applicable	No dwellings are proposed by the application.
<i>Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm</i>	Compliant	An accessible car space and shared area have been provided in accordance with AS2890.6.
Design Standard 3 - Gradients		
<i>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage.</i>	Not applicable	The vehicle entrance is not proposed to be modified, however is generally flat under existing conditions.
<i>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.</i>	Not applicable	No accessways are proposed to be significantly ramped. Grades will be applied to provide adequate drainage within new/modified car parking areas.
<i>Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</i>	Not applicable	
<i>Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.</i>	Not applicable	

5 Bicycle Parking Assessment

5.1 Statutory Bicycle Parking

Clause 52.34 prescribes the number of bicycle spaces to be provided for the proposed extension.

A motel has a statutory requirement to provide bicycle parking at the following rates:

- 1 to each 40 rooms for employees;

No bicycle parking spaces are required for visitors.

Based on the proposed number of rooms (8 No.), the development application does not have a statutory requirement to provide for bicycle parking.

Bicycle parking however can readily be accommodated on the site or within rooms, and end of trip facilities such as a shower, changeroom and closet can occur within guest rooms.

6 Traffic Impacts

6.1 Traffic Generation

The RTA Guide to Traffic Generating Developments – Issue 2.2 (GtTGD 2002) specifies that motels operating at full capacity typically generate in the order of three (3) vehicle trips per guest room per day, including 0.4 vehicle trips per guest room per hour during the evening peak.

In accordance with advice published in the GtTGD 2002, it has been assumed that 15% of rooms are vacant on a typical weekday. Noting that the GtTGD 2002 does not provide traffic generation rates for the morning or midday peak hours, these traffic generation rates have been assumed to reflect the daily traffic generation profile of ‘commercial accommodation’ land uses in TMR’s Traffic Generation Data 2006-2019 dataset and presented at Figure 7 below.

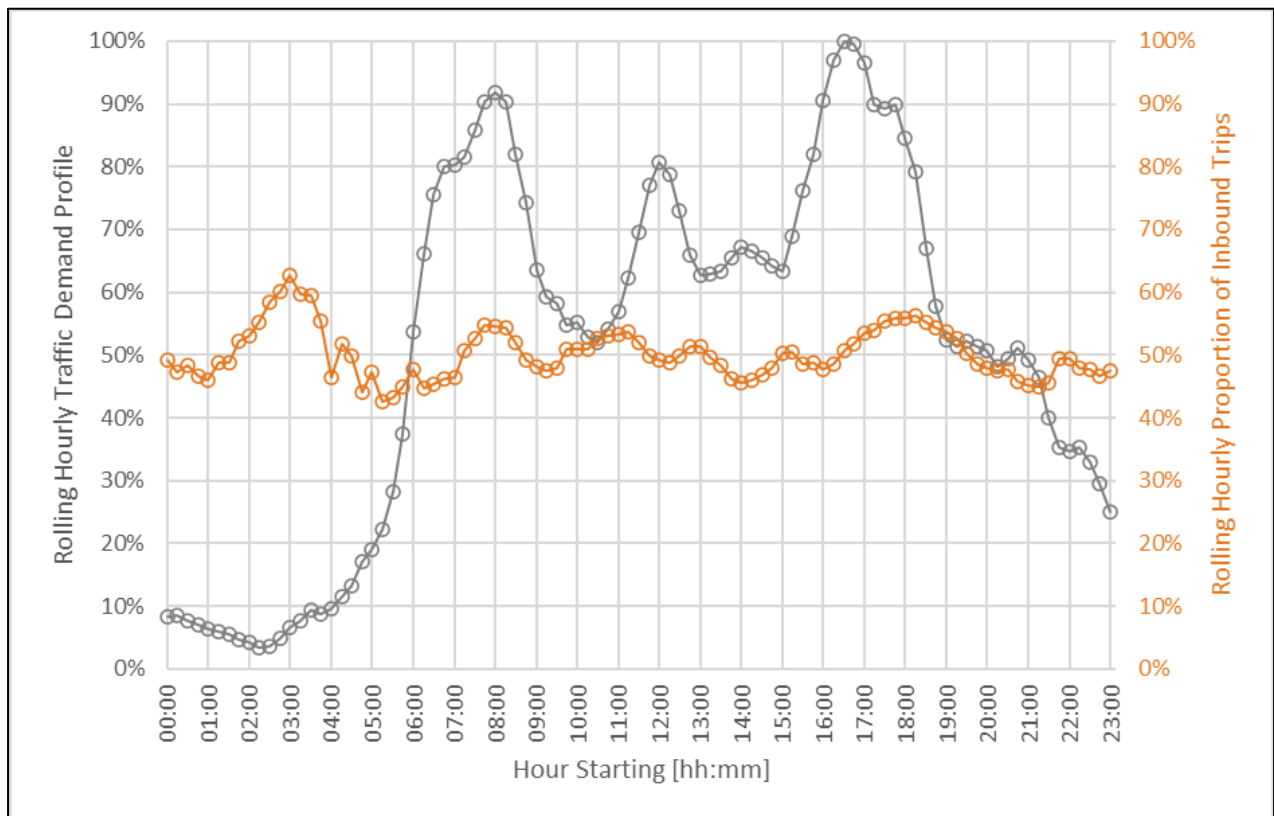


Figure 7: Traffic Demand Profile – Commercial Accommodation

On this basis, the morning and midday peak hour traffic generation rates have been assumed to be approximately 92% and 81% of the evening peak hour rate, respectively, as set out at Table 5 below.

Table 5: Traffic Generation Rates – Commercial Accommodation

Peak Hour	Peak Hour Rate
Morning Peak Hour (8am-9am)	0.31 vehicle trips per guest room per hour
Midday Peak Hour (12noon-1pm)	0.27 vehicle trips per guest room per hour
Evening Peak Hour (4:30pm-5:30pm)	0.34 vehicle trips per guest room per hour

Application of the traffic generations rates to a eight (8) guest room motel equates to the traffic generated volumes summarised at Table 6.

Table 6: Traffic Generation – Commercial Accommodation

Peak Hour	Peak Hour Trips
Morning Peak Hour (8am-9am)	3 vehicle trips per hour
Midday Peak Hour (12noon-1pm)	2 vehicle trips per hour
Evening Peak Hour (4:30pm-5:30pm)	3 vehicle trips per hour

On the preceding basis, the proposed motel development is projected to generate in the order of three (3) additional trips to the road network during the critical evening peak hour.

As the proposed motel accommodation development is not proposing a restaurant or other motel facilities that are open to the public, the projected peak traffic generation estimates above are likely to represent peak traffic demands.

6.2 Traffic Impact

The motel is predicted to generate a total of up to three (3) peak hour movements equivalent to, on average, a single movement approximately every 20 minutes. This level of traffic is negligible by traffic engineering standards and would be accommodated without consequence to the operation and performance of the adjacent road network.

The projected level of peak hour traffic generated to the road network is considered to be modest with traffic movements expected to be broadly dispersed across the day to coincide with the operative check-in and check-out times of the motel.

Since check-out is scheduled for 10:00AM and check-in for 2:00PM, development traffic is expected to be generated outside of standard commuter peak hours. Holiday traffic occurs seasonally and few times of the year where drivers may experience periodic surges, however, they are largely predictable and generally anticipated by both visitors and local residents.

7 Service Vehicles

7.1 Waste Collection

Waste collection demands are expected to be largely consistent with existing conditions and the additional waste generated by the new guest rooms will have negligible impact on existing traffic conditions.

7.2 Loading

Loading demands associated with deliveries of operational supplies, linen, guest services etc. are expected to be consistent with existing conditions. These loading demands can continue to be informally accommodated on the site by vans and small trucks.

8 Conclusions

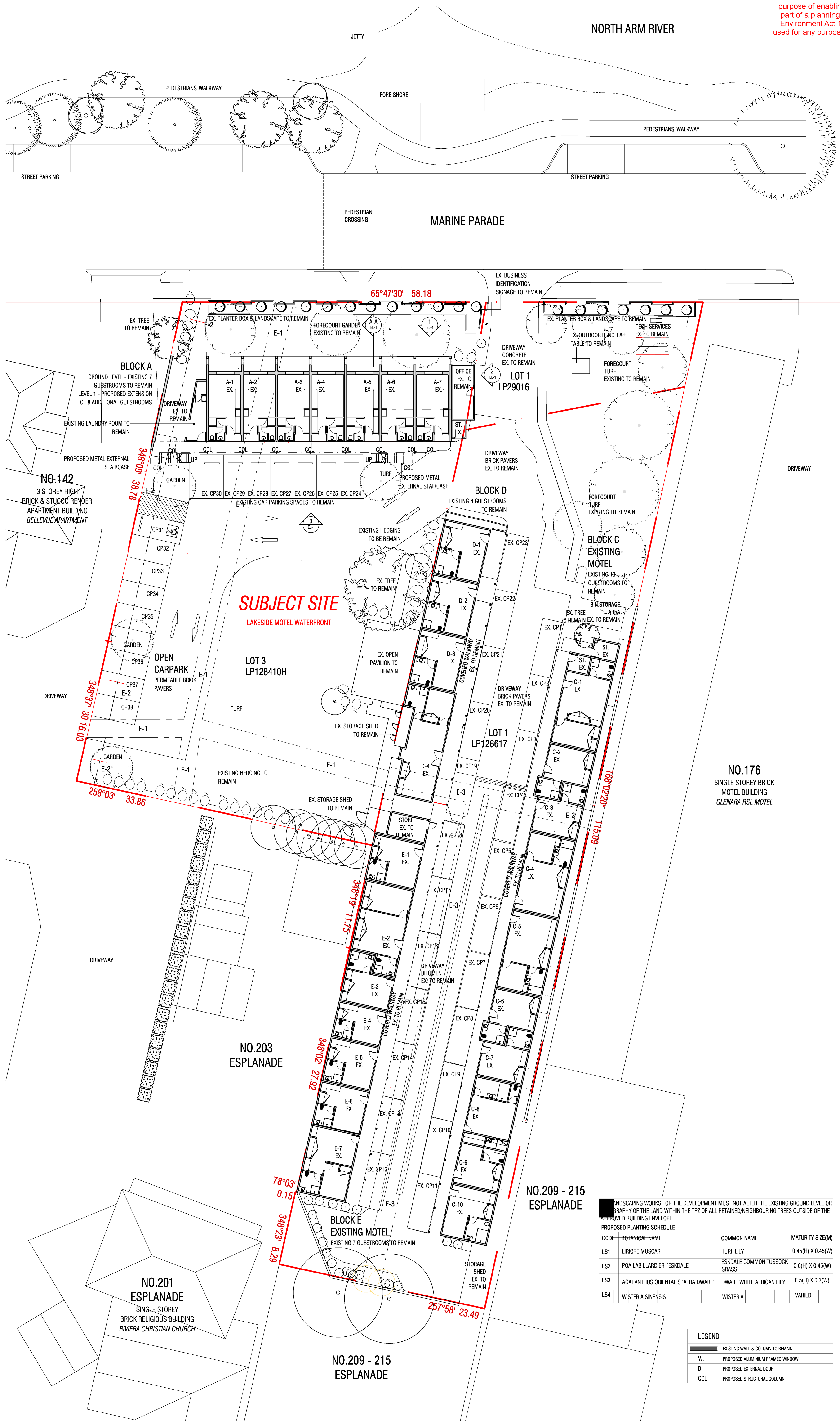
Having undertaken a detailed traffic engineering assessment the following conclusions are reached in relation to the Proposed Motel Extension at 152 Marine Parade, Lakes Entrance:

1. The proposal seeks planning approval for an eight (8) guestrooms / bedroom extension to an existing motel and modification to the car parking layout to provide for additional car parking including an accessible car space.
2. The proposed motel extension, under a Planning Scheme Clause 52.06 assessment has a car parking requirement to provide eight (8) car spaces.
3. The application has provision for eight (8) car spaces and therefore meets the statutory car parking requirement of the East Gippsland Planning Scheme.
4. The carpark layout and access arrangements are designed in accordance with the relevant design requirements of Clause 52.06-9 of the Planning Scheme.
5. The proposed extension does not have a statutory requirement to formally provide bicycle parking or end of trip facilities. However, bicycles can be stored informally on the site.
6. The traffic projected to be generated by the proposed application is expected to be up to three (3) peak hour movements, which is low in traffic engineering terms. In this regard, the traffic generated by the proposed extension is unlikely to have a material impact on the operation or performance of the surrounding road network.
7. The waste collection arrangements will be consistent with existing conditions.
8. Loading demands are expected to remain consistent with existing conditions and deliveries can continue to occur informally on the site by vans and small trucks.

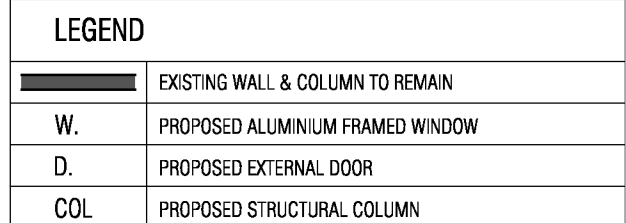
Having undertaken all tasks necessary to adequately assess the traffic engineering impacts of the Proposed Motel Extension at 152 Marine Parade, Lakes Entrance, there are no reasons why a permit should be precluded from a traffic engineering perspective, subject to appropriate conditions.

Appendix A:

Development Plans



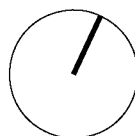
FOR PLANNING APPLICATION



NORTH ARM RIVER

MARINE PARADE

FOR PLANNING APPLICATION



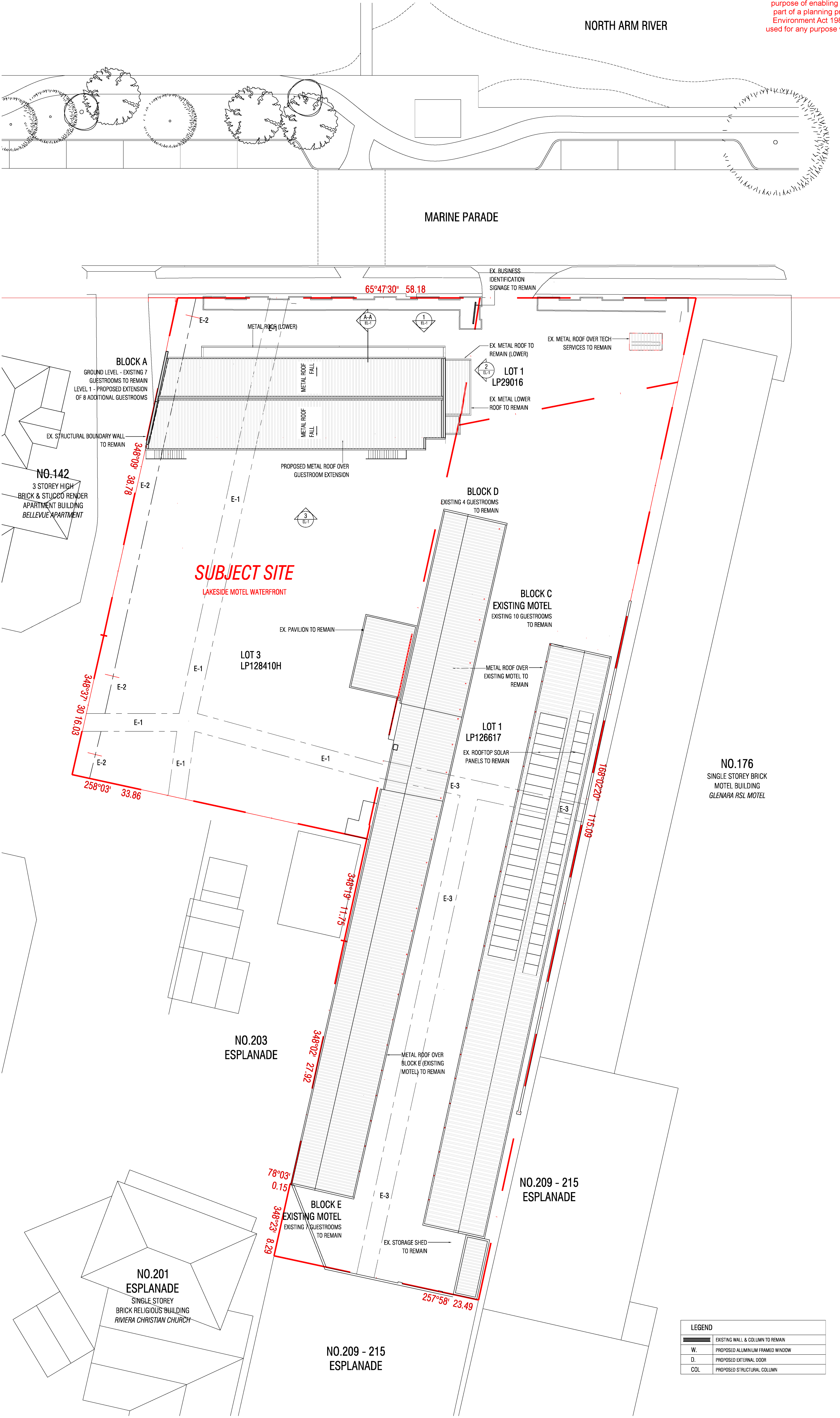
FOR PLANNING APPLICATION

design stage - content

project
LAKESIDE MOTEL WATERFRONT. 152 MARINE PARADE, LAKES ENTRANCE VIC 3909
LOT 1 ON PLAN OF SUBDIVISION 126617

revision notes

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office@jlarchitects.net
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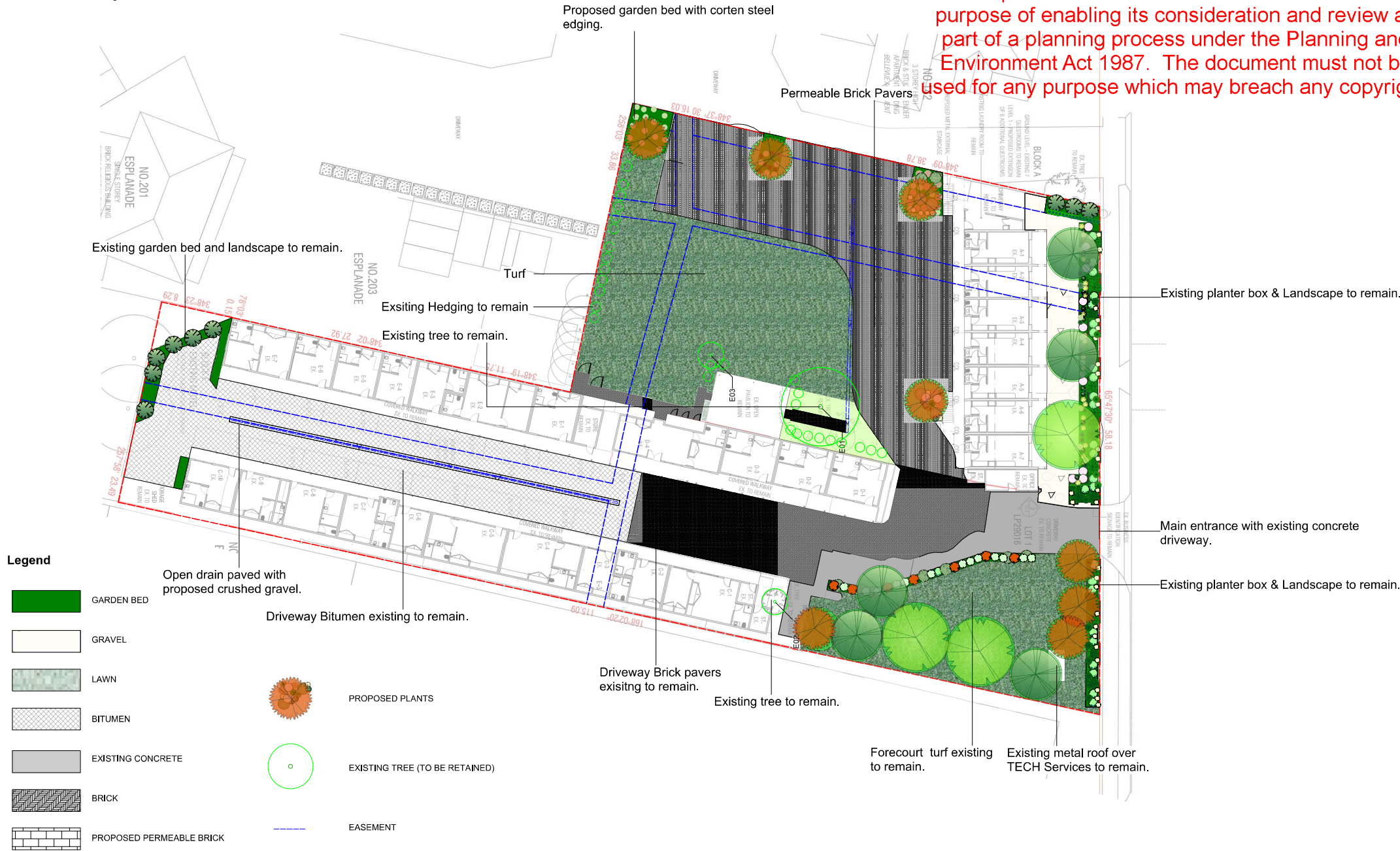


LEGEND	
	EXISTING WALL & COLUMN TO REMAIN
	PROPOSED ALUMINIUM FRAMED WINDOW
	PROPOSED EXTERNAL DOOR
	PROPOSED STRUCTURAL COLUMN

Landscape Plan - Over all

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Scale: 1:200 @ A1 Date: June '10
Drawn By: KXN Checked By: BB
Project No: 26015 Drawing No: 01 Issue: B
Printed 15/07/2026
Lakes Entrance VIC 3959 10/05/2026

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Landscape Plan - Tree Canopy Cover

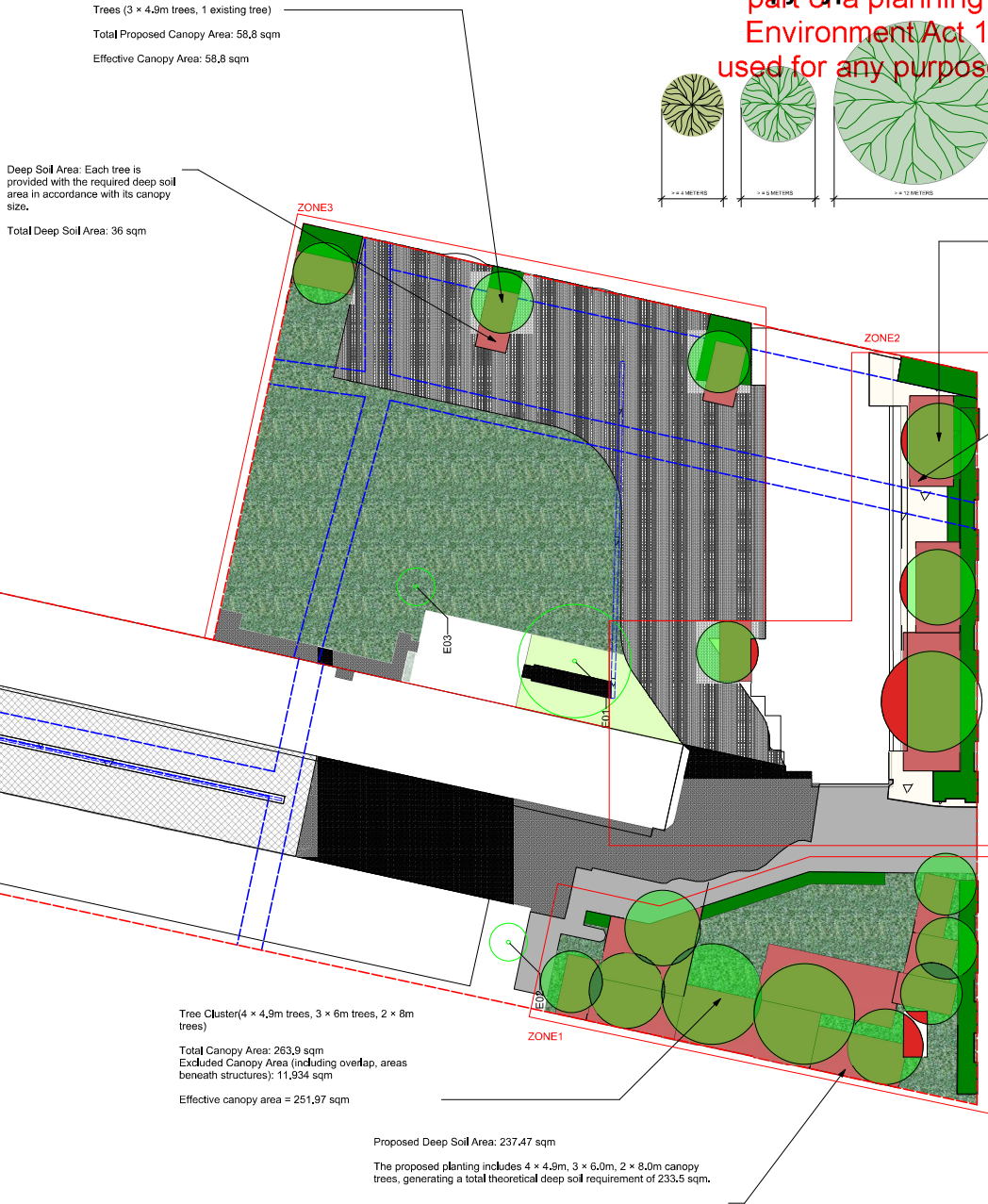
Tree Canopy and Deep Soil Summary

Site Area
The subject site has an area of 4,589 sqm.

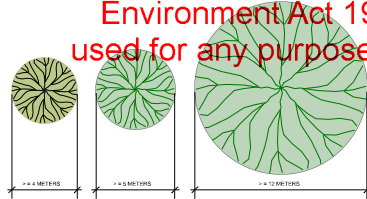
Proposed Tree Planting
The landscape design incorporates a mix of canopy tree species of varying mature sizes, comprising:
8 x 4.9 m canopy trees
5 x 6.0 m canopy trees
3 x 8.0 m canopy trees
Based on the adopted canopy calculation methodology, the total theoretical canopy cover is 449.2 sqm.

Adjusted Canopy Cover
In accordance with the canopy calculation guidelines, canopy areas located beneath structures, extending beyond the site boundary, and overlapping with other tree canopies have been excluded.
The total excluded canopy area is 25,612 sqm, resulting in an effective canopy cover of: 423,588 sqm

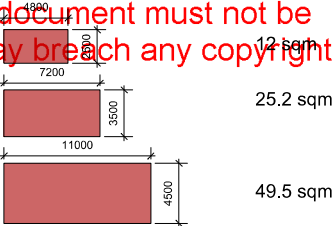
Deep Soil Provision
The total proposed deep soil area across the site is approximately 364.47 sqm.
Accordingly, the proposed deep soil provision is considered sufficient to support the canopy trees and facilitate appropriate long-term growth.



Tree Canopy Types



Deep Soil Area



Trees (1 x 4.9m trees, 2 x 6m trees, 1 x 8m tree)
Total Canopy Area: 126.5 sqm
Excluded Canopy Area (including overlap, areas beneath structures, and canopy extending beyond site boundaries): 13,678 sqm
Effective Canopy Area: 112,822 sqm
Total Deep Soil Area: 111 sqm

TREE TYPE, CANOPY COVER, DEEP SOIL AND PLANTER REQUIREMENTS

Tree Type	Minimum canopy diameter at maturity	Minimum height at maturity	Minimum canopy cover	Tree to deep soil area ratio	Tree to planter area ratio	Minimum depth of planter soil
A	4 metres	4 metres	12.56 sqm	40	12 sqm metres per tree (planter 2.5 metres)	1.0 metre
B	6 metres	6 metres	28.26 sqm	40	28 sqm metres per tree (planter 3.5 metres)	1.5 metres
C	8 metres	8 metres	50.24 sqm	40	50 sqm metres per tree (planter 4.5 metres)	2.0 metres

DEEP SOIL AREA REQUIREMENTS FOR CANOPY TREES

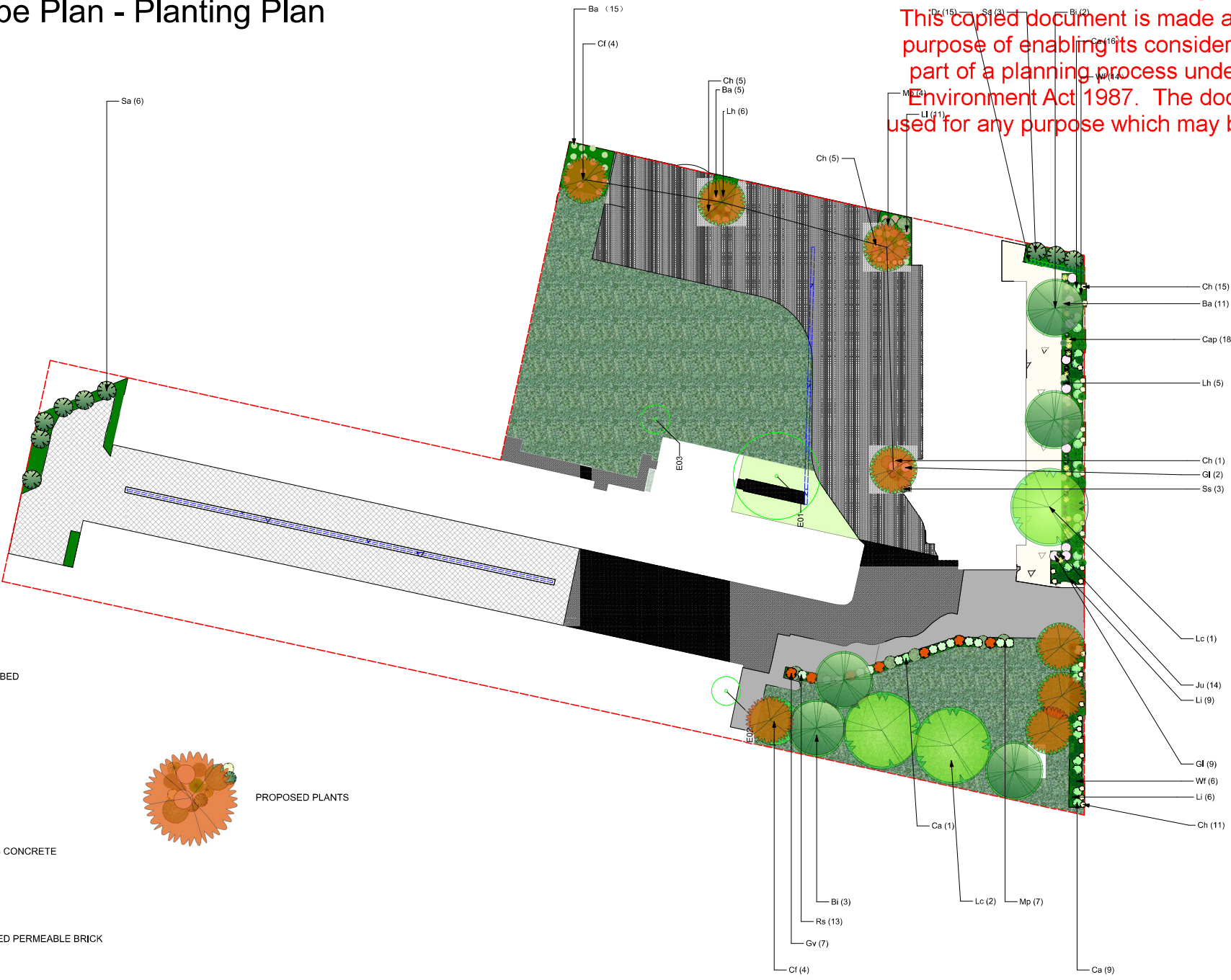
Tree Size	Canopy diameter	Mature canopy cover area	Minimum deep soil area required	Minimum soil plan dimension
TYPE A	4m-4.9m	12.56-15.71 square metres	12 square metres	2.5 metres
	5m-5.9m	15.71-20.42 square metres	16 square metres	3 metres
	6m-6.9m	20.42-28.26 square metres	20 square metres	3.5 metres
	7m-7.9m	28.26-36.17 square metres	24 square metres	4 metres
TYPE B	8m-8.9m	36.17-50.24 square metres	36 square metres	4.5 metres
	9m-9.9m	50.24-63.62 square metres	44 square metres	5 metres
	10m-10.9m	63.62-77.01 square metres	52 square metres	5.5 metres
	11m-11.9m	77.01-91.4 square metres	60 square metres	6 metres
	12m-12.9m	91.4-106.02 square metres	68 square metres	6.5 metres
TYPE C	13m-13.9m	106.02-121.7 square metres	76 square metres	7 metres
	14m and greater	Above 121.7 square metres	84 square metres	7.5 metres

PLANTER SOIL VOLUME REQUIREMENTS FOR CANOPY TREES

Tree Size	Mature canopy diameter	Minimum required planter soil volume	Minimum soil plan dimension	Minimum planter soil depth
TYPE A	4m-4.9m	7.54 cubic metres	2.5 metres	0.8 metres
	5m-5.9m	11.78 cubic metres	3 metres	0.8 metres
	6m-6.9m	16.02 cubic metres	3.5 metres	0.8 metres
	7m-7.9m	20.26 cubic metres	4 metres	0.8 metres
TYPE B	8m-8.9m	24.50 cubic metres	4.5 metres	1.0 metres
	9m-9.9m	28.74 cubic metres	5 metres	1.0 metres
	10m-10.9m	32.98 cubic metres	5.5 metres	1.0 metres
	11m-11.9m	37.22 cubic metres	6 metres	1.0 metres
TYPE C	12m-12.9m	41.46 cubic metres	6.5 metres	1.5 metres
	13m-13.9m	45.70 cubic metres	7 metres	1.5 metres
	14m and greater	49.94 cubic metres	7.5 metres	1.5 metres

Landscape Plan - Planting Plan

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- Legend
- GARDEN BED
 - GRAVEL
 - LAWN
 - BITUMEN
 - EXISTING CONCRETE
 - BRICK
 - PROPOSED PERMEABLE BRICK



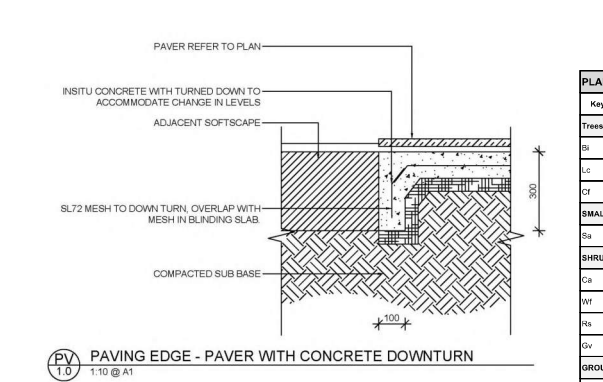
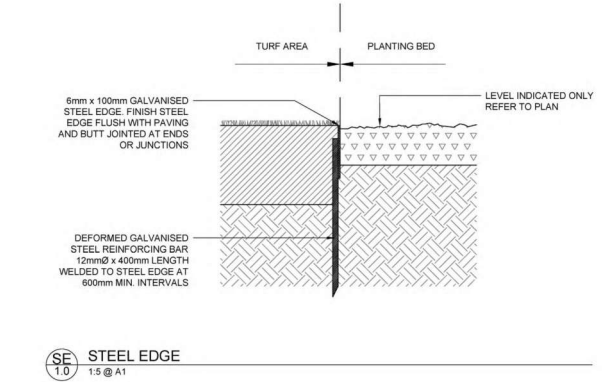
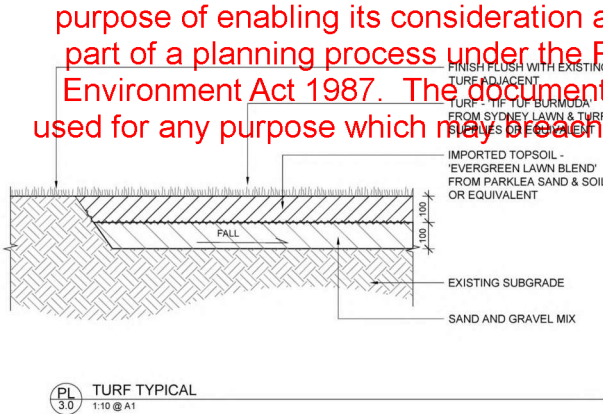
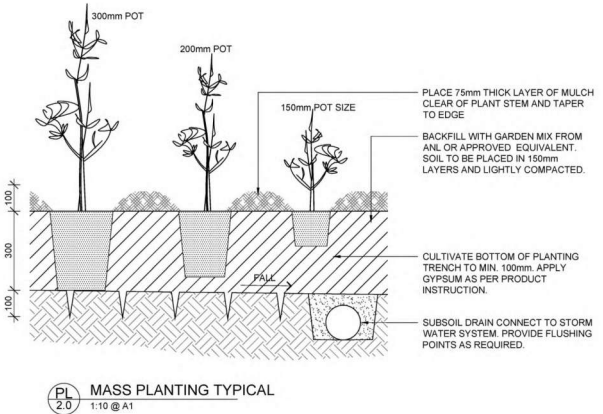
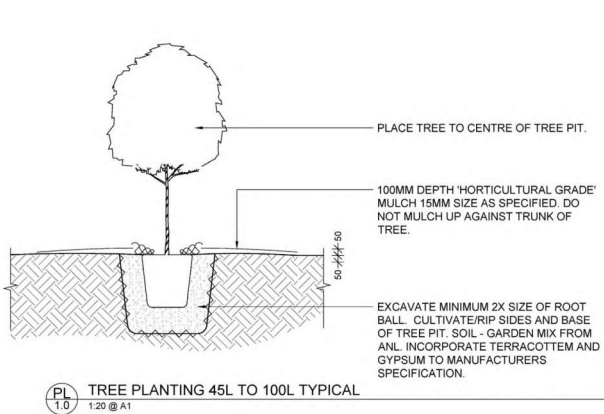
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Drawn By: KXN	Checked By: BB
Project No: 26015	Issue: B
Drawing No: 03	

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Planting Schedule



Specifications

Subgrade Preparation
Site preparation shall be undertaken in accordance with best horticultural practice and under suitable site and weather conditions. Disturbance to the existing soil structure is to be minimised at all times. The use of machinery likely to damage soil structure or profile is not permitted. All lawn and planted areas shall have the subgrade cultivated to a minimum depth of 150 mm and shaped to achieve appropriate drainage gradients prior to topsoiling. The subgrade shall be tested prior to preparation and conditioned as required to determine pH, salinity and gypsum requirements. Any gypsum required shall be applied at the manufacturer's recommended rate and incorporated into the subgrade to a minimum depth of 150 mm. Proposed topping areas shall be graded and drained to prevent water discharge into neighbouring properties.

Weed Control Remove and dispose of all environmental and noxious weeds off-site prior to subgrade preparation, topsoiling and planting works.

Soil Preparation Topsoil shall be spread in layers no greater than 150 mm, and lightly compacted by a 150–200 kg roller or thoroughly walked in, ensuring compliance with finished kerb levels or within 75 mm below edging to allow for mulch. Imported topsoil for garden beds shall be a medium-textured general-purpose garden soil and lightly compacted to a minimum depth of 300 mm. All soil must comply with S.A.A. 2223–1978, and shall be free of perennial weeds and propagules (roots, bolls and mimosa) free of rubble and deleterious material/ pH 5.5–7.0 / light to medium friable loam / free of silt material. Imported topsoil for lawn establishment must meet the above requirements but be a free-draining sandy loam, lightly compacted to a minimum depth of 100 mm.

Mulch Mulch for garden beds shall be an aged organic product containing 60–80% woodchip particles sized 25–50 mm. Mulch shall be installed to a consolidated depth of 75 mm.

Planting Procedure If the soil in the planting hole is dry, fill with water and allow it to fully drain prior to planting. Tree roots shall be delicately teased outwards if matted or circling. Place the tree in the centre of the planting hole on firm soil to prevent sinking, ensuring the top of rootball is flush with the surrounding soil and the trunk is vertical. Backfill with loose, friable soil free from bricks, stones and foreign material. If insufficient original soil is available, source matching soil for backfilling. Backfill shall be compacted firmly in layers to eliminate air pockets and thoroughly watered in. Each tree shall be staked with two 2250 mm x 70 mm hardwood stakes, driven outside the rootball area. Trees are to be tied with strong, soft, flexible ties that support the tree in wind but allow natural trunk movement to promote root development. Ties must not injure bark or restrict growth for at least three years. Apply a 3–6 month slow-release fertiliser (e.g., Osmocote) to the top of the rootball, away from the trunk, and water in immediately. Mulch around the tree to 1200 mm diameter at a consolidated depth of 75–100 mm, ensuring mulch does not contact the trunk. The planting area shall be shaped to avoid waterlogging while retaining mulch neatly. The site is to be left in a clean and safe condition after completion.

Plant Establishment Period The contractor shall maintain the landscape to best horticultural standards for a 13-week establishment period following Practical Completion. Works include, but are not limited to: Pruning to maintain structural health / Pest and disease control to ensure vegetation remains free of infestation / Mulching (maintain 75 mm depth around trees) / Staking and tying adjustments as required / Watering as needed to ensure healthy growth in accordance with local watering regulations / Weeding using chemical or mechanical methods to maintain all mulch areas weed-free / Fertilising with 3–6 month slow-release fertiliser as per manufacturer's directions. Replacement of dead, stolon or damaged plants with the same species specified in the plant schedule.

Irrigation An in-ground automatic or manual drip (or spray, where appropriate) irrigation system shall be installed to all garden areas and planter boxes, and operated in accordance with local watering regulations.

Timber Edging Timber edging shall be 75 x 25 mm treated pine, secured to 300 mm treated pine stakes at nominal 1000 mm spacing, using galvanised screws. Install at all junctions between garden beds, lawn and topping/pebble areas.

Drainage Landscape and building contractors are responsible for all civil and hydraulic computations relating to landscape works, including surface and sub-surface drainage design for all landscape areas prior to commencement. The consulting engineer shall specify construction methods capable of withstanding soil movement or disturbance caused by proposed planting or changes in soil moisture. Root barriers are recommended for trees within 5 m of existing or proposed buildings, retaining walls, rain gardens or other built structures. Any cross-section diagrams on this plan are indicative only. Refer to architectural and engineering construction drawings, which take precedence.

Plant Quality – Trees and Shrubs All trees and shrubs shall be healthy nursery stock, free of insects, disease and weeds. Specified plant sizes and pot sizes are minimum standards; larger stock must be used if smaller is unavailable. Substitutions are not permitted unless approved in writing by the responsible authority. Semi-mature trees must meet minimum planted height and sizes listed in the plant schedule. Have a minimum 50 mm trunk caliper at ground level, be undamaged and pest-free, or have circling/girdling root systems grown to the container edges. Display a single straight leader, strong branching and a full canopy/strong vigorous, healthy growth.

Protection of Existing Trees All existing vegetation shown to be retained on the endorsed plans (both subject site and neighbouring properties) must be clearly marked before any development or demolition begins. Vegetation must not be removed, lopped or destroyed without written consent from the responsible authority. Before works commence, tree protection fencing shall be installed to establish a Tree Protection Zone (TPZ) in accordance with AS 4373-2009 – Protection of trees on development sites. Any pruning shall be carried out by a qualified arborist in accordance with AS 4373-2007 – Pruning of amenity trees. All tree protection measures shall comply with the approved arboricultural report and satisfy the responsible authority.

PLANT SCHEDULE									
Key	Botanical Name	Common Name	Height at Install	Mature Width	Mature Height	Supply Size	Qty	Note	
Trees									
BI	<i>Banksia integrifolia</i>	Coast Banksia	2–3m	6m	6–12m	45L	5	Coastal tolerant, suitable for canopy tree	
LC	<i>Lophostemon confertus</i>	Bush Box	2–3m	6m	10–15m	45L	3	Primary canopy tree	
CI	<i>Corymba ficifolia</i> 'Baby Scan'	Dwarf Flowering Gum	2–4m	4.5m	5–7m	46L	8	Feature flowering native tree, suitable for small canopy applications (4–4.5m), drought tolerant	
SMALL TREES / SCREENING									
Se	<i>Syzygium australe</i> 'Realenrich'	Lilly Pilly	1.5–2m	2–3m	3–5m	300mm	9	Screening	
SHRUBS (STRUCTURAL LAYER)									
Ca	<i>Correa alba</i>	White Correa	0.3–0.5m	0.8–1m	1–1.5m	200mm	26	Coastal tolerant	
WT	<i>Westringia fruticosa</i>	Coastal Rosemary	0.3–0.5m	0.8–1m	1–1.5m	200mm	20	Low maintenance	
Ra	<i>Rhagodia spinosa</i>	Baltbush	0.3–0.5m	1m	1–1.5m	200mm	13	Salt and wind tolerant	
Gv	<i>Grevillea</i> 'Coastal Pink'	Grevillea	0.4–0.6m	1–1.5m	1–1.5m	200mm	7	Flowering shrub	
GROUNDCOVERS & GRASSES (BASE LAYER)									
Mo	<i>Myoporum parviflorum</i>	Creeeping Boobialla	0.1–0.2m	1–1.5m	0.1–0.2m	140mm	11	Primary groundcover, fast spreading	
LI	<i>Lomandra longifolia</i> 'Tanka'	Lomandra	0.3–0.4m	0.6–0.8m	0.6–1m	140mm	11	Hardy structural grass	
Dr	<i>Dichondra repens</i>	Kidney Weed	0.05–0.1m	0.4–0.6m	0.05–0.1m	140mm	16	Lawn alternative (low traffic only)	
FEATURE & ACCENT PLANTING (COLOUR + TEXTURE)									
Ch	<i>Chrysocarpalum apiculatum</i>	Yellow Buttons	0.2–0.3m	0.4–0.6m	0.3–0.5m	140mm	32	Drought tolerant accent	
LI	<i>Limonium perzli</i>	Sea Lavender	0.3–0.5m	0.5–0.8m	0.5–0.8m	140mm	16	Coastal flowering accent	
GI	<i>Gaura lindheimeri</i>	Whirling Butterflies	0.4–0.6m	0.6–1m	0.8–1.2m	140mm	11	Light, airy planting	
WSUD / RAIN GARDEN PLANTING									
Ju	<i>Juncus subulatus</i>	Common Rush	0.4–0.6m	0.4–0.6m	0.6–1m	140mm	14	Suitable for primary bio-retention zones	
Cap	<i>Carex appressa</i>	Tall Sedge	0.5–0.7m	0.5–0.7m	0.8–1.2m	140mm	16	Suitable for periodic inundation	
Lh	<i>Lomandra hystrix</i>	Mat Rush	0.4–0.6m	0.6m	0.8–1.2m	140mm	11	Suitable for transitional WSUD zones	
Ba	<i>Baumea articulata</i>	Twig Rush	0.5–0.7m	0.5–0.7m	0.7–1.2m	140mm	31	Suitable for bio-retention and wet conditions	



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Drawn By: KXN | Checked By: BB
Project No: 2601 | Drawing No: 04 | Issue: B
Project Location: Lakes Entrance VIC 3950 | 10/05/2026

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LOCATION PLAN

1. Introduction

The purpose of this report is to outline the Water Sensitive Urban Design (WSUD) strategy for the proposed development at 152 Marine Parade, Lakes Entrance VIC.

The proposed design integrates stormwater management within the landscape, aiming to reduce runoff, improve water quality and enhance the overall environmental performance of the site. The WSUD approach responds to the existing site conditions, including established drainage paths and the coastal context, and adopts a practical, landscape-based solution rather than a highly engineered system.

Key elements of the strategy include the use of swales, permeable surfaces and deep soil planting areas to manage stormwater runoff at source.

These measures work together to slow, filter and infiltrate stormwater prior to discharge to the existing drainage network, while also contributing to site amenity, vegetation health and long-term landscape performance.

2. Site Description

The subject site has an area of approximately 1,589 sqm and comprises existing buildings, driveway areas, and landscaped zones. An existing open drainage line traverses the site, directing stormwater runoff towards the existing stormwater system.

3. Existing Drainage Conditions

Stormwater runoff is currently generated from:
Roof areas
Paved driveway surfaces
Existing hardstand areas
Runoff is conveyed through the site via an open drainage line, which functions as the primary drainage path.



V1 VIEW OF BLOCK A ALONG MARINE PARADE



V2 ANGLED VIEW OF BLOCK A ALONG MARINE PARADE, OPPOSITE 142 MARINE PARADE



V3 VIEW OF OFFICE & BLOCK A ALONG PEDESTRIAN WALKWAY MARINE PARADE



V4 ENTRY VIEW OF LAKESIDE MOTEL WATERFRONT BLOCK C, BLOCK D, OFFICE & BLOCK A (FROM LEFT TO RIGHT)



V5 VIEW TOWARDS 142 MARINE PARADE ALONG PEDESTRIAN WALKWAY MARINE PARADE



V6 VIEW TOWARDS PROPOSED OPEN CARPARK



V7 NORTHERN VIEW OF BLOCK D



V8 EASTERN VIEW OF OFFICE & BLOCK A VIA DRIVEWAY



V9 SOUTHERN VIEW OF BLOCK A LEVEL 1 CARETAKERS RESIDENCE (TO BE DEMOLISHED)



V10 VIEW TOWARDS PROPOSED OPEN CARPARK



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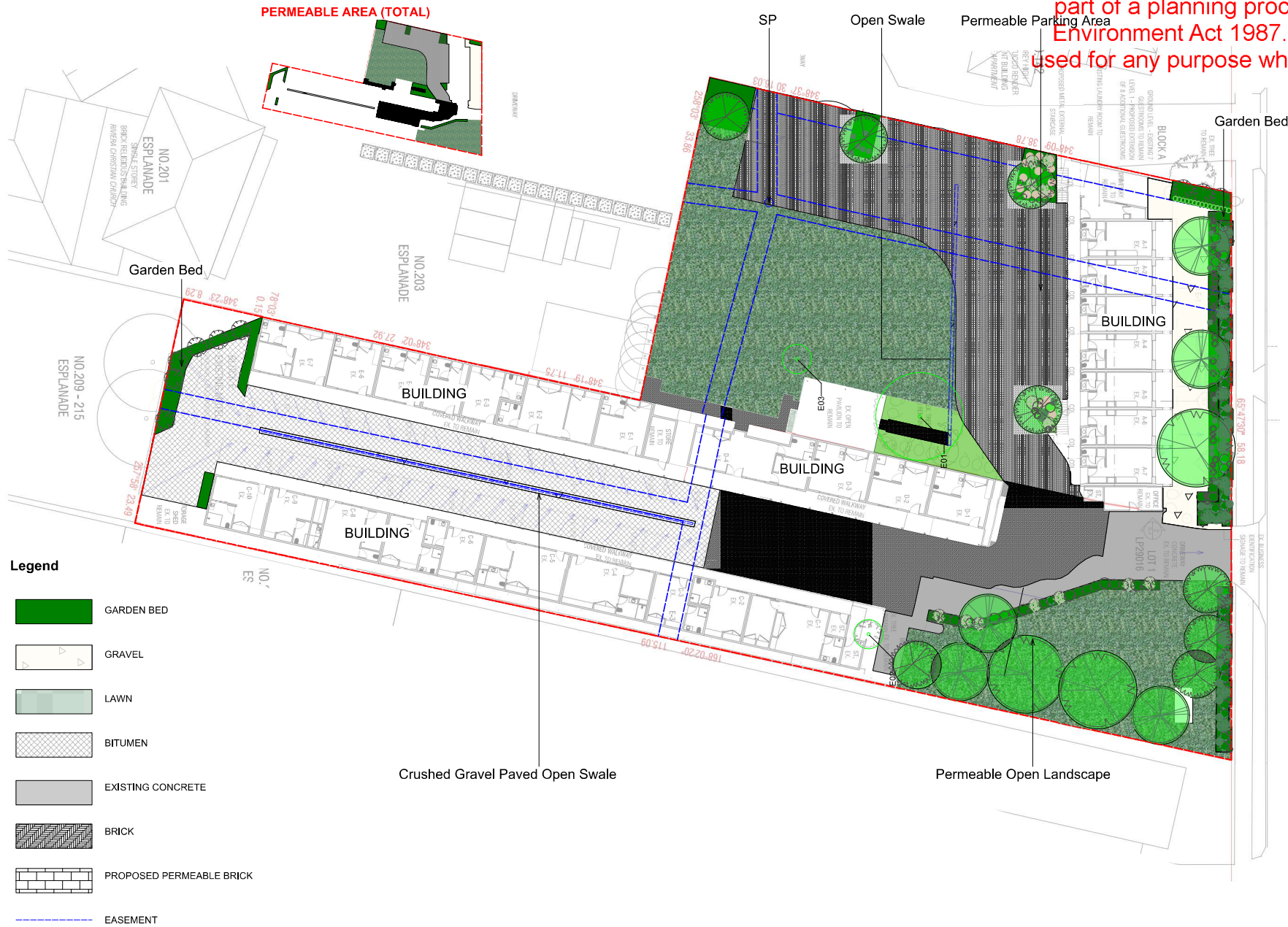
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Project No: 26015	Drawing No: 05
Issue: B	10/05/2023

WSUD Report: Responsive Landscape Plan – Waterflow and Permeable Areas

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AREA SUMMARY

EXISTING BLOCKS
1077 m² (TOTAL)
Block A: 324 m²
Block C: 361 m²
Block D: 160 m²
Block E: 232 m²
TOTAL:
324 + 361 + 160 + 232 = 1077 m²
PROPOSED
NON-PERMEABLE DRIVEWAY
715 m²
SITE COVERAGE
1077 + 71 = 1148 m²
1148 / 4589 × 100% = 25.01%
PERMEABLE AREA
2823 m² (TOTAL)
4589 – 1148 – 715 = 2726 m²
2726 / 4589 × 100% = 59.40%

4. Proposed WSUD Strategy

The proposed design adopts a landscape-integrated WSUD approach, utilising the existing drainage alignment. Stormwater runoff from buildings and paved areas is directed towards a crushed gravel vegetated swale, aligned with the existing open drain.

5. Stormwater Management Process

The WSUD system functions as follows:
Runoff is collected from roof and hard surfaces
Water is conveyed via surface flow towards the swale
The swale provides:
filtration
temporary detention
infiltration
Treated water is discharged to the existing stormwater pit

6. Permeability Contribution

The design incorporates significant permeable surfaces, including:
turf areas
permeable driveway
garden beds

PERMEABLE AREA
2823 m² (TOTAL)

4589 – 1148 – 715 = 2726 m²

2726 / 4589 × 100% = 59.40%

- Legend
- GARDEN BED
 - GRAVEL
 - LAWN
 - BITUMEN
 - EXISTING CONCRETE
 - BRICK
 - PROPOSED PERMEABLE BRICK
 - EASEMENT

Crushed Gravel Paved Open Swale

Permeable Open Landscape

WSUD report

7. WSUD Planting Strategy

Planting within the swale and drainage zones includes species suited to periodic inundation, such as:

- Juncus usitatus*
- Carex appressa*
- Lomandra hystrix*
- Baumea articulata*

These species contribute to:

- pollutant filtration
- soil stabilisation
- improved system performance

8. Integration with Landscape

The WSUD system is fully integrated within the landscape design, forming part of the open space and planting areas.

This approach:

- avoids hard-engineered solutions
- enhances visual quality
- supports ecological function

9. Maintenance

The WSUD system will require routine maintenance, including:

- removal of sediment build-up
- plant health monitoring
- weed control
- to ensure ongoing performance.

INTEGRATED LANDSCAPE & WSUD SUMMARYSite Overview

The Bluefactor assessment demonstrates compliance through the combination of the following strategies:

- Rainwater Tanks (RWTs)
- Runoff from the proposed north and south roof catchments is directed into individual 5,000L rainwater tanks for each building;
- The northern tank is connected to the first-floor toilets of the north building;
- The southern tank is connected to the toilets of the south building.
- Raingarden Treatment
- The proposed impervious bitumen driveway is treated via approximately 20 sqm of raingardens.

Design Response – Car Parking & Landscape Integration

The proposed layout integrates landscape and WSUD measures within the car parking areas to achieve a balanced and functional outcome.

Landscaping and tree planting are incorporated to provide shade and shelter, soften the visual impact of ground-level car parking, and assist in clearly defining pedestrian movement paths.

Tree planting within parking areas is proposed with flush grilles, ensuring compatibility with vehicle circulation and surface treatments.

Tree spacing has been determined with regard to the mature size of selected species, allowing for appropriate canopy development and long-term performance.



WSUD Reference



WSUD Strategy

The WSUD strategy combines:

- vegetated swales
- permeable surfaces
- deep soil planting

to manage stormwater on site.

Stormwater runoff from buildings and paved areas is directed via surface flow towards a gravel-lined swale aligned with the existing drainage path, where it undergoes:

- filtration
- temporary detention
- infiltration

prior to discharge to the existing stormwater system.

Permeability

The design incorporates approximately:

- 2099 sqm permeable area (59.40% of site)

including turf, gravel, permeable driveway and planting areas.

This significantly reduces runoff volume and enhances infiltration performance.

Integrated Outcome

The proposed design integrates canopy planting, deep soil provision and WSUD into a single landscape system.

This approach:

- improves stormwater management
- supports vegetation health
- enhances site amenity and visual quality

delivers a simple, robust and effective environmental outcome

Conclusion

The proposal satisfies canopy cover and deep soil requirements, while incorporating a practical WSUD strategy.

The integrated landscape design delivers a high-quality outcome consistent with best practice principles and appropriate to the site context.

Juncus usitatus

Carex appressa

Lomandra hystrix

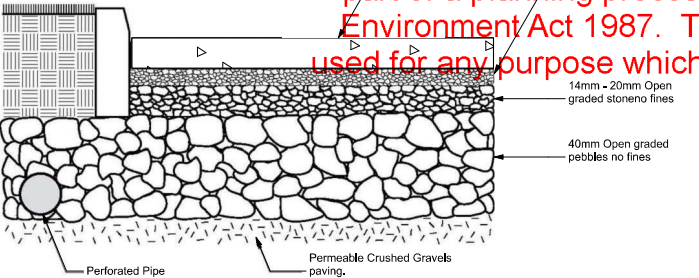
Baumea articulata



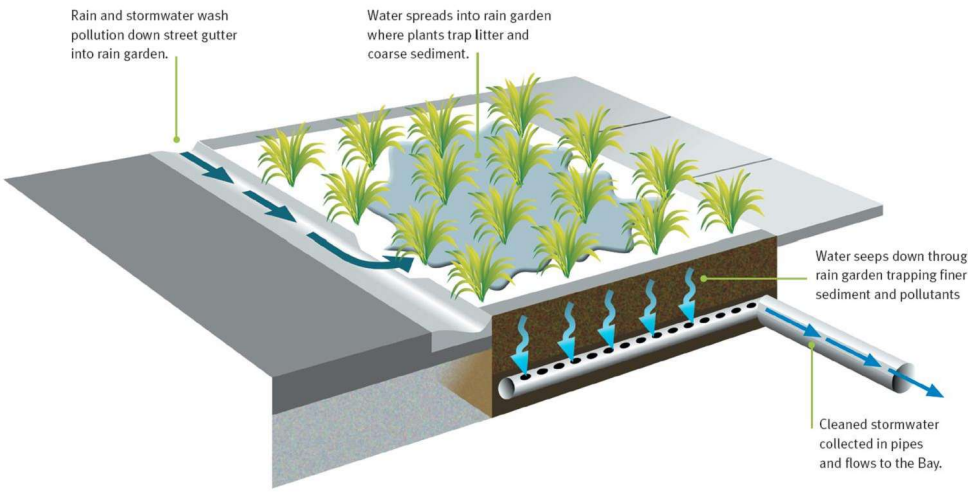
Main WSUD Plants

WSUD Typical Detail Diagram

Open Crushed Gravels Area Typical Detail Diagram



Open Landscape Area Typical Diagram



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Issue: B	10/05/2023

Printed 15/07/2026

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PLANS - PROPOSED (A1 SIZE)

- PL-1
- GROUND FLOOR PLAN

PL-2

LEVEL 1 FLOOR PLAN

PL-3

ROOF PLAN

PLANS - EXISTING CONDITIONS (A1 SIZE)

- EX-PL1
- GROUND FLOOR PLAN & SITE ANALYSIS

EX-PL2

LEVEL 1 FLOOR PLAN

ELEVATIONS - PROPOSED (A1 SIZE)

- EL-1
- FACADE ELEVATIONS & SECTION AA - BLOCK A

QUANTUM TRAFFIC
TRAFFIC IMPACT ASSESSMENT REPORT

NICO LANDSCAPE
LANDSCAPE PLAN & WSUD REPORT

ONEPLAN LAND DEVELOPMENT GROUP
262858RFA-1 RE-ESTABLISHMENT & FEATURES PLAN



LOCATION PLAN



V1 VIEW OF BLOCK A ALONG MARINE PARADE



V2 ANGLED VIEW OF BLOCK A ALONG MARINE PARADE, OPPOSITE 142 MARINE PARADE



V6 VIEW TOWARDS PROPOSED OPEN CARPARK



V7 NORTHERN VIEW OF BLOCK D



V3 VIEW OF OFFICE & BLOCK A ALONG PEDESTRIAN WALKWAY MARINE PARADE



V4 ENTRY VIEW OF LAKESIDE MOTEL WATERFRONT BLOCK C, BLOCK D, OFFICE & BLOCK A (FROM LEFT TO RIGHT)



V8 EASTERN VIEW OF OFFICE & BLOCK A VIA DRIVEWAY



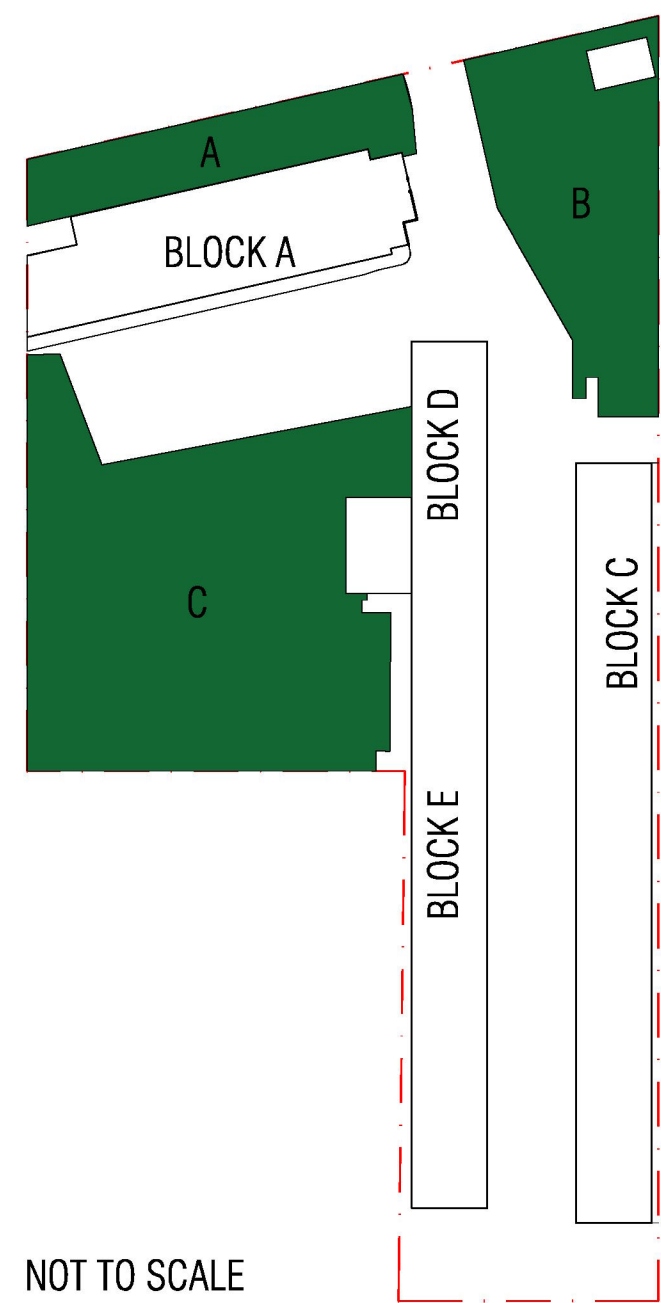
V9 SOUTHERN VIEW OF BLOCK A LEVEL 1 CARETAKERS RESIDENCE (TO BE DEMOLISHED)



V5 VIEW TOWARDS 142 MARINE PARADE ALONG PEDESTRIAN WALKWAY MARINE PARADE



V10 VIEW TOWARDS PROPOSED OPEN CARPARK

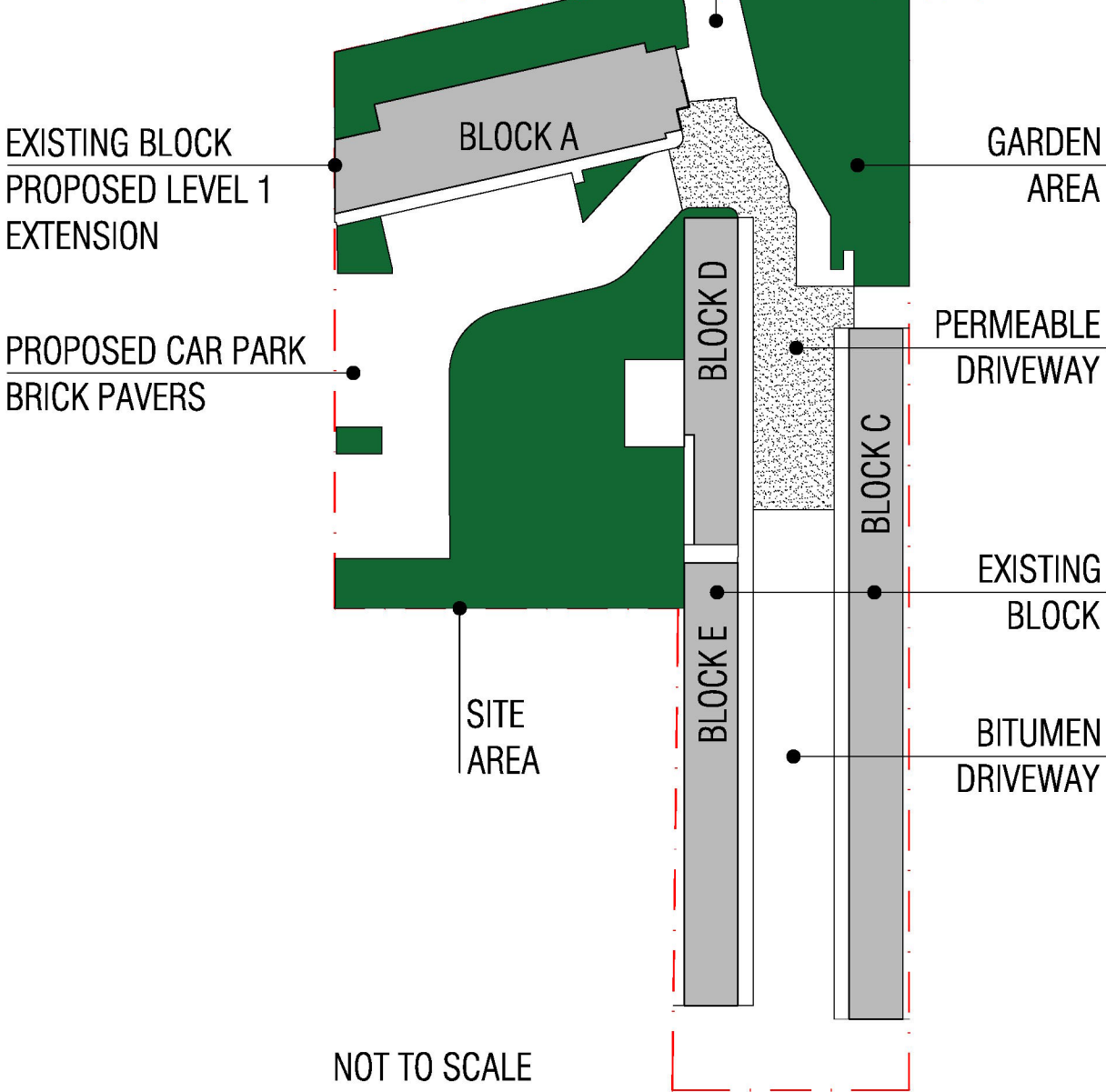


NOT TO SCALE

LANDSCAPE AREA CALCULATION (EXISTING CONDITION)

SITE AREA	4589 m ²
EXISTING LANDSCAPE AREA	1554 m ² (TOTAL)
LANDSCAPE A	193 m ²
LANDSCAPE B	407 m ²
LANDSCAPE C	954 m ²
TOTAL	193 + 407 + 954 = 1554 m ²
	1554 / 4589 x 100% = 33.8 %

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NOT TO SCALE

AREA SUMMARY

SITE AREA	4589 m ²
EXISTING BLOCKS	1077 m ² (TOTAL)
BLOCK A	324 m ²
BLOCK C	361 m ²
BLOCK D	160 m ²
BLOCK E	232 m ²
TOTAL	324 + 361 + 160 + 232 = 1077 m ²

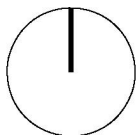
PROPOSED

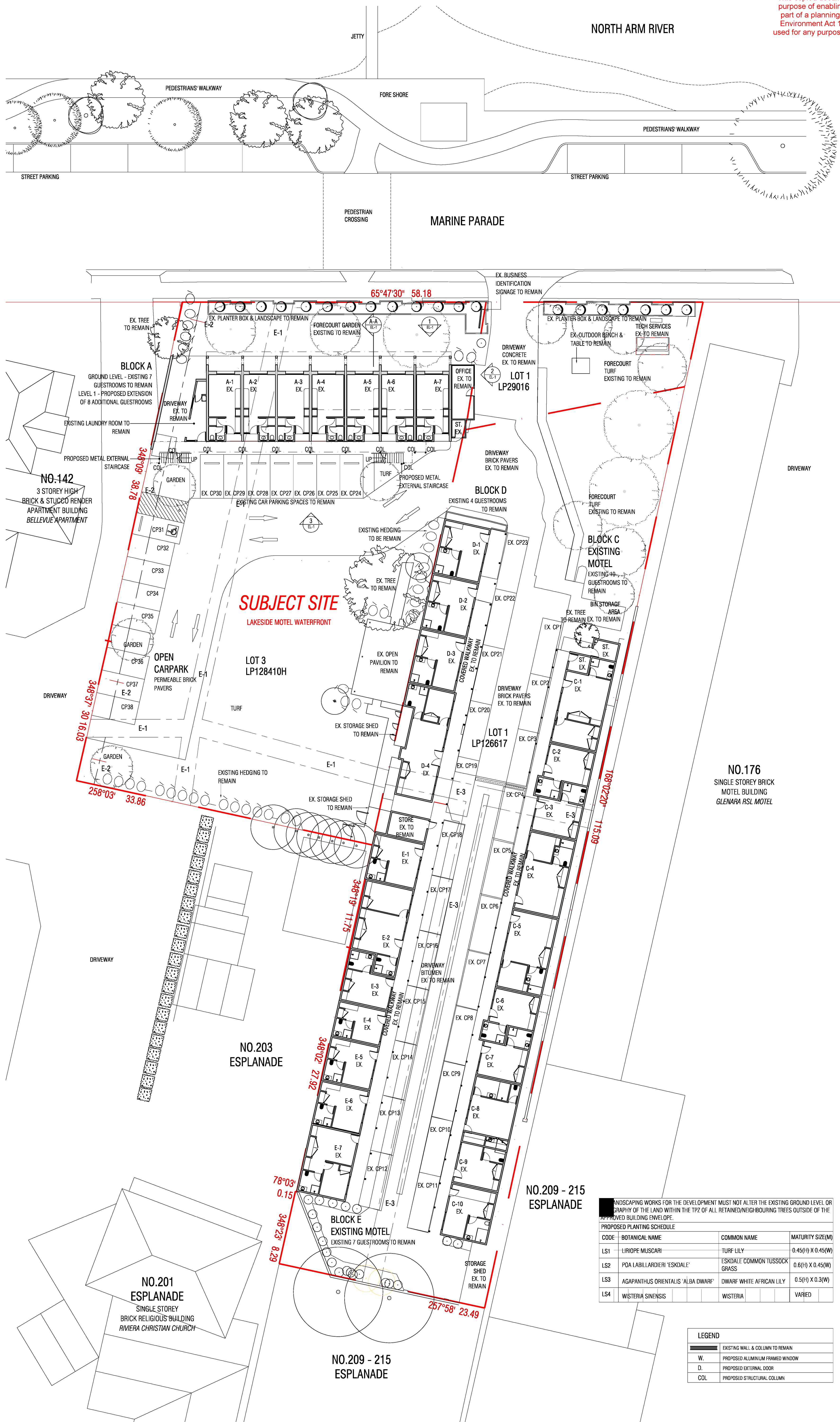
NON-PERMEABLE DRIVEWAY 715 m²

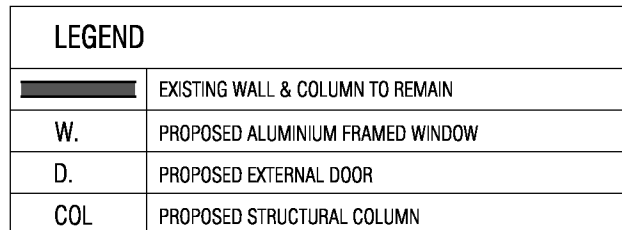
SITE COVERAGE 1077 + 71 = 1148 m²
1148 / 4589 x 100% = 25.01 %

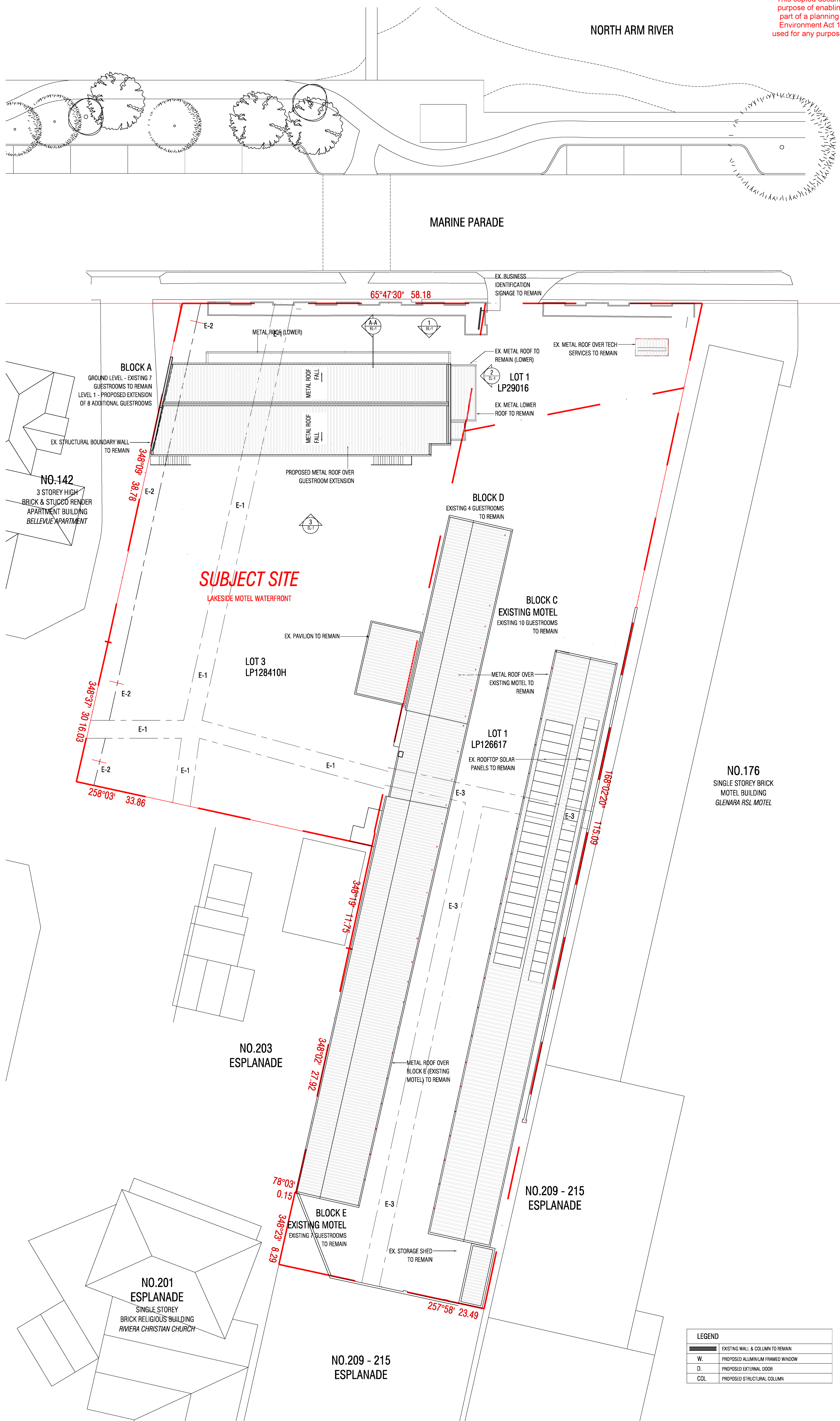
PERMEABLE AREA 2823 m² (TOTAL)
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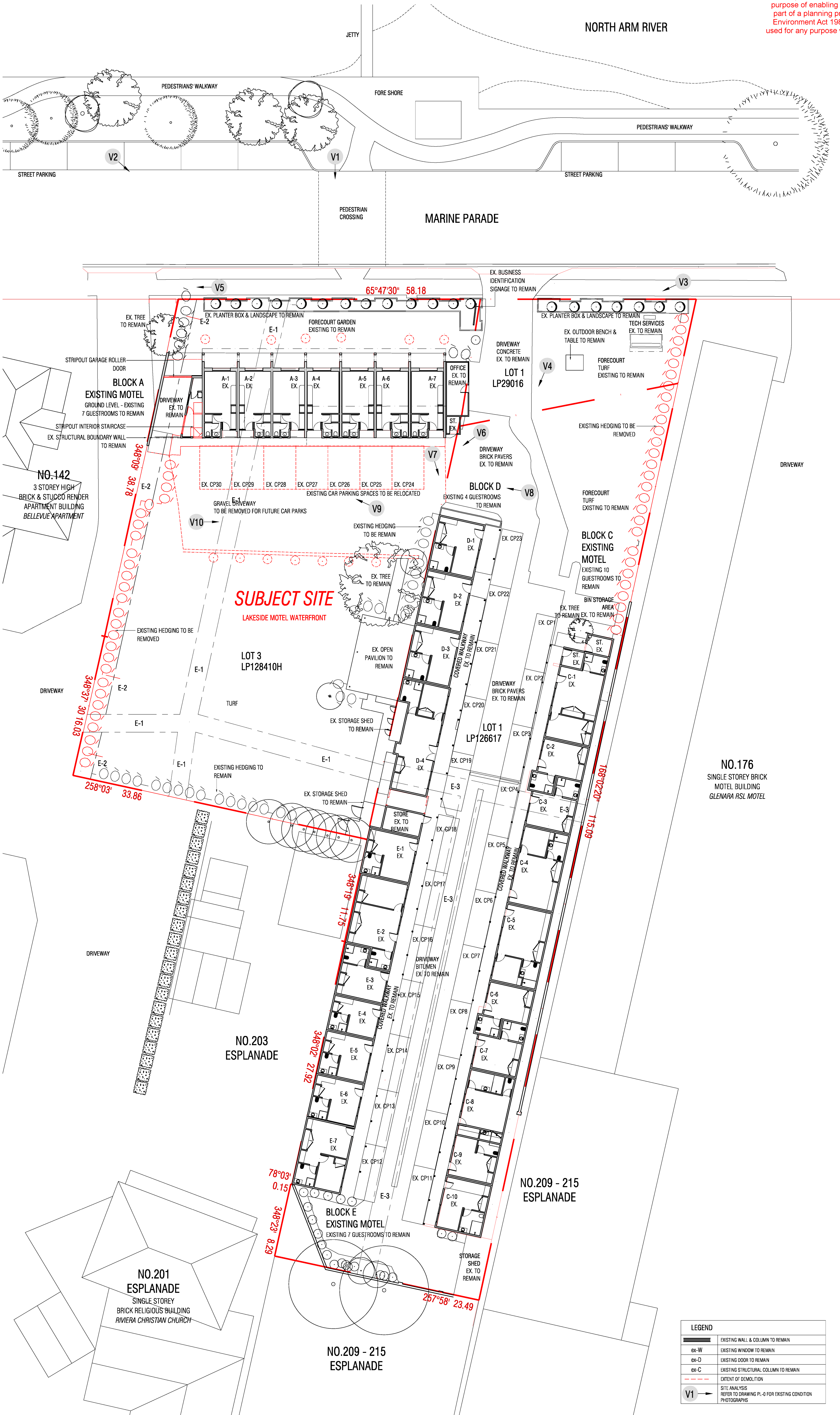








LEGEND	
	EXISTING WALL & COLUMN TO REMAIN
W.	PROPOSED ALUMINIUM FRAMED WINDOW
D.	PROPOSED EXTERNAL DOOR
COL	PROPOSED STRUCTURAL COLUMN



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EXISTING CONDITIONS
GROUND FLOOR PLAN & SITE ANALYSIS

date drawn
03/02/2026

date last revised
03/02/2026

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1:200

drawing number
EX-PL1

REV
-

design stage - content

FOR PLANNING APPLICATION

EXISTING CONDITIONS
GROUND FLOOR PLAN & SITE ANALYSIS

project
LAKESIDE MOTEL WATERFRONT. 152 MARINE PARADE, LAKES ENTRANCE VIC 3909
LOT 1 ON PLAN OF SUBDIVISION 126617

revision notes

J L ARCHITECTS

office@jlarchitects.net

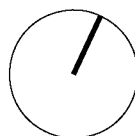
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T H I S D R A W I N G I S C O P Y R I G H T

NORTH ARM RIVER

MARINE PARADE

FOR PLANNING APPLICATION

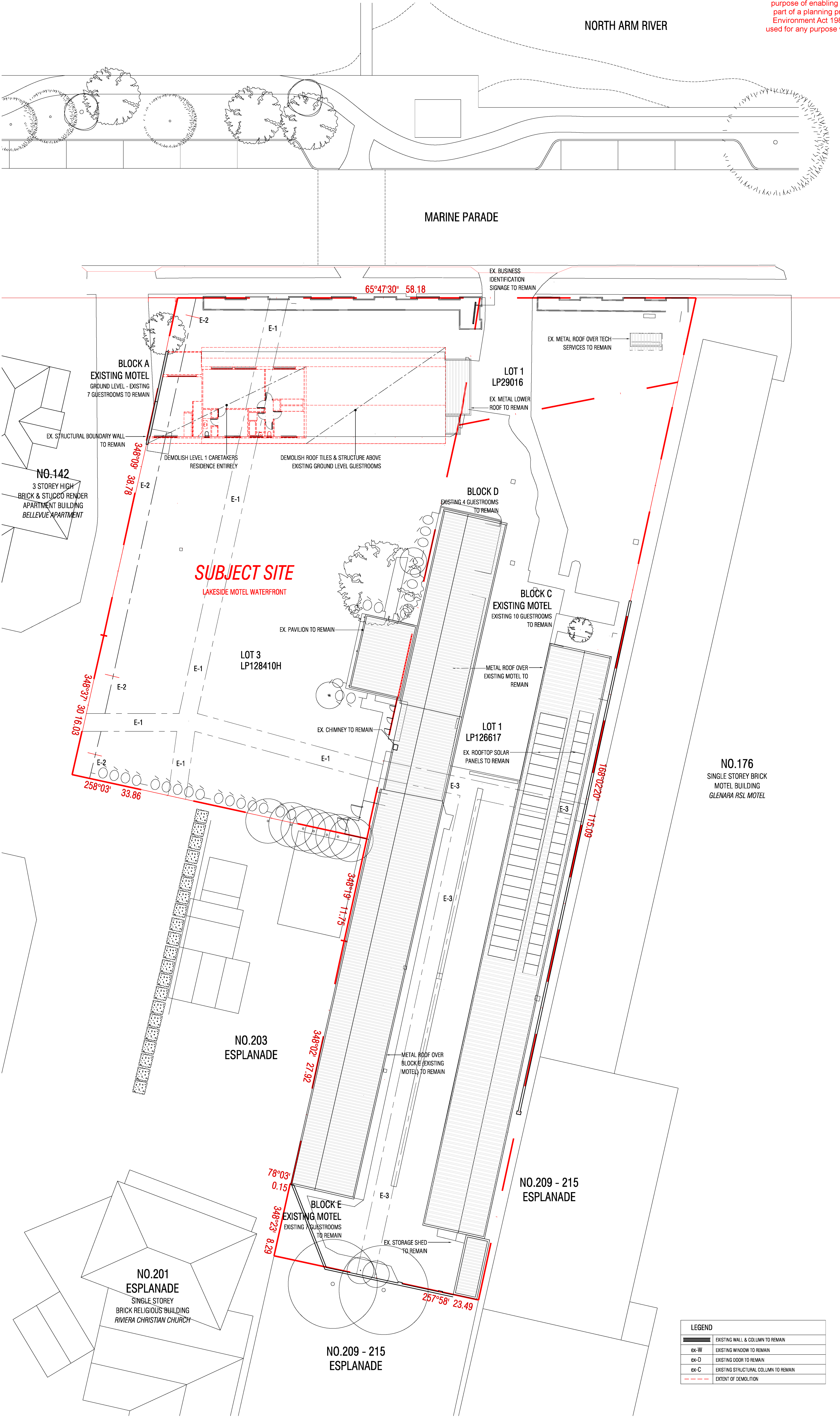


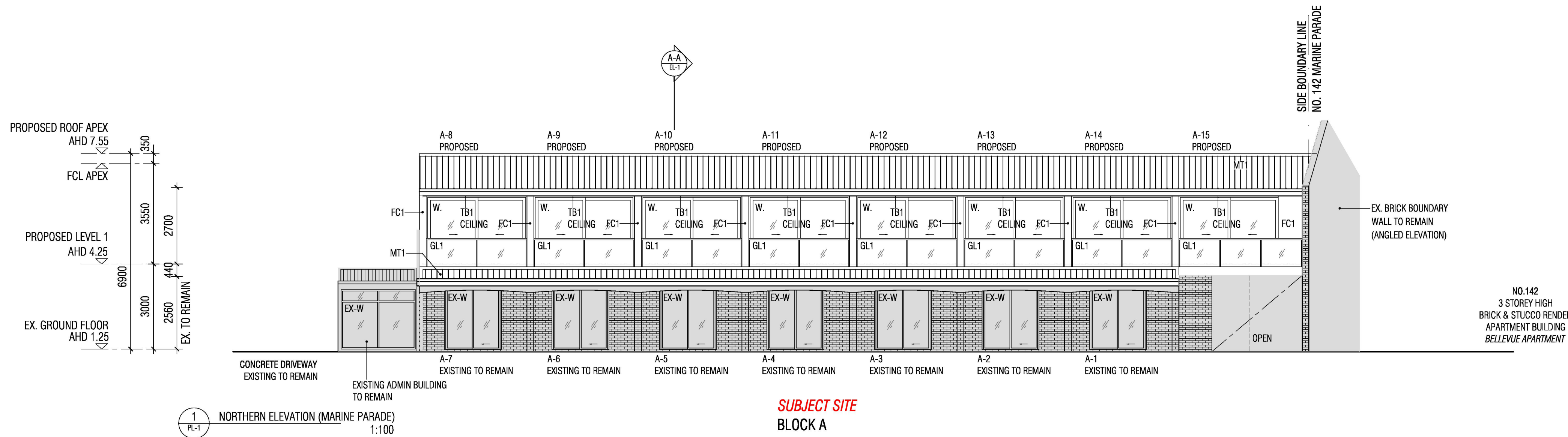
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project
LAKESIDE MOTEL WATERFRONT. 152 MARINE PARADE, LAKES ENTRANCE VIC 3909
LOT 1 ON PLAN OF SUBDIVISION 126617

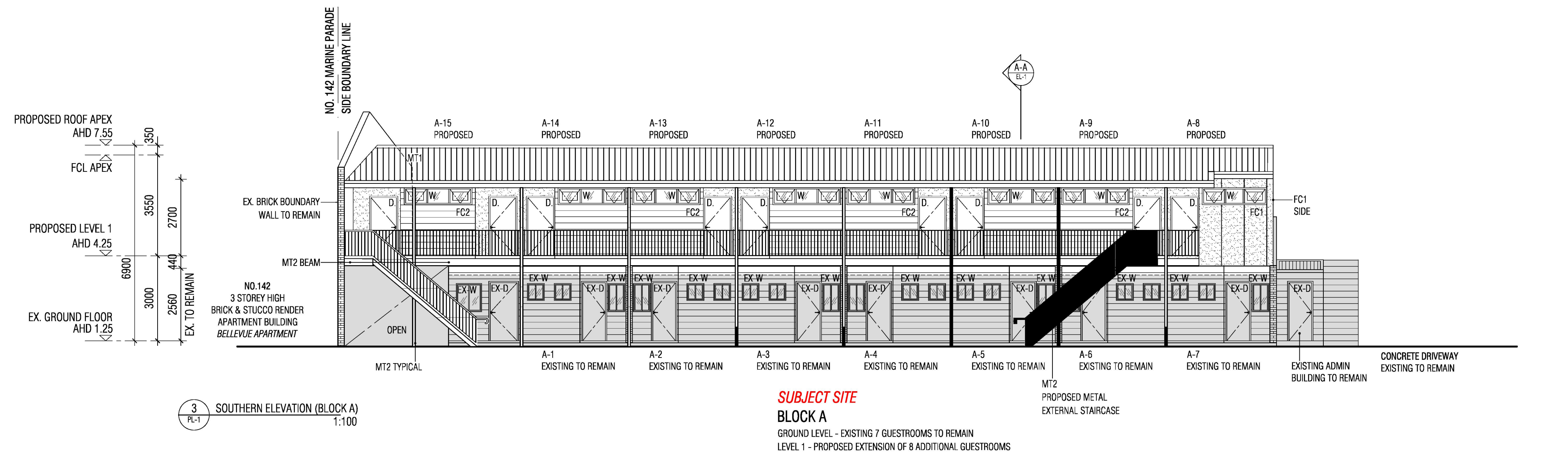
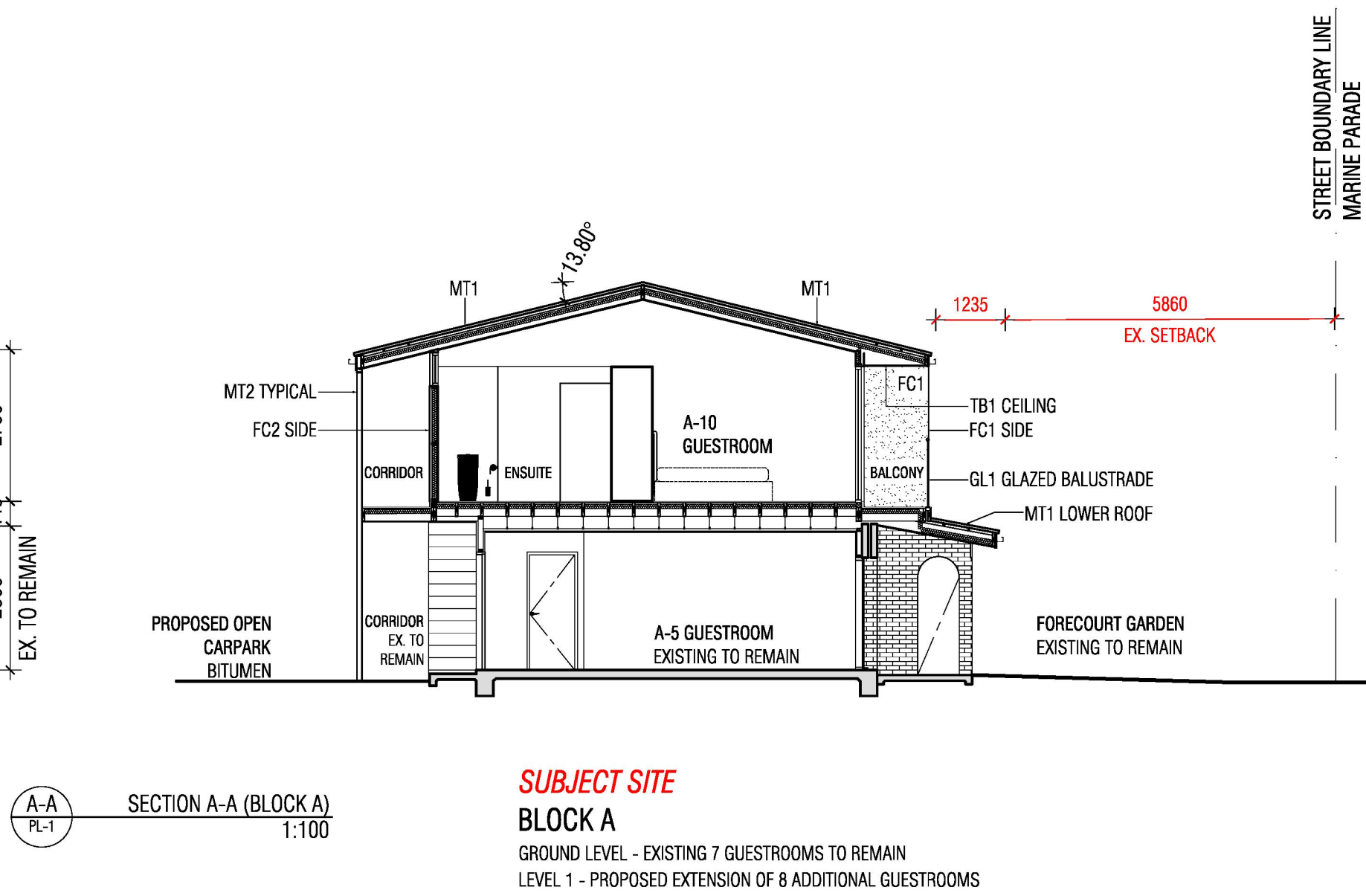
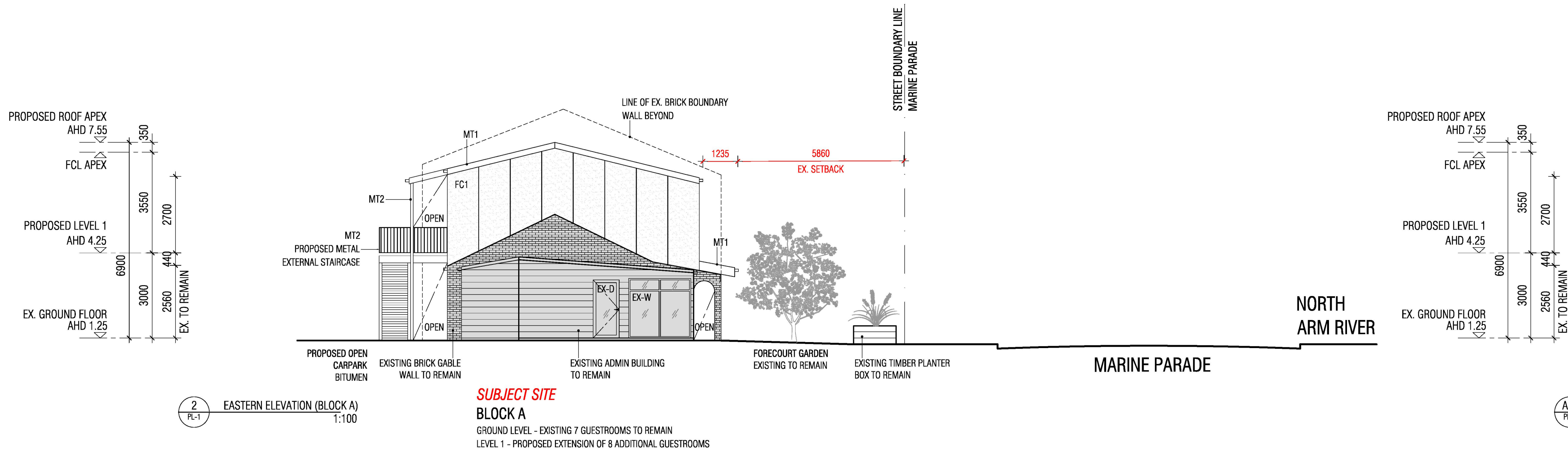
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FINISHES SCHEDULE					
FC1	JAMES HARDIE BRUSHED CONCRETE CLADDING COLOUR: DULUX MOTHER OF PEARL		MT2	HOT DIP GALVANISED FINISH	
FC2	JAMES HARDIE LINEA WEATHERBOARD COLOUR: DULUX CHINA WHITE		TB1	MODINEX ALU SELEKTA CASTELATION SCREENCLAD COLOUR: SPOTTED GUM	
GL1	SAFETY GLAZE (CLEAR)		D.	SOLID TIMBER EXTERNAL DOOR COLOUR: SPOTTED GUM	
MT1	LYSAGHT SNAPSEAM 465 ROOFING COLOUR: COLORBOND SURFMIST MATT		W.	ALUMINIUM WINDOW FRAME IN COLORBOND MONUMENT	



FOR PLANNING APPLICATION