Preliminary assessment comments:

1. Land Use (Place of Assembly)

We understand that Council aims to ensure that the horse riding school is not used as a Place of Assembly without Council permission. In particular, it is noted that the number of typical patrons (30-36) does not require a facility of this size.

The proposed horse riding school will be used generally in accordance with the Venue Activity Statement, prepared by the Oakwood Riding School (**Appendix M**). We suggest that this document provides discussion of less frequent events, that are held monthly or even yearly and require the ability to host a larger number of club members.

Activities proposed by the riding school generally include:

- Private horse riding of agistment horses or private horses
- Riding lessons, in groups of varying sizes
- Small equestrian events and rallies (eg. Berwick Pony Club rally)
- Market Day – new and used horse gear
- School-wide Christmas Party
- Annual General Meeting
- Staff & member meetings

The above activities listed above have a strong link to the riding school. Lessons and private riding are the key focus of the riding school. Various management and committee meetings are necessary governance processes required for a non-profit organisation to operate in an effective and collaborative manner.

Sporting clubs, including riding schools, typically have a Christmas Party to celebrate the achievements of members, encourage continued participation of senior members and provide social opportunities to members and their families. The Market Day provides an opportunity to buy and sell horse gear. Considering that the high cost of horse equipment is a key barrier associated with the sport, the annual market event represents an opportunity for the club to provide convenient access to second-hand equipment. This is a practical and reasonable endeavour that is closely linked to the viable operation of the riding school. Overall, the activities outlined in **Appendix M** have a clear link to the operation of the riding school, and are a reasonable aspect of the club. Accordingly, they should be categorised as part of the horse riding school, rather than as a separate use.

Of the above list, the annual events of the Market Day and School-wide Christmas Party represent peak patron numbers. On Market Day, around 200 persons are anticipated. During the Christmas party, around 60 persons are anticipated. These events, while infrequent, will require the school to have greater capacity than if only 36 patrons are present. Accordingly, the riding school has been designed to cater for the peak demand rather than the typical demand seen throughout the year.

Overall, we suggest that the Oakwood Riding School requires facility buildings large enough to support the peak demand of annual events. The Market Day and Christmas Party are reasonable events for a riding school to host, demonstrating a clear link to the equestrian club. Accordingly, these events should be classified as part of the operation of the riding school, rather than placed under a separate use.

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We trust that the above discussion and attached documents is an appropriate response to Council's Request for Further Information (RFI) and will allow Council to further consider the application. Should you have any queries, please contact the undersigned via downh@bevwill.com or on 9524 8702.

Yours sincerely,

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OAKWOOD RIDING SCHOOL - LIGHTING DESIGN CERTIFICATE

19 July 2023

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OAKWOOD RIDING SCHOOL

400 & 500 Seven Mile Road
Nar Nar goon, VIC 3812

RE: OAKWOOD RIDING SCHOOL – LIGHTING DESIGN CERTIFICATE

We have reviewed lighting design documentation and lighting calculation report provided by Sonaray to Design By Bow on 18th July 2023.

The lighting design has been designed in accordance with the requirements of AS2560.2:2021 for Equestrian Sports for Jumping – High Level Competition.

Table 2.5.1 LTP's for outdoor Equestrian

Level of play	Average horizontal maintained illuminance ($\bar{E}_h$)	Minimum Horizontal uniformity ($E_{hmin}/\bar{E}_h$) (U_1)	Max. Glare rating (GR)	Minimum colour rendering index (R_a)
Non-jumping				
Training and Recreational	100	0.5	55	65
Low level competition	200	0.5	50	65
High level competition	500	0.7	50	65
Jumping				
Training and Recreational	150	0.5	55	65
Low level competition	300	0.5	50	65
High level competition	500	0.7	50	65

Should you have any questions on this matter please do not hesitate to contact the undersigned at this office.

[redacted]

Yours faithfully,

Bow Jaruwangsanti (MIES)
Creative Lighting Designer
B.Int.Arch (Hons)
MDesSc - Illumination Design,
MDesSc - Sustainable Design
MIES Membership Number: 1939

ies Member 2022/2023

DESIGN BY BOW
Sydney Office
M: 0422645167
E: bow@designbybow.com.au
www.designbybow.com.au

Luminaire Schedule					
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF
·	16	IES-FL-6001D-44° 5000K_IESNA2	Single	137820	0.850
·	28	IES-FL-6001D-22° 5000K_IESNA2	Single	145050	0.850

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max
GR_1	Glare Rating	N.A.	N.A.	29	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	31	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	30	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	31	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	29	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	32	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	34	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	32	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	34	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	33	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	38	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	36	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	35	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	36	10	N.A.	N.A.
GR_1	Glare Rating	N.A.	N.A.	38	10	N.A.	N.A.
Outdoor Horse Arena	Illuminance	Lux	500.06	767	348	0.70	0.45

Luminaire Location Summary						
LumNo	Label	X	Y	Z	Orient	Tilt
1	IES-FL-6001D-22° 5000K_IESNA2	-1	101	20	309.459	51.937
2	IES-FL-6001D-22° 5000K_IESNA2	-1	101	20	350.038	60.281
3	IES-FL-6001D-22° 5000K_IESNA2	-1	101	20	330.96	58.59
4	IES-FL-6001D-44° 5000K_IESNA2	-1	101	20	291.163	33.532
5	IES-FL-6001D-44° 5000K_IESNA2	-1	101	20	323.412	31.604
6	IES-FL-6001D-22° 5000K_IESNA2	-1	101	20	353.96	59.579
7	IES-FL-6001D-44° 5000K_IESNA2	81	101	20	216.588	31.604
8	IES-FL-6001D-22° 5000K_IESNA2	81	101	20	209.04	58.59
9	IES-FL-6001D-22° 5000K_IESNA2	81	101	20	230.541	51.937
10	IES-FL-6001D-44° 5000K_IESNA2	81	101	20	248.837	33.532
11	IES-FL-6001D-22° 5000K_IESNA2	81	101	20	186.04	59.579
12	IES-FL-6001D-22° 5000K_IESNA2	81	101	20	189.962	60.281
13	IES-FL-6001D-22° 5000K_IESNA2	-1	67.5	20	12.063	55.895
14	IES-FL-6001D-22° 5000K_IESNA2	-1	67.5	20	338.347	58.564
15	IES-FL-6001D-44° 5000K_IESNA2	-1	67.5	20	38.16	26.67
16	IES-FL-6001D-22° 5000K_IESNA2	-1	67.5	20	354.294	55.918
17	IES-FL-6001D-44° 5000K_IESNA2	-1	67.5	20	291.696	37.722
18	IES-FL-6001D-22° 5000K_IESNA2	81	67.5	20	185.706	55.918
19	IES-FL-6001D-44° 5000K_IESNA2	81	67.5	20	141.84	26.67
20	IES-FL-6001D-44° 5000K_IESNA2	81	67.5	20	248.304	37.722
21	IES-FL-6001D-22° 5000K_IESNA2	81	67.5	20	201.653	58.564
22	IES-FL-6001D-22° 5000K_IESNA2	81	67.5	20	167.937	55.895
23	IES-FL-6001D-22° 5000K_IESNA2	-1	32.5	20	21.653	58.564
24	IES-FL-6001D-22° 5000K_IESNA2	-1	32.5	20	347.937	55.895
25	IES-FL-6001D-44° 5000K_IESNA2	-1	32.5	20	321.84	26.67
26	IES-FL-6001D-44° 5000K_IESNA2	-1	32.5	20	68.304	37.722
27	IES-FL-6001D-22° 5000K_IESNA2	-1	32.5	20	5.706	55.918
28	IES-FL-6001D-44° 5000K_IESNA2	81	32.5	20	218.16	26.67
29	IES-FL-6001D-44° 5000K_IESNA2	81	32.5	20	111.696	37.722
30	IES-FL-6001D-22° 5000K_IESNA2	81	32.5	20	174.294	55.918
31	IES-FL-6001D-22° 5000K_IESNA2	81	32.5	20	192.063	55.895
32	IES-FL-6001D-22° 5000K_IESNA2	81	32.5	20	158.347	58.564
33	IES-FL-6001D-22° 5000K_IESNA2	-1	-1	20	29.04	58.59
34	IES-FL-6001D-22° 5000K_IESNA2	-1	-1	20	9.962	60.281
35	IES-FL-6001D-22° 5000K_IESNA2	-1	-1	20	50.541	51.937
36	IES-FL-6001D-44° 5000K_IESNA2	-1	-1	20	36.588	31.604
37	IES-FL-6001D-22° 5000K_IESNA2	-1	-1	20	6.04	59.579
38	IES-FL-6001D-44° 5000K_IESNA2	-1	-1	20	68.837	33.532
39	IES-FL-6001D-22° 5000K_IESNA2	81	-1	20	173.96	59.579
40	IES-FL-6001D-44° 5000K_IESNA2	81	-1	20	143.412	31.604
41	IES-FL-6001D-22° 5000K_IESNA2	81	-1	20	129.459	51.937
42	IES-FL-6001D-22° 5000K_IESNA2	81	-1	20	150.96	58.59
43	IES-FL-6001D-22° 5000K_IESNA2	81	-1	20	170.038	60.281
44	IES-FL-6001D-44° 5000K_IESNA2	81	-1	20	111.163	33.532

ALL LIGHTS MOUNTED AT 20M HEIGHT.
SIMULATIONS COMPLY WITH AS2560.2.2021, STANDARDS FOR OUTDOOR EQUESTRIAN LIGHTING, SUBCATEGORIES JUMPING AND NON-JUMPING HIGH LEVEL COMPETITION.
PRELIMINARY DESIGN NOT FOR CONSTRUCTION.

Table 2.5.1 — LTPs for outdoor equestrian

Level of play	Average horizontal maintained illuminance ($\bar{E}_h$)	Minimum horizontal uniformity ($\varepsilon_{hmin}/\bar{E}_h$) ($U_1$)	Max. glare rating (GR)	Minimum colour rendering index (R_a)
Non-jumping				
Training and recreational	100	0.50	55	65
Low level competition	200	0.50	50	65
High level competition	500	0.70	50	65
Jumping				
Training and recreational	150	0.50	55	65
Low level competition	300	0.50	50	65
High level competition	500	0.70	50	65

CHECKED BY DESIGN BY BOW
12:55 pm, 3 Jul 2023

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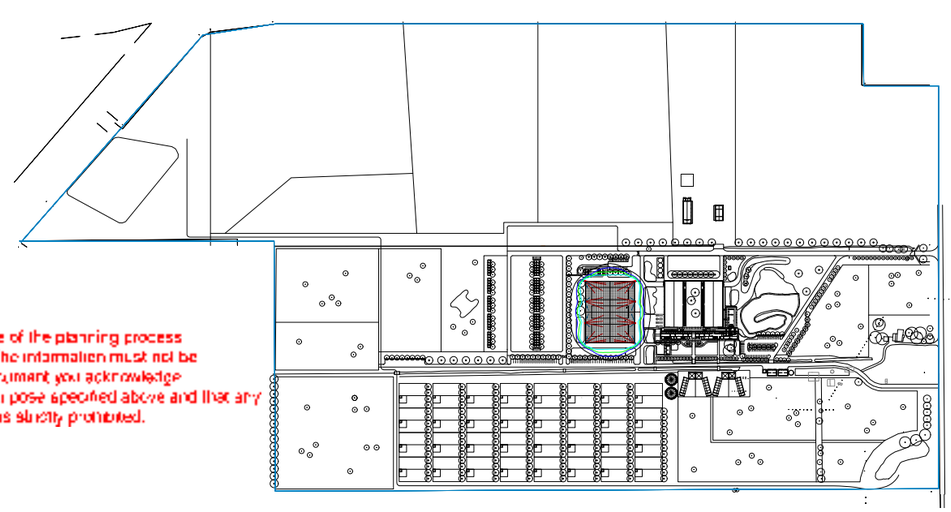
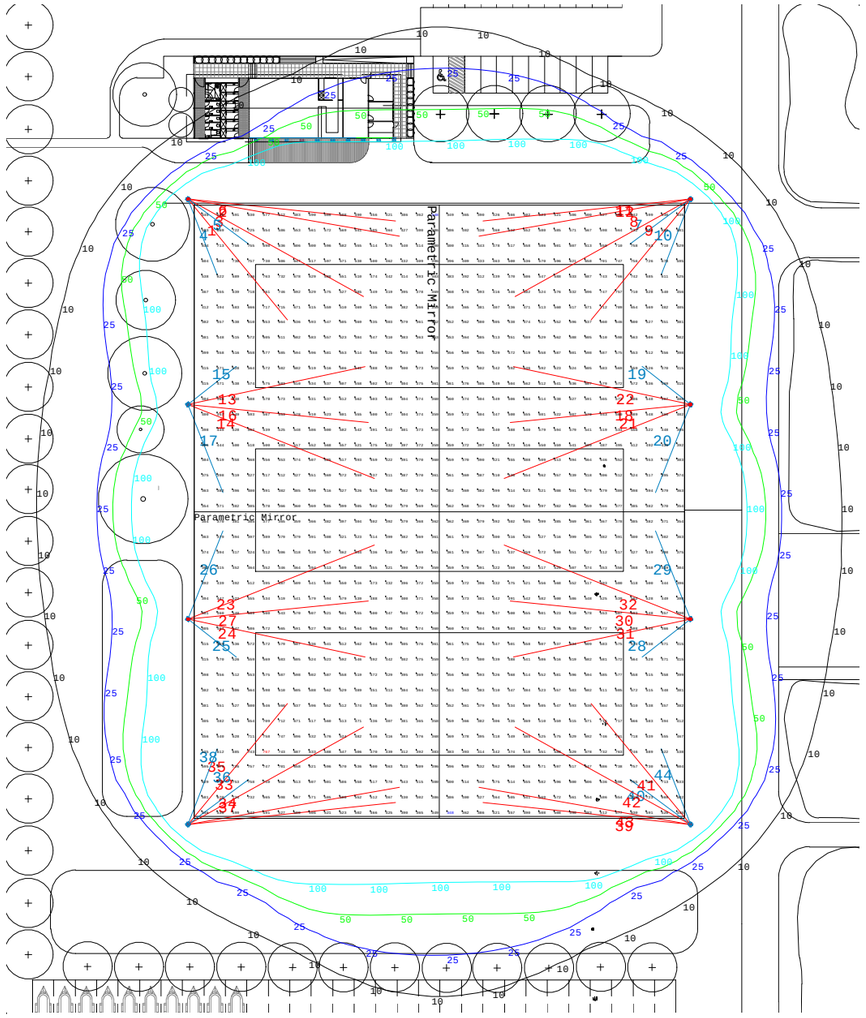


SITE OVERVIEW
Scale= 1: 10000



LIGHTING LAYOUT
Scale= 1: 1000

LUMINAIRE(S) USED:

1000W LED FLOOD LIGHT FL-6001D
(22/44D BEAM ANGLE)

GENERAL NOTES

DIMENSIONS AND LIGHT FITTING LOCATIONS ARE INDICATIVE ONLY. EXACT LOCATIONS TO BE DETERMINED ON SITE. FOR ALL PROPOSED LIGHTS, REFER TO LIGHTING SCHEDULE FOR DETAILS.

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LIGHTING LAYOUT

OUTDOOR HORSE ARENA

CLIENT:
OAKWOOD RIDING SCHOOL

PROJECT/SHEET NO.
230803 / 1 OF 1

DATE
23 JUN 2023

PROPOSED RIDING SCHOOL

450-500 SEVEN MILE ROAD, NAR NAR GOON

TRAFFIC IMPACT ASSESSMENT REPORT

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SALT

PROPOSED RIDING SCHOOL 450-500 SEVEN MILE ROAD, NAR NAR GOON

Client: **Oakwood Riding School**

Report Reference: 22521T

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Monday, September 18, 2023

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:
D01	Claudia Goodliffe	Traffic Engineer	18 August 2023	Jo Garretty	Managing Director	18 August 2023
F01	Claudia Goodliffe	Traffic Engineer	15 September 2023	Jo Garretty	Managing Director	15 September 2023

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1 INTRODUCTION

SALT has been engaged by Oakwood Riding School to undertake a traffic engineering assessment of the proposed horse riding school and equestrian facilities to be located at 450–500 Seven Mile Road in Nar Nar Goon.

In the course of preparing this report, the following has been undertaken:

- The development plans and background information has been reviewed;
- The subject site and its environs have been inspected;
- Design advice has been provided to the project team;
- Swept path analysis has been undertaken; and
- The traffic and parking implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering matters of the proposal.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located at 450–500 Seven Mile Road in Nar Nar Goon. It is situated on the western side of Seven Mile Road and the Northern Boundary Drain runs along the northern boundary of the site.

The site encompasses two lots with a total land area of 90.1 hectares. The site currently comprises a residence, paddocks and dairy buildings and sheds. There are three (3) existing vehicular access points along the Seven Mile Road frontage. Each of these access points are regular crossovers to Seven Mile Road, with no turn lanes provided in the vicinity.

The surrounding land largely comprises undeveloped lots and agricultural in nature with residences. The main Nar Nar Goon town centre is situated approximately 4.5km to the norther, accessing along Seven Mile Road.

Figure 1 depicts the location of the subject site with respect to the surrounding road network and land uses. An aerial view of the subject site is provided in **Figure 2**.

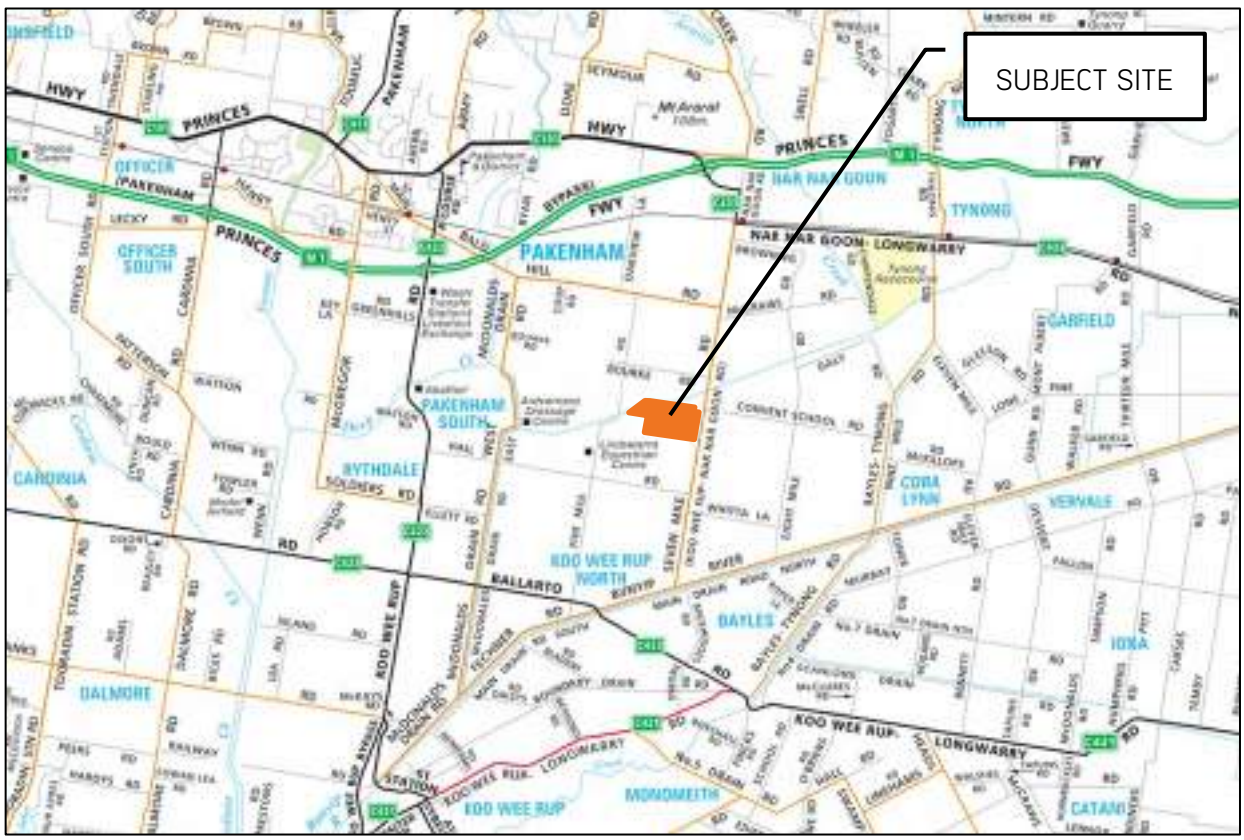

Figure 1 Subject site locality

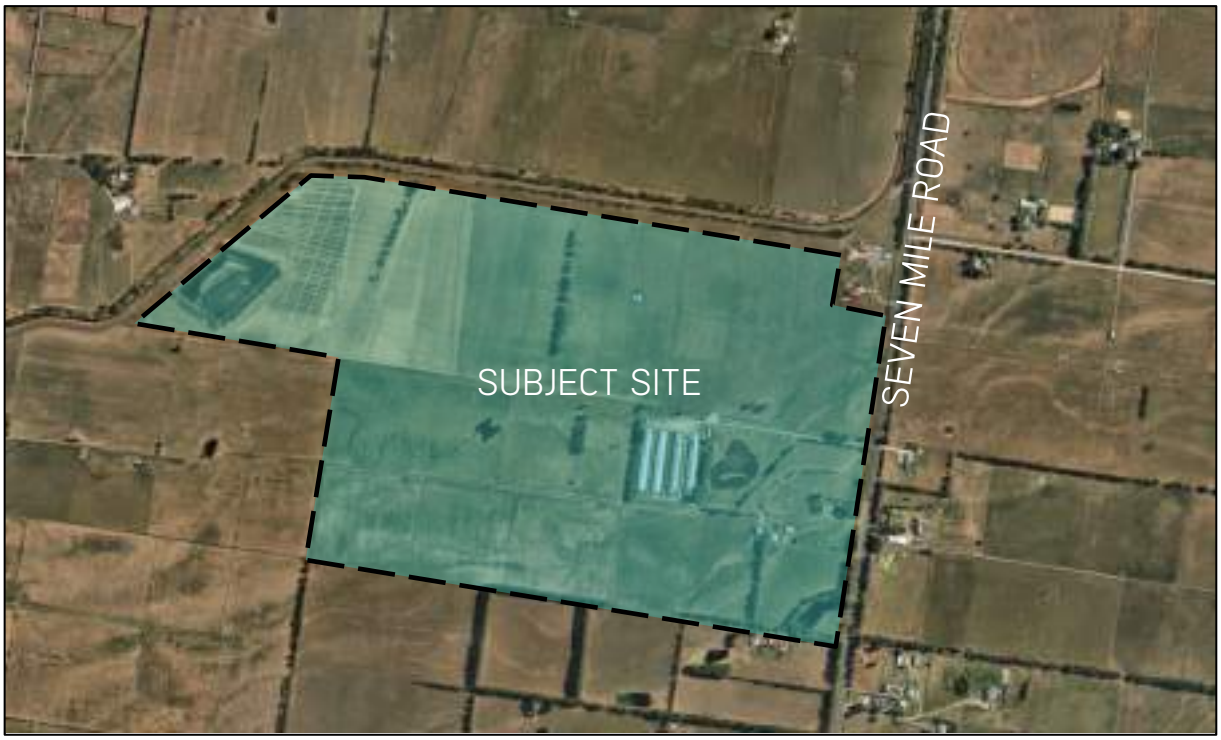

Figure 2 Aerial view of subject site

2.2 ZONING AND POLICY

The subject site is zoned as Green Wedge Zone – Schedule 1 (GWZ1) under the Cardinia Planning Scheme and is subject to Land Subject to Inundation Overlay (LSIO). These do not specify any requirements relevant from a traffic engineering perspective.

2.3 ROAD NETWORK

Seven Mile Road is classified as a Local Arterial Road under the care and management of Cardinia Shire Council. It is zoned as a Transport Zone 3 under the Cardinia Planning Scheme.

In the vicinity of the site, Seven Mile Road runs in a generally north-south alignment and provides one traffic lane in each direction. No kerbs are provided, and no provisions are made for on-street parking.

Seven Mile Road has a straight and flat alignment in the vicinity of the site. Residences, fences and trees are set back approximately 15m from the road carriageway, providing vast sight lines for vehicles entering and exiting properties.

A speed limit of 100km/hr applies.

Views of Seven Mile Road in each direction are provided in **Figure 3** and **Figure 4**.

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Figure 3 View of Seven Mile Road from site access facing south

Figure 4 View of Seven Mile Road from site access facing north

2.4 SUSTAINABLE TRANSPORT

The subject site is not conveniently accessible by sustainable transport. There are no public transport routes servicing the site. The nearest train station is Nar Nar Goon Railway Station, located approximately 4.6km north of the site.

There are no pedestrian footpaths or bike lanes on Seven Mile Road in the vicinity of the site.

2.5 TRAFFIC VOLUMES

In order to understand the existing level of traffic on Seven Mile Road, a tube count survey was commissioned to occur at the site frontage. The tube count was placed for 7 days between Monday 4 September and Sunday 10 September. This represents a typical weekday during the school term and not affected by any public holidays.

By review of the tube count data, the peak hours of traffic on Seven Mile Road are found to occur as follows:

- Weekday average morning peak hour between 8:00am–9:00am;
- Weekday average afternoon peak hour between 3:00pm–4:00pm; and
- Weekend average peak hour between 11:00am–12:00pm.

The traffic volumes in each direction during these peak hours are depicted in **Figure 5** for the weekday averages and **Figure 6** for the weekend average.

Further to the above, the tube count survey provides other relevant data such as speed data, daily volumes and percentage of heavy vehicles on the road. Some of these key factors are summarised in **Table 1**.

Figure 5 Weekday average peak hour traffic volumes

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Figure 6 Weekend average peak hour traffic volumes

Table 1 Tube count data summary

	Northbound	Southbound
Weekday average daily volume	1097 vehicles per day	1098 vehicles per day
Saturday daily volume	692 vehicles per day	751 vehicles per day
Sunday daily volume	527 vehicles per day	561 vehicles per day
7-day average daily volume	958 vehicles per day	972 vehicles per day
Weekday average % heavy vehicles	19.5%	17.9%
Weekend average % heavy vehicles	17.3%	13.2%
85th percentile speed	105.48 km/hr	104.76 km/hr

From the above data, it can be concluded that traffic is relatively evenly spread as northbound and southbound vehicles during each of the peak hours. The percentage of heavy vehicles is high in both directions on weekdays and weekends.

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3 PROPOSAL

3.1 DEVELOPMENT PROPOSAL

Oakwood Riding School is an existing facility currently located at 10 Smiths Lane in Clyde North, proposed to be relocated to the subject site.

It is proposed to develop the subject site in Nar Nar Goon to accommodate a similar size and scale facility to the existing school in Clyde North. The proposal includes the following facilities:

- Two (2) indoor arenas;
- One (1) outdoor area;
- School horse yards, paddocks and stables;
- Agistment paddocks and stables;
- Associated feed rooms, laundry and storage;
- Clubrooms, manager's office and boardroom; and
- Cattle grazing to continue to balance of property.

The existing residence is to be maintained to provide a manager / caretaker's residence.

The existing site vehicular access points are to be retained. The northernmost entry point is to provide the main site entry and the southernmost access point is to provide a secondary access intended for access to the manager residence and delivery vehicles, with no public access at this point. The centre access point is to provide access only to the manager residence.

A network of internal roads is proposed to provide circulation across the site and access to various parking areas. Public access is to occur via the northern crossover and internal road which provides access to the staff and visitor parking area, agistment paddocks and parking area and pony club facility.

An internal road is proposed to run in an east-west alignment south of the indoor area. This is to be utilised by pedestrians and horses crossing between the paddocks and arenas, to avoid collision between vehicles and horses.

Various parking areas are proposed on-site including:

- Member and visitor parking of 67 spaces (including 2 DDA spaces) adjacent the clubrooms and indoor arenas;
- Agistment day parking of 30 spaces;
- Agistment long-term parking of 22 spaces;
- Outdoor arena / pony club car park of 21 spaces; and
- Float parking for approximately 60 floats.

Further, overflow parking areas, agistment float parking and a large truck parking area are proposed.

3.2 OPERATIONAL PROPOSAL

The operation of the proposed riding school will reflect the activities and scale of the existing facility in Clyde North.

Approximately 6 staff conduct around 20 lessons per day, with clients arriving progressively as they are held. Members of the school can ride horses outside of lesson times, however only approximately 4 patrons do this regularly.

It is understood that typical weekend activity is as follows:

- Saturday: There are a maximum of 40 riding lessons and 15-20 agistees attending, spread between 8:00am-8:00pm. There is typically a total of 60-70 cars arriving and departing the site during the day.
- Sunday: There are no riding lessons and 15-20 agistees attend. A total of 30 cars may arrive and depart the site on an average Sunday. Typically, a small event may take place on one (1) Sunday per month. This would involve an additional maximum of 20 floats and 20 cars arriving or departing the site on these days.

Table 2 provides a summary of the expected activity and events to occur at the riding school and the number of patrons to attend.

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Table 2 Operational summary

Visitor	Purpose	Vehicle	Number	Frequency	Access Location
Regular Visitors and Users					
Staff	Employment at ORS	Car	8	5-2 days weekly	Northern crossover
Agistees	Visit and ride their horses	Car	25-30	Most daily	Northern crossover
Members	Ride their horse	Car and float	4	Daily or weekly	Northern crossover
Clients	Riding lesson	Car	150	Weekly (closed Sunday & Monday)	Northern crossover
Competitors And Pony Club	Compete in small equestrian events and rallies	Car and Float	12	Monthly	Northern crossover
Equestrian Public	Market Day New and used horse gear	Car	80 over the day	Annually	Northern crossover
Suppliers	Deliver horse feed etc	Small truck	2	Monthly	Northern or southern crossover
Trades	Maintenance	Car	3	Occasionally	Northern or southern crossover
Box Hill TAFE	Equestrian Study	Bus	1	Weekly (Wednesday in school term)	Northern crossover
Facility Hire Profile					
Berwick Pony Club	Rally	Car	Max 15	Monthly	Northern crossover
Equestrian Diary	Protocol Day (riding clinic)	Car	12	4 annually	Northern crossover
Berwick Dressage Club	Riding clinic	Car	10	4 annually	Northern crossover
Box Hill TAFE	Equestrian Study	Bus	20	Weekly (school terms)	Northern crossover
Other Facility Use					
ORS	Xmas party	Car	60	Annual	Northern crossover
ORS	AGM	Car	14	Annual	Northern crossover
ORS	Staff/member meeting	Car	10-20	Occasionally	Northern crossover

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4 CAR PARKING

4.1 STATUTORY REQUIREMENTS

Clause 52.06 of the Cardinia Planning Scheme specifies the statutory car parking rates for various land uses. A riding school falls under the umbrella term of 'agriculture' for which there is no statutory car parking rate provided, rather parking is to be provided to the satisfaction of Council.

The demand for car parking associated with the proposal can be determined based on the expected operation of the facility. Considering that Oakwood Riding School is an existing facility to be relocated, sufficient operative information is known to inform the car parking demands as outlined in the following assessment.

4.2 CAR PARKING DEMAND ASSESSMENT

On a day-to-day basis, car parking demands will be generated by staff, clients undertaking riding lessons and members visiting the agistment paddocks. Occasionally, the site will experience greater visitation and parking demand including on competition or event days.

It is understood that the site is intended to be able to accommodate all riding lesson, agistment and competition activities at once. Therefore, the critical assessment period would be on a competition or event day. The car parking demands for this scenario are determined as summarised in **Table 3**, applying the following conservative assumptions.

- All staff, riding lessons, agistment activity and competition occur concurrently;
- Assume the competition visitors and vehicles include any spectators;
- Assume 15 clients in lessons at any one time;
- Assume half of the agistees visit at the same time;
- All staff and visitors drive themselves (1 car per person);

Table 3 Car parking demands

Visitor	Number of People	Number of Vehicles	Parking Location	Parking Capacity
Staff	8	8 cars	Staff / visitor car park	67 spaces
Agistees	15	15 cars	Agistment parking	Total 52 spaces
Members (bring own horse)	4	4 cars + float	Float parking	60 spaces
Clients (riding lessons)	15	15 cars	Staff / visitor car park	67 spaces
Competitors and Pony Club	12	12 cars + float	Float parking	60 spaces

Therefore, on a peak day of activity, it is estimated that a total of 54 people could be present at one time.

Further to the above, the existing Oakwood Riding School in Clyde North includes an on-site car park of 30 spaces which is rarely fully utilised. The proposed facility is to accommodate a similar level of activity to the existing school, thus the parking demands of Table 3 are likely conservative and overestimate the parking demands experienced in reality.

4.3 ADEQUACY OF CAR PARKING PROVISIONS

The proposal includes a total of 140 parking spaces, plus float parking and overflow parking, thus is expected to exceed the car parking demands on a peak day of activity (competition day). The parking demands expected to be generated by staff, members and visitors can be adequately accommodated by the car parking areas situated in proximity to the relevant building or arena.

Therefore, the proposed car parking provisions are deemed appropriate for the development.

4.4 ACCESSIBLE PARKING

The Building Code of Australia specifies the number of accessible parking spaces to be provided for various building types. In this case, the Clubroom and Pony Club buildings are most closely classified as a Class 9 assembly buildings which have a requirement for 1 DDA parking space per 50 car parking spaces or part thereof.

The Clubroom building is provided with a car park of 67 spaces, thus requires two (2) DDA parking spaces which is met by the proposal. The Pony Club building is provided with a car park of 21 spaces, thus requires one (1) DDA space which is met by the proposal.

5 BICYCLE PARKING

Clause 52.34 of the Cardinia Planning Scheme specifies the statutory requirements for bicycle parking for various land uses. No statutory rate is provided for an 'agriculture' land use, thus no bicycle parking is required for the proposal.

The proposal does not include any formal bicycle parking as complies with the Planning Scheme. Given the nature of the land use and lack of bicycle infrastructure in the vicinity, it is not expected that staff, visitors or students would cycle to the riding school. Nonetheless, should they choose to cycle to the site, there is sufficient capacity for bicycles informally within the clubrooms, offices or other indoor areas.

6 DESIGN CONSIDERATIONS

6.1 VEHICLE ACCESS ARRANGEMENTS

The main site access is the existing crossover to Seven Mile Road, approximately 7.5m wide and situated approximately half-way along the site frontage. This is to provide vehicular access for staff, members and visitors. The largest expected vehicles include cars with horse floats and 8.8m long Medium Rigid Vehicles (MRV).

This crossover width exceeds the minimum requirements of the Planning Scheme and Australian Standards. An Australian Standard B85 and B99 vehicle can adequately pass simultaneously when entering and exiting the site, reducing the risks of queues and delays at the site access. The crossover adequately allows access for cars with floats and trucks. This is demonstrated by swept path analysis, with diagrams provided in APPENDIX 1.

A second existing crossover further south is proposed to be maintained to provide access only to the Manager's Residence and for some service vehicles.

This access arrangement proposes to largely isolate traffic movement along the northern internal road and access point, to prevent vehicles traversing the centre internal road (south of the indoor arenas) which is to be pedestrian and horse access only.

By observation on-site, Seven Mile Road is virtually flat and straight allowing sufficient sight distance to oncoming vehicles for those exiting the site. Further, nearby properties, fences and trees are set back from the road frontage, further ensuring sufficient sight distance is provided.

6.2 INTERNAL ROAD NETWORK

The proposal involves a network of internal roads, providing two-way vehicular access to each of the parking areas. The main access roads and car parks are to be bitumen surfaces, whereas the float parking and paddock pathways are to be crushed rock.

The internal roads are to be of a minimum 6.0m width, suitably allowing two-way vehicular movements and access for larger vehicles such as cars with floats and trucks.

Access and circulation for key locations and vehicles is demonstrated by swept path analysis, with diagrams provided in APPENDIX 1.

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6.3 CAR PARKING LAYOUT

Regular parking spaces are proposed to be 2.6m wide and 4.9m long, accessed from a 6.4m wide aisle, as complies with the Planning Scheme.

DDA parking spaces are proposed to be 2.4m wide and 5.4m long as complies with Australian Standard AS2890.6. 500mm of the DDA space length encroaches into the parking aisle as allowable under the Planning Scheme.

Parking spaces located at dead-end aisles are provided with an additional 2.0m aisle length to allow access and egress, as demonstrated by swept path analysis, with diagrams provided in **APPENDIX 1**.

6.4 LOADING AND WASTE COLLECTION

Given the nature of the riding school, it is anticipated that loading activity will be relatively low and undertaken by up to an 8.8m Medium Rigid Vehicle (MRV) such as for the delivery of hay and other goods. Loading can occur by trucks which can circulate the internal road network and park within the designated large truck parking zone toward the north of the site if required.

It is understood that occasional loading activity will be required to occur internal to the indoor arenas by up to an 8.8m MRV. These arenas are provided with road access to allow vehicular access, as demonstrated by swept path analysis, with drawings provided in **APPENDIX 1**. It is noted that this would be infrequent for resurfacing, horse pick up or emergency access.

It is anticipated that waste collection would occur on-site by a private contractor using an 8.8m waste collection vehicle. This can adequately enter and exit the site via the main northern crossover.

7 TRAFFIC CONSIDERATIONS

As per Section 2.5, a tube count survey was undertaken at the site frontage to collect data regarding existing traffic conditions on Seven Mile Road on weekdays and weekends.

The road network traffic volumes were found to be greater on weekdays compared to weekends. The proposed riding school is expected to generate activity across the week, with peak activity to occur on weekends particularly on competition or event days.

Therefore, the traffic impacts of the riding school on both the weekday afternoon and weekend peak hours are to be assessed for completeness.

7.1 TRAFFIC GENERATION

7.1.1 WEEKDAYS

The critical weekday assessment period is the afternoon peak hour. The tube count survey results found the peak traffic volume to occur between 3:00pm-4:00pm on average on weekdays.

At this time, the proposal is anticipated to generate traffic relating to the riding school lessons. It is estimated that a total of 15 clients may be in lessons at any one time. Conservatively assuming that all 15 students arrive and depart in the same hour, the proposal is expected to generate up to 15 arriving and departing vehicles in the weekday PM peak hour.

7.1.2 WEEKENDS

As per Section 4, a peak day of activity is expected to occur on competition day, assuming that regular lessons and agistment visitation would occur simultaneously. This is anticipated to occur on a Saturday, when general road traffic is lower than the weekday peak commute hours, as confirmed by the traffic volume data of **Section 2.5.** It is noted that this is a conservative assumption, as events will typically occur on a Sunday, when no riding lessons take place.

On such a day, it is anticipated that 54 people may be present on-site at any time. Applying an assumption that 80% of these patrons may arrive or depart in the same hour, the proposal may be expected to generate 43 trips (arriving or departing) during the weekend peak hour.

Alternatively, on a weekday afternoon the general road traffic on Seven Mile Road is greater due to general commuter traffic, as confirmed by the traffic volume data of **Section 2.5.** At this time, the proposal is anticipated to generate traffic relating to the riding school lessons. It is estimated that a total of 15 clients may be in lessons at any one time. Conservatively assuming that all 15 students arrive and depart in the same hour, the proposal is expected to generate up to 15 arriving and departing vehicles in the weekday PM peak hour.

7.2 TRAFFIC DISTRIBUTION

The distribution of traffic can be estimated based on the layout of the surrounding road network and location of nearby employment and residential precincts. In this case, the traffic volume data indicates that traffic is relatively evenly spread northbound and southbound on Seven Mile Road in the vicinity of the site on weekdays and weekends.

Applying this to the above weekday PM peak hour and weekend peak hour traffic generation, results in the traffic distribution as presented diagrammatically in **Figure 7.**

Figure 7 Estimated traffic distribution

7.3 TURN LANE WARRANTS ANALYSIS

Based on the preceding traffic distribution and the traffic volume counts for the weekday PM peak hour and weekend peak hour, the required form of the intersection of the main site access and Seven Mile Road can be determined based on the Austroads Guide.

The following calculations of **Figure 8** were completed using the weekday PM traffic volumes and generation as presented in **Figure 9.** The resulting values as summarised in **Table 4** were then plotted into the graph in **Figure 10** which is relevant for the subject intersection on a 100km/hr road.

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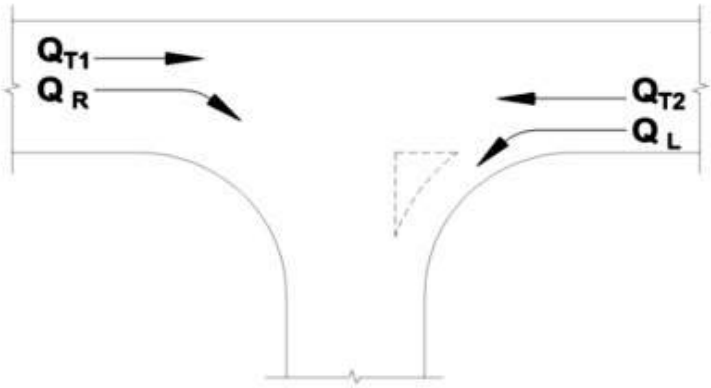

Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= Q_{T1} + Q_{T2} + Q_L
		Yes	= Q_{T1} + Q_{T2}
	Left	Yes or no	= Q_{T2}

Figure 8 Austroads calculations

Figure 9 Calculation traffic volumes

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Table 4 Calculated Q values

	Weekday PM Peak Hour	Weekend Peak Hour
Q(T1)	124 vehicles/hr	69 vehicles/hr
Q(T2)	130 vehicles/hr	63 vehicles/hr
Q(R)	8 vehicles/hr	21 vehicles/hr
Q(L)	7 vehicles/hr	22 vehicles/hr
QM (right turn)	261 vehicles/hr	154 vehicles/hr
QM (left turn)	130 vehicles/hr	63 vehicles/hr

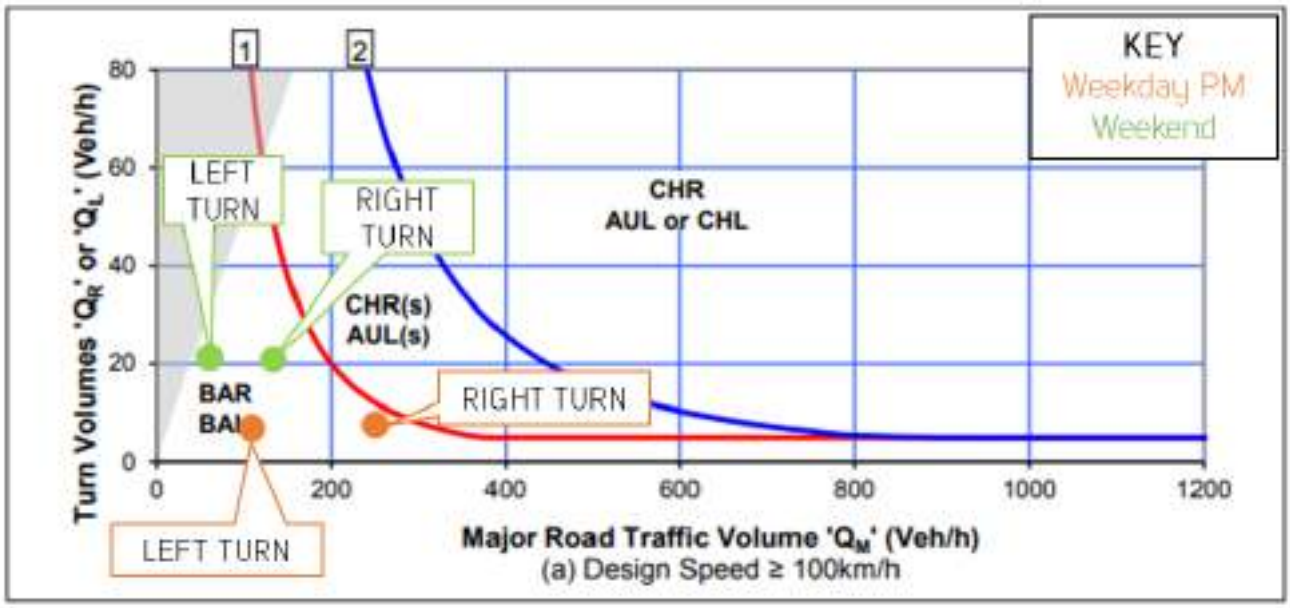

Figure 10 Turn treatment warrants graph

It can be seen in **Figure 10** that the anticipated traffic volumes for right and left turn movements into the subject site on a weekday afternoon and weekend peak hours warrant only basic turn treatments (BAR / BAL). Based on this graph, any development would require the provision of basic turn lane treatments at minimum, therefore the provision of such design is often subject to engineering assessment.

Seven Mile Road has a straight and flat alignment and is not provided with any turn lane treatments at other intersections in the vicinity of the site including at property access or intersections with other local streets. The intersection of Seven Mile Road and Bald Hill Road to the north of the site was observed to carry significant traffic turning into and out of Bald Hill Road to connect to Pakenham, however this intersection is designed with only basic turn treatments.

Considering the traffic volume data, anticipated turning volumes, available sight distances, on-site observations and road reserve constraints (including a drain alongside Seven Mile Road and existing light and power poles), road widening, or lane treatments are not considered necessary from a traffic engineering perspective. The Austroads Guide of which the above assessment is based, is a guide to be used with engineering review and judgement having consideration to the specific use, site and location. Furthermore, activity at the site is to largely take place during the day, with infrequent and minimal activity expected at night.

7.4 SIDRA ANALYSIS

Further to the above, the operation of the main site access and Seven Mile Road can be analysed using SIDRA Intersection v9.1 for the weekday afternoon and weekend peak hours.

SIDRA is an advanced micro-analytical traffic evaluation tool that provides estimates of capacity and performance statistics (delay, queue lengths etc) on a lane-by-lane basis.

Key performance criteria include:

Degree of Saturation (DOS): This represents the ratio of traffic volume to capacity. Generally speaking, a DOS of below 0.9 indicates acceptable performance. A DOS of over 1.0 indicates that capacity has been exceeded.

Level of Service (LOS): An index of the operational performance of traffic based on service measures such as delay, degree of saturation, density and speed during a given flow period. A guide to LOS ratings is provided in **Table 5.**

Average Delay: The average delay time that can be expected for a given movement.

95th Percentile Queue: The maximum queue length that can be expected in 95% of all observed queue lengths during the hour.

Table 5 Level of Service Ratings

Level of Service		Degree of Saturation		
		Unsignalised Intersection	Signalised Intersection	Roundabout
A	Excellent	<=0.60	<=0.60	<=0.60
B	Very Good	0.60-0.70	0.60-0.70	0.60-0.70
C	Good	0.70-0.80	0.70-0.90	0.70-0.90
D	Acceptable	0.80-0.90	0.90-0.95	0.90-0.95
E	Poor	0.90-1.00	0.95-1.00	0.95-1.00
F	Very Poor	>=1.0	>=1.0	>=1.0

Default SIDRA settings have been adopted for this analysis.

The key SIDRA results for the weekday PM peak hour and weekend peak hour are summarised in **Table 6** and **0** respectively, with the detailed outputs provided in **APPENDIX 2**.

Table 6 Weekday PM peak hour SIDRA results

Leg	Movement	Degree of Saturation (DOS)	Level of Service (LOS	Delay (s)	95th % Queue (m)
Seven Mile Road (south)	L	0.083	A	7.8	0.0
	T	0.083	A	0.0	0.0
Seven Mile Road (north)	T	0.079	A	0.0	0.4
	R	0.079	A	6.3	0.4
Site Access	L	0.013	A	6.0	0.3
	R	0.013	A	6.5	0.3

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Table 7 Weekend peak hour SIDRA results

Leg	Movement	Degree of Saturation (DOS)	Level of Service (LOS	Delay (s)	95th % Queue (m)
Seven Mile Road (south)	L	0.049	A	7.8	0.0
	T	0.049	A	0.0	0.0
Seven Mile Road (north)	T	0.054	A	0.0	1.0
	R	0.054	A	6.0	1.0
Site Access	L	0.035	A	5.7	0.9
	R	0.035	A	6.1	0.9

Based on the SIDRA results, it can be concluded that the intersection of the site access and Seven Mile Road operates well during both the weekday PM peak hour and Saturday peak hour, with Level of Service A (excellent) achieved on all legs of the intersection.

The Degree of Saturation values are well less than 1.0 for all movements in both scenarios and delay and queue values are negligible. The delay found is associated with geometric delay, or the time taken for vehicles to undertaken turns into and out of the site. Notably, zero delay is expected for through vehicles in both directions.

Queue lengths are all minimal at a maximum of 1.0m. This is less than one (1) vehicle in length, thus through vehicles on Seven Mile Road are not expected to be required to queue due to vehicles turning into the subject site.

Therefore, the level of traffic generated by the proposal does not have any major adverse impact on the operation and functionality of Seven Mile Road during the weekday PM and weekend peak hours.

7.5 TRAFFIC IMPACTS

Based on the preceding analysis, the traffic generated by the proposal can be expected to be readily absorbed by Seven Mile Road and the surrounding road network, with no major adverse impact on its operation.

Even on the peak days of activity during competition, the proposal can be expected to generate up to 43 vehicles in an hour. This equates to one vehicle every 84 seconds. This is relatively low, especially considering the lower road traffic in the vicinity on weekends. Outside of peak competition or event days, traffic generation is expected to be minimal.

Further, the site access point adequately allows vehicles to pass when entering and exiting the site, with minimal risk of queuing onto Seven Mile Road. Seven Mile Road also has a long, straight and flat alignment in the vicinity of the site, allowing visibility of oncoming traffic for vehicles entering and exiting the site.

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8 CONCLUSIONS

Based on the preceding analysis, the following can be concluded:

- It is proposed to develop the site to provide a riding school and stables, for the relocation of Oakwood Riding School;
- There is no statutory car parking requirement relevant to a riding school specified within the Planning Scheme, rather parking is to be provided to the satisfaction of Council;
- A Car Parking Demand Assessment has determined a peak parking demand of up to 54 vehicles based on empirical assessment of the operative information. This is exceeded by the proposed car parking provision of 140 spaces plus float parking and overflow parking;
- The design and layout of the site access, internal road network and car parking areas complies with the relevant requirements of the Planning Scheme and Australian Standards;
- The site is suitably accessible for loading and waste collection vehicles;
- The proposed site access arrangements are deemed suitable for the anticipated traffic volumes; and
- The proposal is expected to generate relatively low levels of traffic that is not expected to have any major adverse impact on the surrounding road network.

Therefore, the proposal is supported from a traffic engineering perspective.

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APPENDIX 1 SWEPT PATH DIAGRAMS

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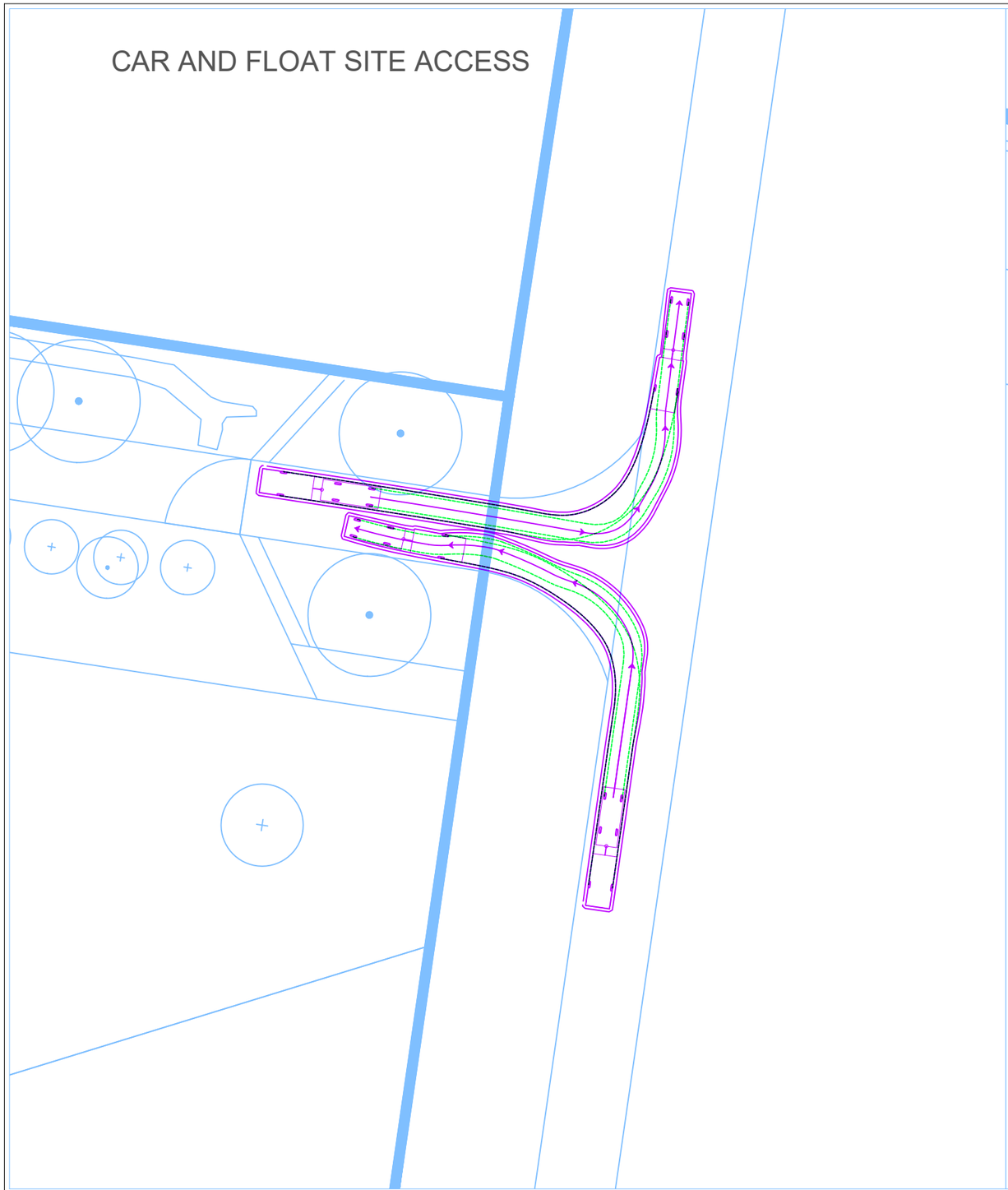
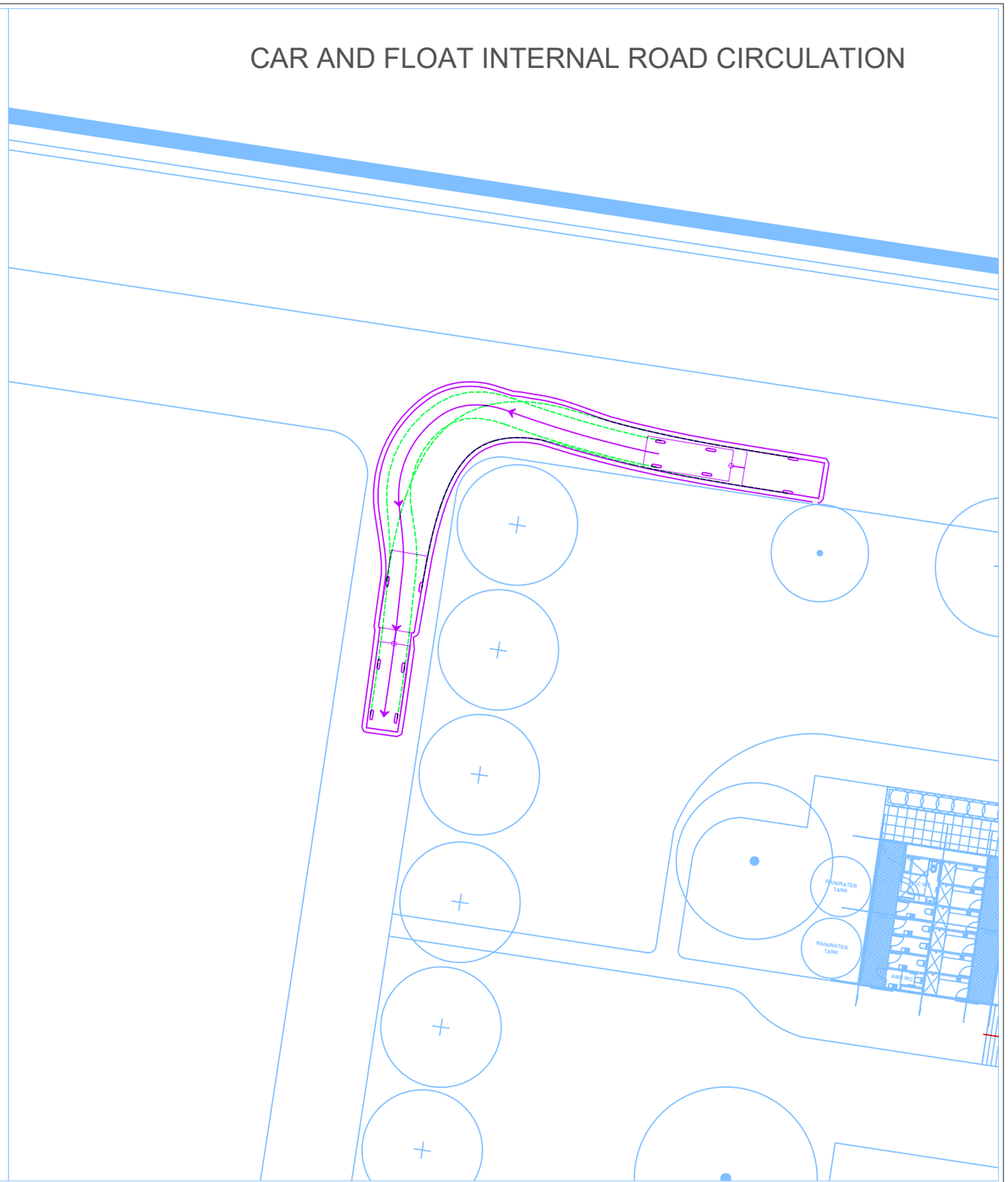
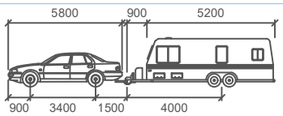
CAR AND FLOAT SITE ACCESS



CAR AND FLOAT INTERNAL ROAD CIRCULATION





Car + Horse Float

	mm
Car Width	: 2100
Trailer Width	: 2400
Car Track	: 1800
Trailer Track	: 2400
Lock to Lock Time	: 6.0
Steering Angle	: 31.7
Articulating Angle	: 70.0

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OAKWOOD RIDING SCHOOL

PROPOSED RIDING SCHOOL

450 & 500 SEVEN MILE ROAD

NAR NAR GOON

SWEPT PATH DIAGRAM

Service. Approachability. Loyalty. Transparency.

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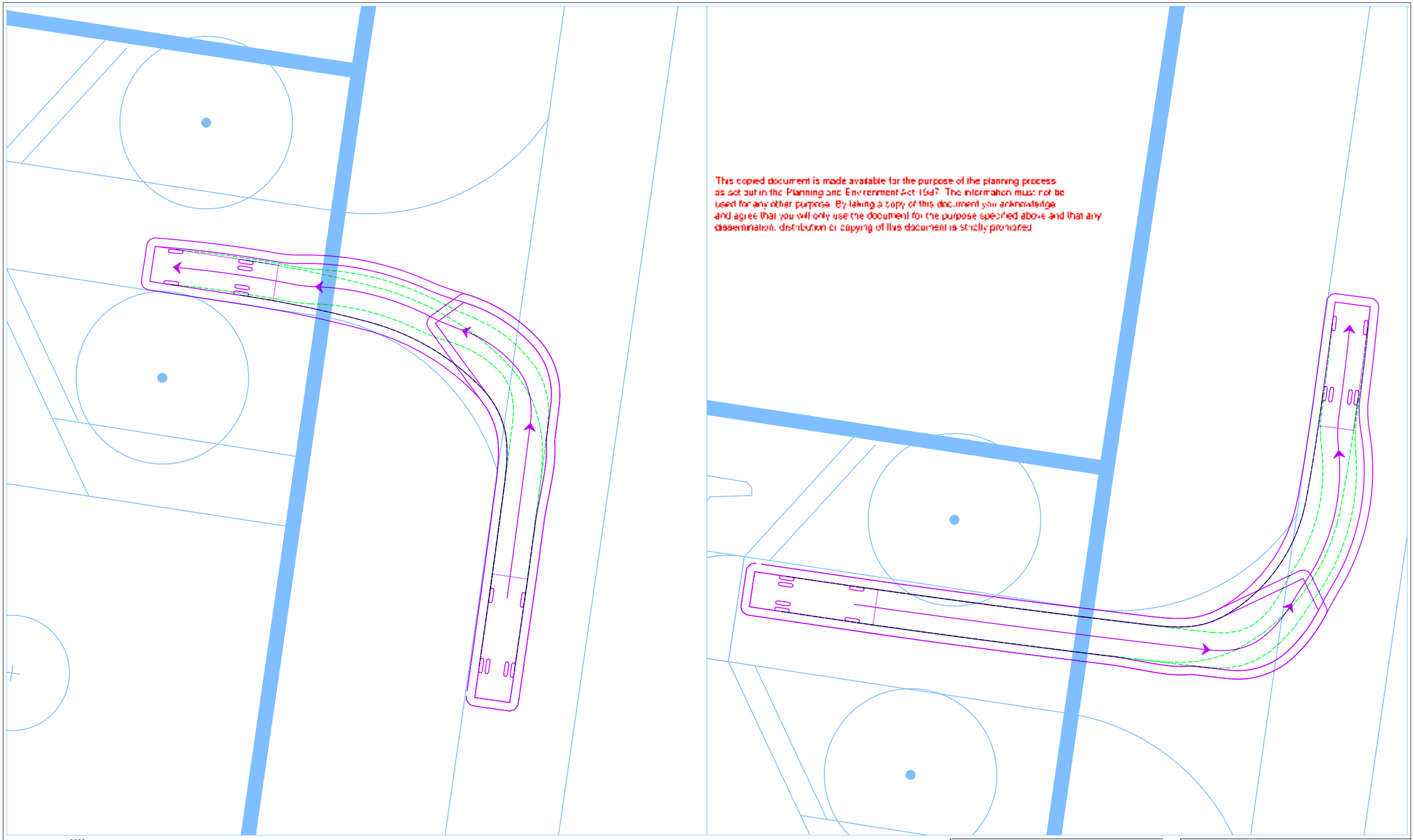

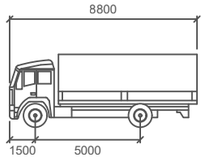

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

TRUCK SITE ACCESS

OAKWOOD RIDING SCHOOL

PROPOSED RIDING SCHOOL

450 & 500 SEVEN MILE ROAD

NAR NAR GOON

SWEPT PATH DIAGRAM

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DRAWING NUMBER	REVISION
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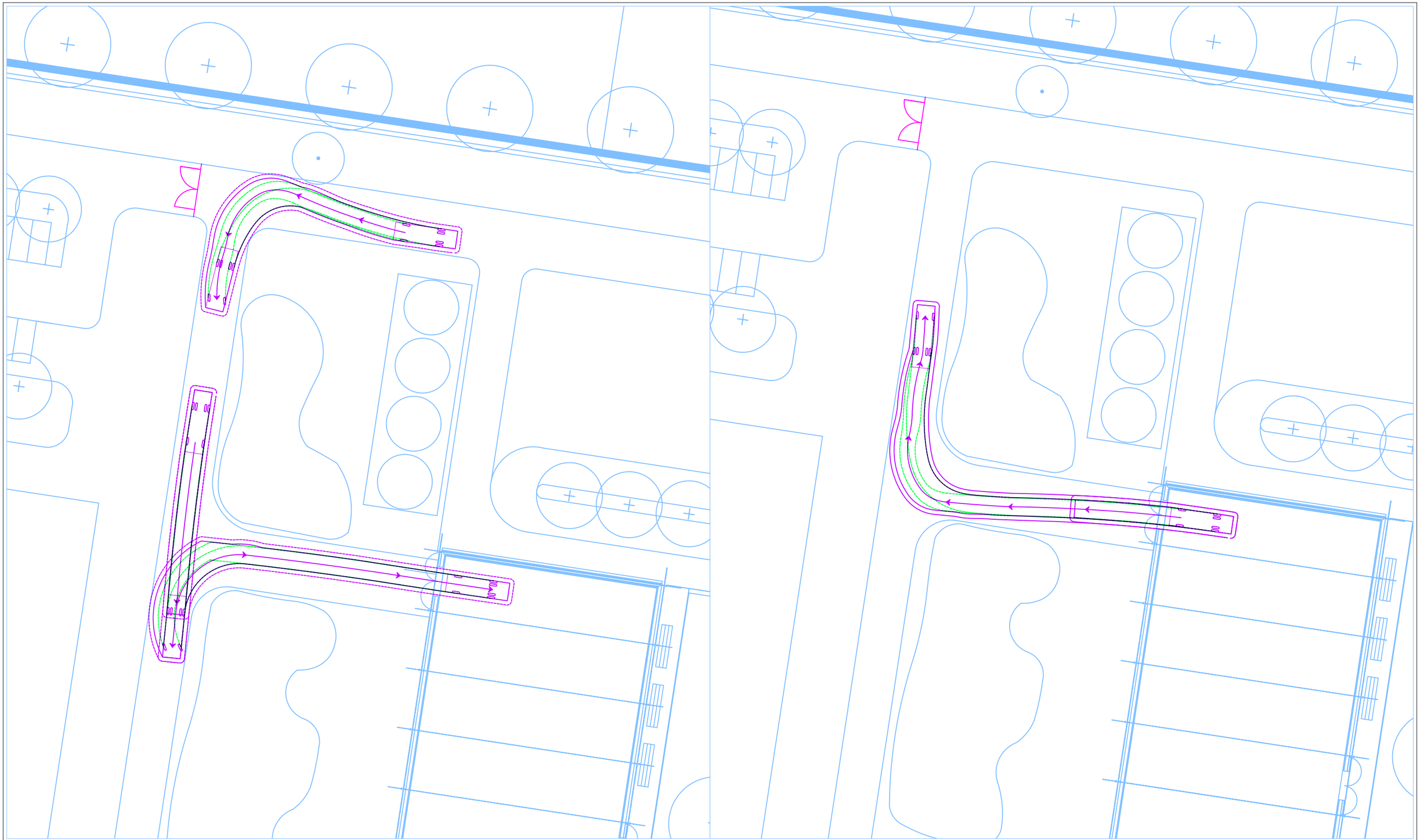

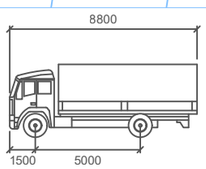

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Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

INDOOR ARENA 2 LOADING ACCESS

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OAKWOOD RIDING SCHOOL

PROPOSED RIDING SCHOOL

450 & 500 SEVEN MILE ROAD

NAR NAR GOON

SWEPT PATH DIAGRAM

Service. Approachability. Loyalty. Transparency.

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ABN: 18 439 813 274
Ph: 33 9020 4225

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Sydney: Suite 303, 61 Marlborough St Surry Hills NSW 2010
Hobart: Level 4, 116 Bathurst St Hobart TAS 7000
Canberra: Level 3, 33-35 Ainslie Pl Canberra ACT 2601
Adelaide: Level 21, 25 Grenfell St Adelaide SA 5000

0 2.5 5 10

SCALE: 1:500 @ A3

MELWAY MAP REF X927 K7

DRAWN / CHECKED	DATE	SIZE
CG / JG	25-07-2023	A3

DRAWING NUMBER	REVISION
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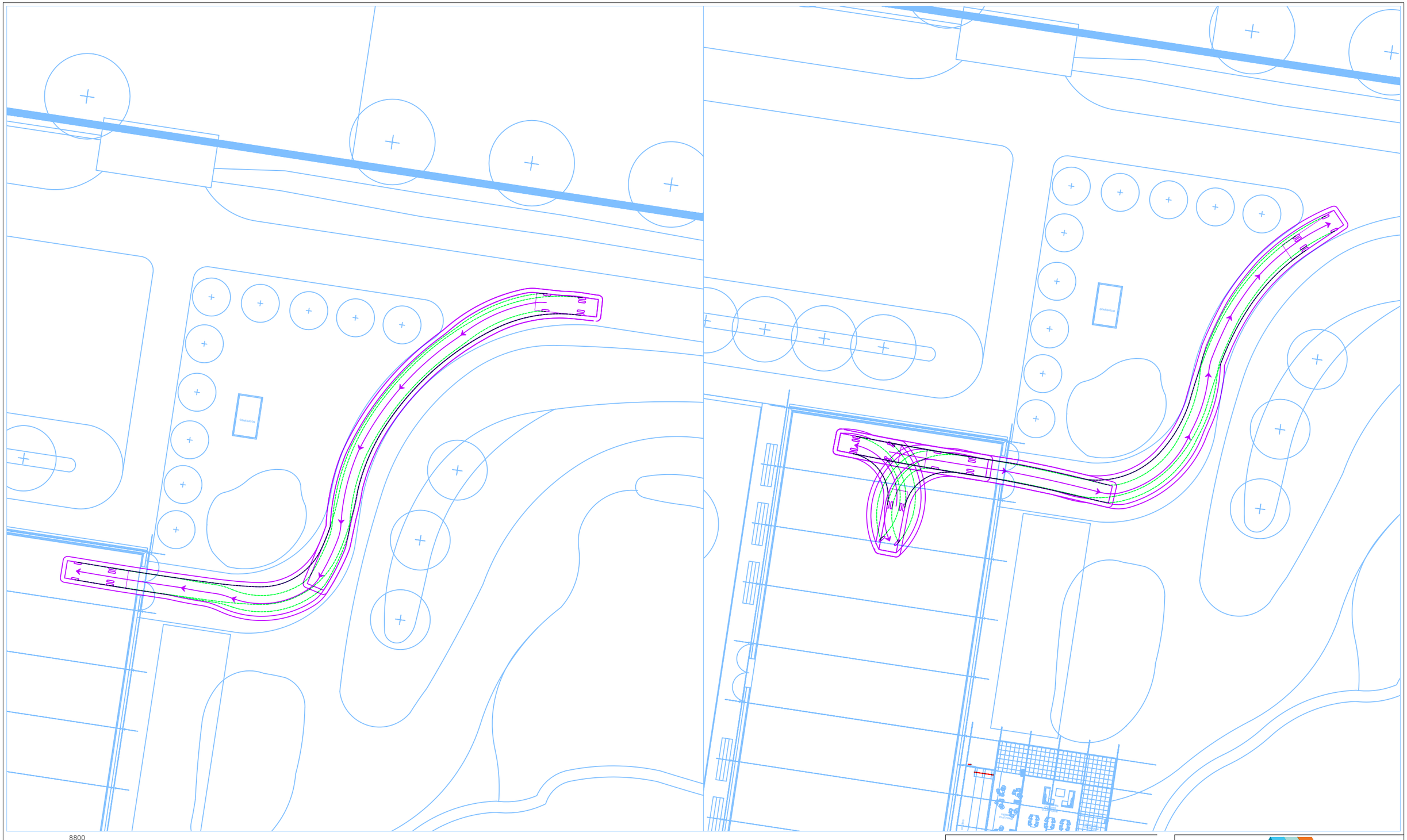

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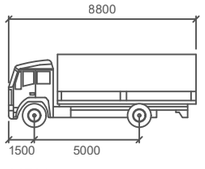

1500 5000

MRV

	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

INDOOR ARENA 1 LOADING ACCESS

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0 2.5 5 10

SCALE: 1:500 @ A3

MELWAY MAP REF X927 K7

DRAWN / CHECKED	DATE	SIZE
CG / JG	25-07-2023	A3

DRAWING NUMBER	REVISION
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APPENDIX 2 SIDRA OUTPUTS

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MOVEMENT SUMMARY

Site: 101 [SIte access - weekday PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Stop Rate	Eff.	Aver. No. of Cycles	Aver. Speed km/h
South: Seven Mile Road																
1	L2	All MCs	8	0.0	8	0.0	0.083	7.8	LOS A	0.0	0.0	0.00	0.04	0.00		86.3
2	T1	All MCs	137	18.0	137	18.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.04	0.00		98.5
Approach			145	17.0	145	17.0	0.083	0.5	LOS A	0.0	0.0	0.00	0.04	0.00		97.7
North: Seven Mile Road																
8	T1	All MCs	131	18.0	131	18.0	0.079	0.0	LOS A	0.0	0.4	0.03	0.04	0.03		59.5
9	R2	All MCs	7	0.0	7	0.0	0.079	6.3	LOS A	0.0	0.4	0.03	0.04	0.03		56.7
Approach			138	17.0	138	17.0	0.079	0.3	LOS A	0.0	0.4	0.03	0.04	0.03		59.4
West: Site Access																
10	L2	All MCs	8	0.0	8	0.0	0.013	6.0	LOS A	0.0	0.3	0.27	0.56	0.27		52.1
12	R2	All MCs	7	0.0	7	0.0	0.013	6.5	LOS A	0.0	0.3	0.27	0.56	0.27		51.9
Approach			16	0.0	16	0.0	0.013	6.2	LOS A	0.0	0.3	0.27	0.56	0.27		52.0
All Vehicles			299	16.1	299	16.1	0.083	0.7	LOS A	0.0	0.4	0.03	0.07	0.03		72.7

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on degree of saturation per movement.
Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [SIte access - weekend (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Stop Rate	Eff.	Aver. No. of Cycles	Aver. Speed km/h
South: Seven Mile Road																
1	L2	All MCs	22	0.0	22	0.0	0.049	7.8	LOS A	0.0	0.0	0.00	0.17	0.00		83.0
2	T1	All MCs	66	15.0	66	15.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.17	0.00		94.3
Approach			88	11.3	88	11.3	0.049	2.0	LOS A	0.0	0.0	0.00	0.17	0.00		91.2
North: Seven Mile Road																
8	T1	All MCs	73	15.0	73	15.0	0.054	0.0	LOS A	0.1	1.0	0.10	0.17	0.10		58.2
9	R2	All MCs	23	0.0	23	0.0	0.054	6.0	LOS A	0.1	1.0	0.10	0.17	0.10		55.5
Approach			96	11.4	96	11.4	0.054	1.5	LOS A	0.1	1.0	0.10	0.17	0.10		57.5
West: Site Access																
10	L2	All MCs	22	0.0	22	0.0	0.035	5.7	LOS A	0.1	0.9	0.19	0.56	0.19		52.4
12	R2	All MCs	23	0.0	23	0.0	0.035	6.1	LOS A	0.1	0.9	0.19	0.56	0.19		52.1
Approach			45	0.0	45	0.0	0.035	5.9	LOS A	0.1	0.9	0.19	0.56	0.19		52.2
All Vehicles			229	9.1	229	9.1	0.054	2.5	LOS A	0.1	1.0	0.08	0.24	0.08		65.5

Site Level of Service (LOS) Method: Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on degree of saturation per movement.

Minor Road Approach LOS values are based on worst degree of saturation for any vehicle movement.

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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T: +61 8 8484 2331

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N
MGA2020 ZONE55
ROTATE -1°04'40" FOR TITLE BEARINGS

SHEET 9
SHEET 10
SHEET 1
SHEET 2
SHEET 3
SHEET 4
SHEET 5
SHEET 6
SHEET 7
SHEET 8

35
33
31

98°39'20"
1071·8
8°40'20"
402·34
1074·8
278°39'20"
188°13'20"
402·34

CROWN ALLOTMENT 34
SECTION H
PARISH OF KOO-WEE-RUP
VOL 3398 FOL 533
43·19ha

SEVEN MILE ROAD

OHE

NOTATIONS:

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DATE OF SURVEY: MARCH 2022, AUGUST 2023
SURVEYORS: GJ/AG

LEGEND:

- BROKEN WHITE LINE
- BUILDING ABOVE GROUND
- EASEMENT
- EDGE OF BITUMEN
- EDGE OF CONCRETE
- ELECTRICITY OVERHEAD — OHE
- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE — WM

CL PIT COVER LEVEL
ES EXISTING SURFACE LEVEL
NS NATURAL SURFACE LEVEL
22·22 EOH ELECTRICITY OVERHEAD
IL 66·66 STORM WATER PIPE
300Ø INVERT LEVEL AND SIZE

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G			
F			
E			
D			
C	08/08/23	ADDITIONAL DATA ADDED	ZK
B	19/04/22	ADDITIONAL DATA ADDED	ZK
A	11/04/22	ORIGINAL	ZK

A WOOLPERT COMPANY
LEVEL 1, 4-10 AMSTERDAM STREET RICHMOND 3121
TEL: (03) 9572 8750
EMAIL: info@aamgroup.com

500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER 001 (INDEX) REV C

DRAWN		GAJ
DATE		11/04/2022
CHECKED		ZK
SCALE	A1	1:2500
LEVEL DATUM		AHD

SCALE 25 0 25 50 75 100 LENGTHS ARE IN METRES

PROJECT NUMBER 41038
DWG REFERENCE 41038 001C

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N
MGA2020 ZONE55
ROTATE -1°04'40" FOR TITLE BEARINGS

98°39'20"

POST & WIRE FENCE

OPEN DRAIN

GRASS PADDOCK

DAM

CROWN ALLOTMENT 34
SECTION H
PARISH OF KOO-WEE-RUP
VOL 3398 FOL 533
43·19ha

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- TREE
- WATER METRE

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
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22·22 EOH	ELECTRICITY OVERHEAD
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300Ø	INVERT LEVEL AND SIZE

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REV	C
DRAWN	GAJ
DATE	11/04/2022
CHECKED	ZK
SCALE	A1 1:500
LEVEL DATUM	AHD
SCALE	5 0 5 10 15 20 LENGTHS ARE IN METRES
PROJECT NUMBER	41038
DWG REFERENCE	41038 001C

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SURVEYORS: GJ/AG

LEGEND:

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- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
300Ø	INVERT LEVEL AND SIZE

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TEL: (03) 9572 8750
EMAIL: info@aamgroup.com

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DRAWING NUMBER 001 (SHEET 2) REV C

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DATE		11/04/2022
CHECKED		ZK
SCALE	A1	1:500
LEVEL DATUM		AHD

SCALE 5 0 5 10 15 20 LENGTHS ARE IN METRES

PROJECT NUMBER 41038

DWG REFERENCE 41038 001C

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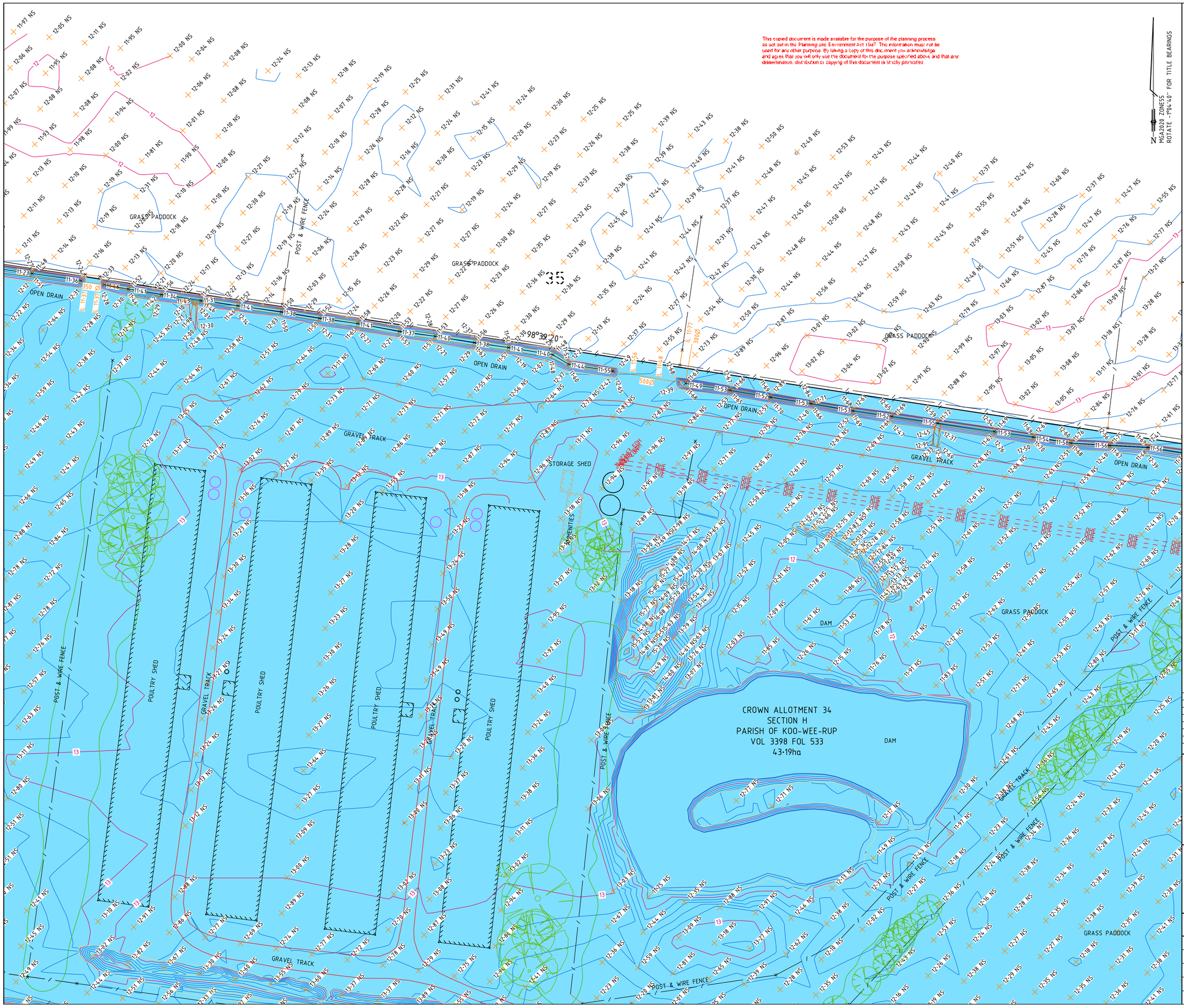

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- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE (WM)

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
300Ø	INVERT LEVEL AND SIZE

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REV	DATE	COMMENTS	CKD
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C	08/08/23	ADDITIONAL DATA ADDED	ZK
B	19/04/22	ADDITIONAL DATA ADDED	ZK
A	11/04/22	ORIGINAL	ZK

A WOOLPERT COMPANY
LEVEL 1, 4-10 AMSTERDAM STREET RICHMOND 3121
TEL: (03) 9572 8750
EMAIL: info@aamgroup.com

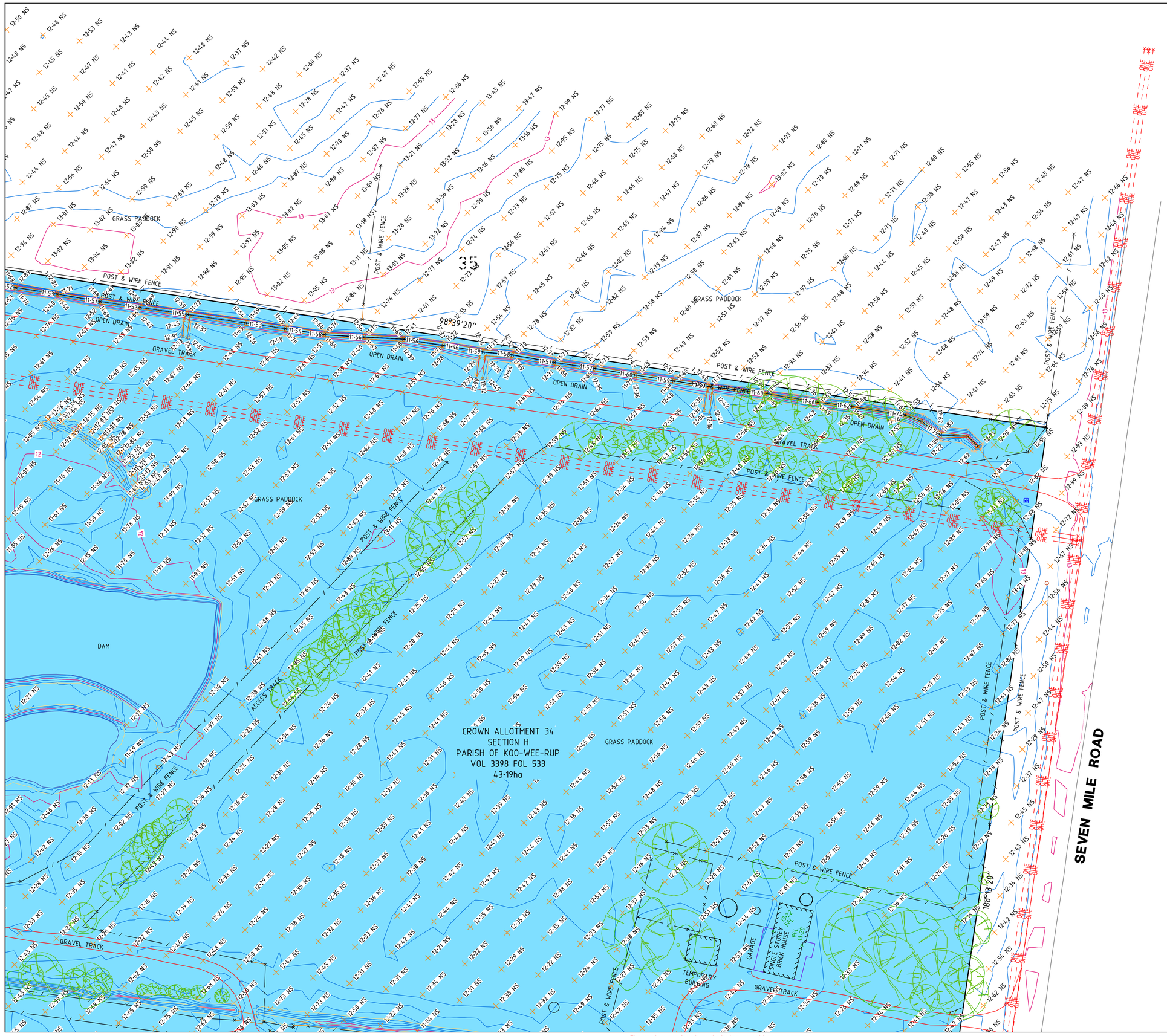
500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER 001 (SHEET 3) REV C

DRAWN	GAJ	
DATE	11/04/2022	
CHECKED	ZK	
SCALE	A1	1:500
LEVEL DATUM		AHD

SCALE 5 0 5 10 15 20
LENGTHS ARE IN METRES

PROJECT NUMBER 41038
DWG REFERENCE 41038 001C



NOTATIONS:

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DATE OF SURVEY: MARCH 2022, AUGUST 2023
SURVEYORS: GJ/AG

LEGEND:

- BROKEN WHITE LINE
- BUILDING ABOVE GROUND
- EASEMENT
- EDGE OF BITUMEN
- EDGE OF CONCRETE
- ELECTRICITY OVERHEAD — OHE
- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE — WM

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
300Ø	INVERT LEVEL AND SIZE

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B	19/04/22	ADDITIONAL DATA ADDED	ZK
A	11/04/22	ORIGINAL	ZK

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500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER 001 (SHEET 4) REV C

DRAWN		GAJ
DATE		11/04/2022
CHECKED		ZK
SCALE	A1	1:500
LEVEL DATUM		AHD

SCALE 5 0 5 10 15 20 LENGTHS ARE IN METRES

PROJECT NUMBER 41038

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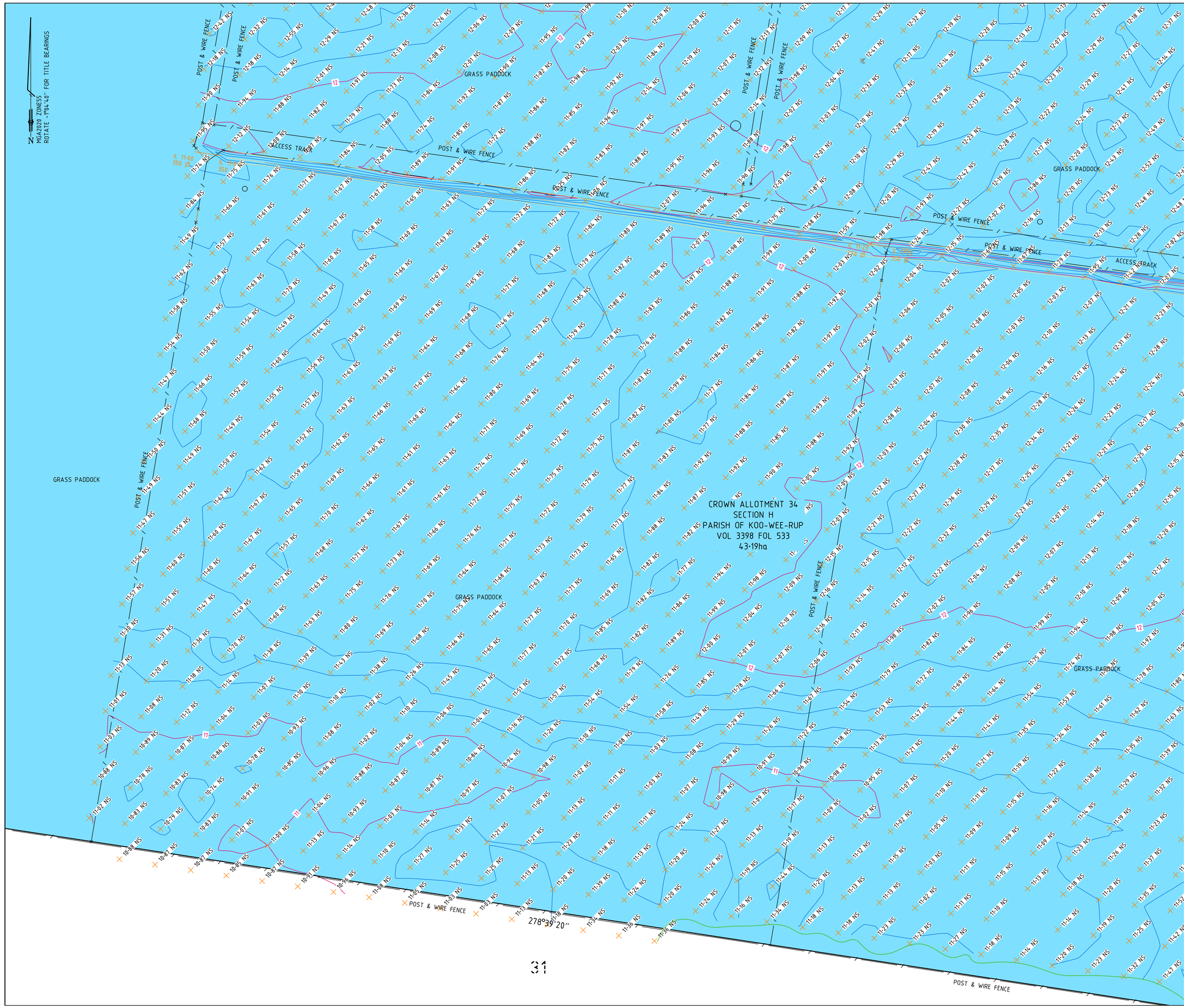

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DATE OF SURVEY: MARCH 2022, AUGUST 2023
SURVEYORS: GJ/AG

LEGEND:

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- EASEMENT
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- EDGE OF CONCRETE
- ELECTRICITY OVERHEAD — OHE
- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE (WM)

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
300Ø	INVERT LEVEL AND SIZE

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500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER	001 (SHEET 5)
REV	C
DRAWN	GAJ
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LEVEL DATUM	AHD

SCALE 5 0 5 10 15 20
LENGTHS ARE IN METRES

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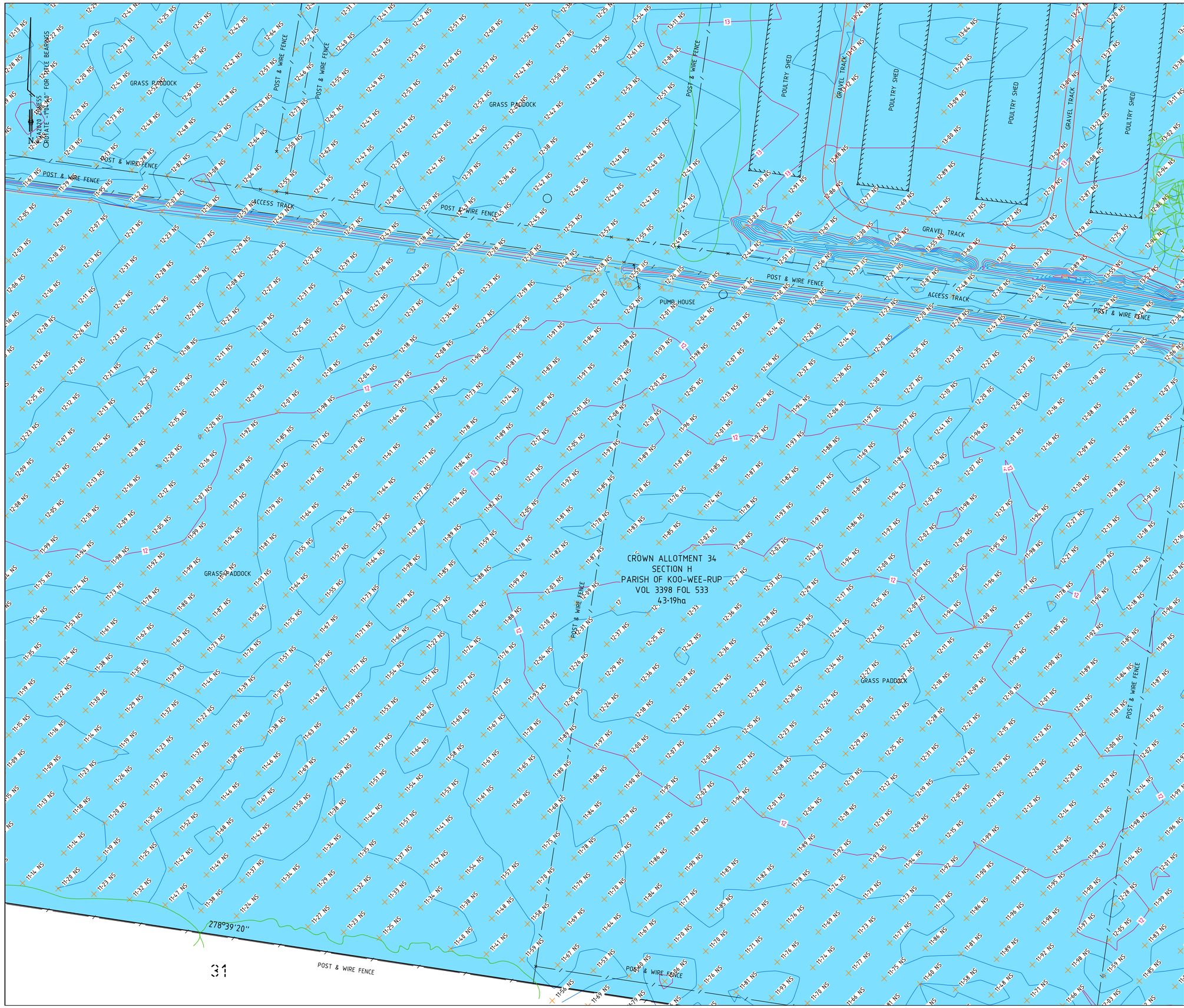

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- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
300Ø	INVERT LEVEL AND SIZE

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DRAWING NUMBER 001 (SHEET 6) REV C

DRAWN		GAJ
DATE		11/04/2022
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SCALE	A1	1:500
LEVEL DATUM		AHD

SCALE 5 0 5 10 15 20 LENGTHS ARE IN METRES

PROJECT NUMBER 41038

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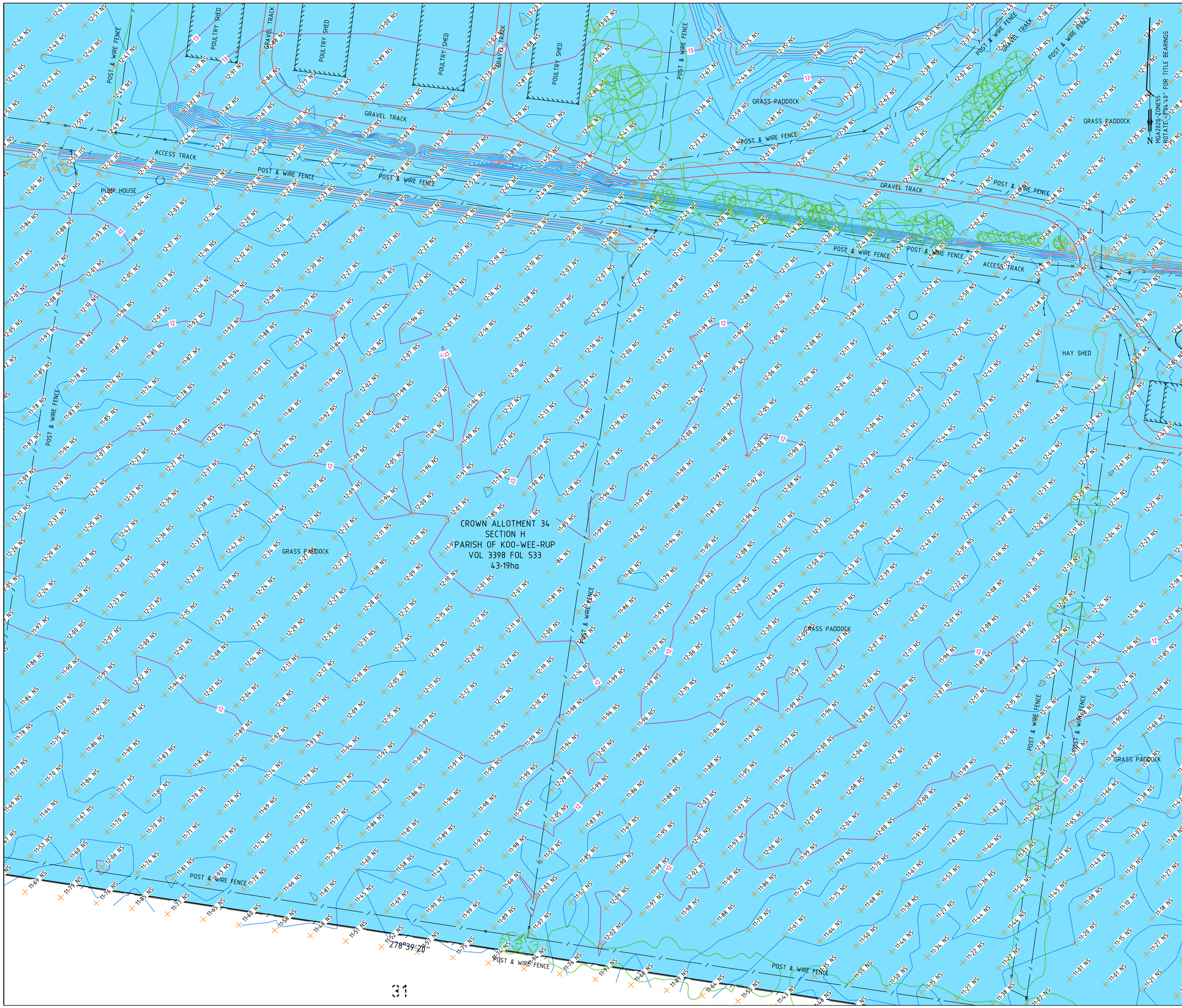

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LEGEND:

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- BUILDING ABOVE GROUND
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- EDGE OF CONCRETE
- ELECTRICITY OVERHEAD — OHE
- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE (WM)

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22-22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
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C	08/08/23	ADDITIONAL DATA ADDED	ZK
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500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER 001 (SHEET 7) REV C

DRAWN	GAJ	
DATE	11/04/2022	
CHECKED	ZK	
SCALE	A1 1:500	
LEVEL DATUM	AHD	

SCALE 5 0 5 10 15 20
LENGTHS ARE IN METRES

PROJECT NUMBER 41038
DWG REFERENCE 41038 001C

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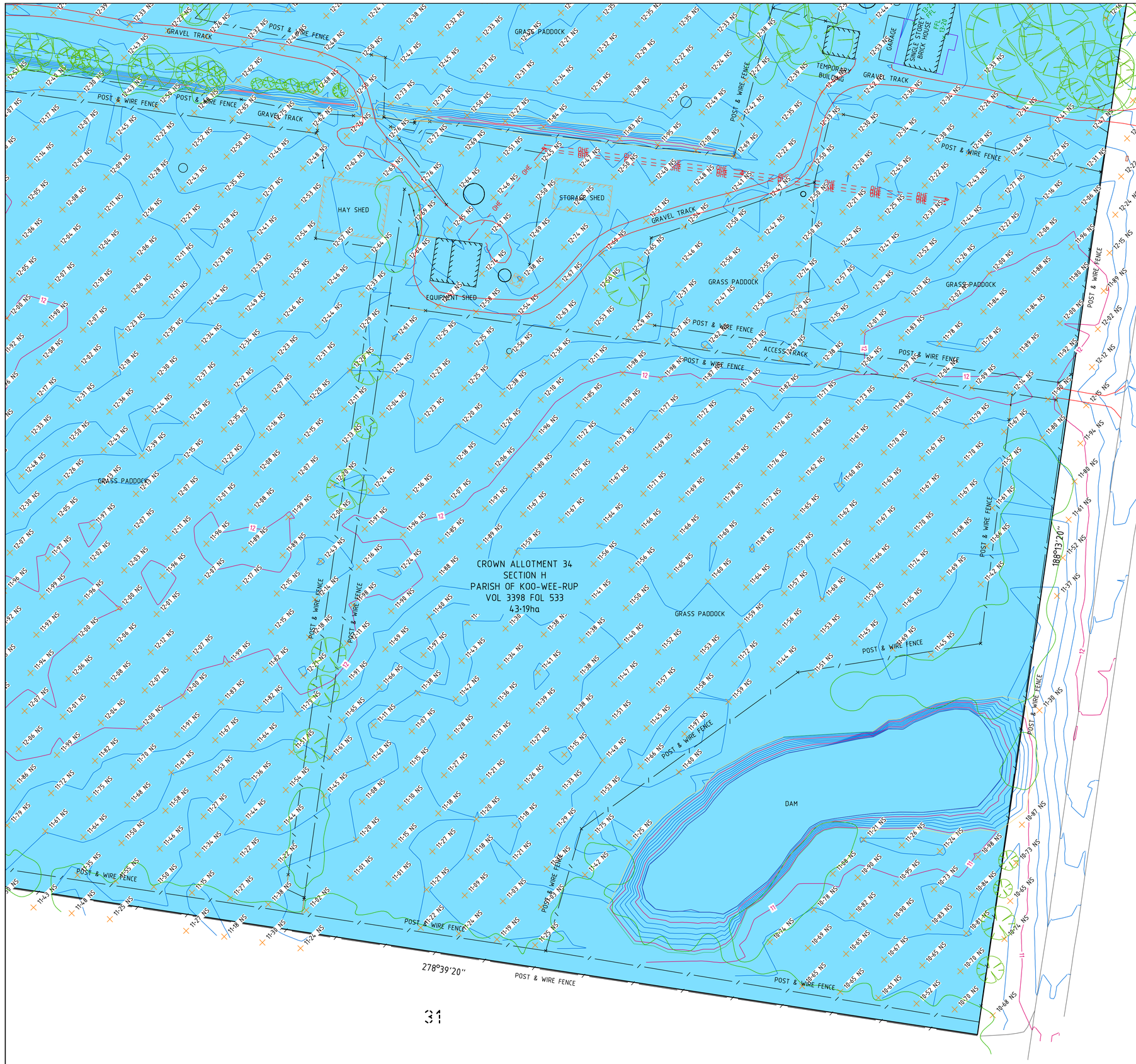

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- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE — WM

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22-22 EOH	ELECTRICITY OVERHEAD
IL 66-66	STORM WATER PIPE
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500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER	001 (SHEET 8)	REV	C
DRAWN	GAJ	SCALE	5 0 5 10 15 20 LENGTHS ARE IN METRES
DATE	11/04/2022		
CHECKED	ZK	PROJECT NUMBER	41038
SCALE	A1 1:500	DWG REFERENCE	41038 001C
LEVEL DATUM	AHD		

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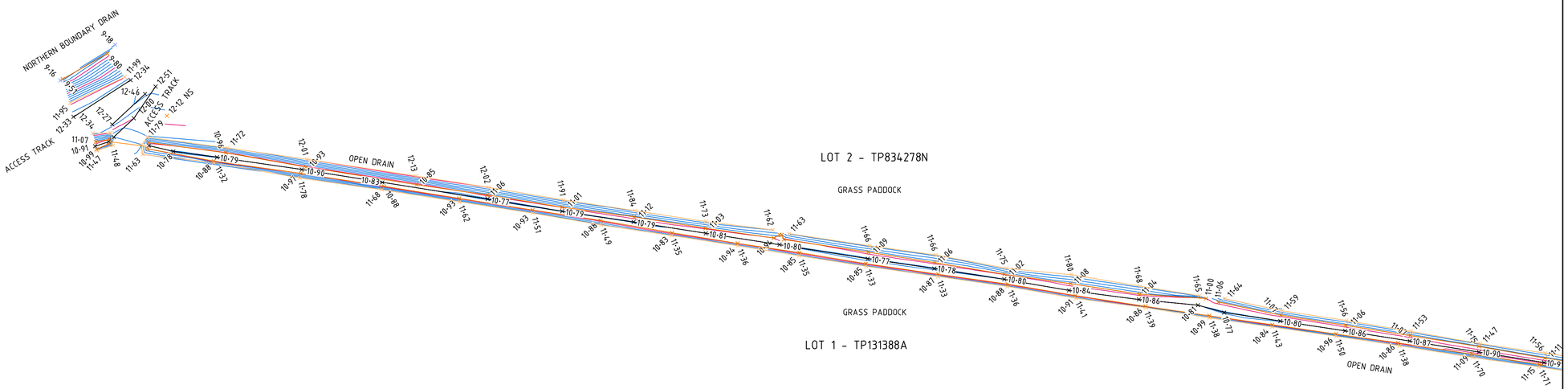

MGA2020 ZONE55
ROTATE -1°04'40" FOR TITLE BEARINGS

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- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
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500 SEVEN MILE ROAD
NAR NAR GOON
TITLE RE-ESTABLISHMENT
FEATURES AND LEVELS

DRAWING NUMBER 001 (SHEET 9) REV C

DRAWN		GAJ
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SCALE	A1	1:500
LEVEL DATUM		AHD

SCALE 5 0 5 10 15 20
LENGTHS ARE IN METRES

PROJECT NUMBER 41038
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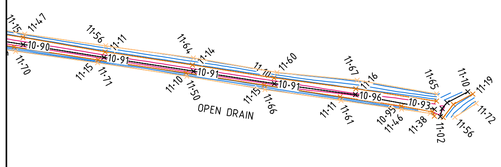
LOT 2 - TP834278N

LOT 1 - TP131388A



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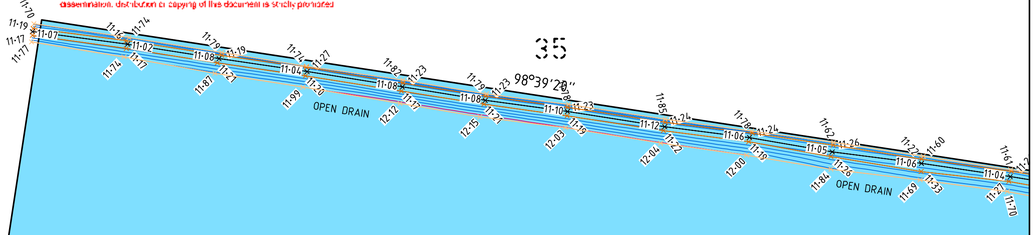

35

98°39'20"

8°40'20"

33

CROWN ALLOTMENT 34
SECTION H
PARISH OF KOO-WEE-RUP
VOL 3398 FOL 533
43·19ha

MGA2020 ZONE55
ROTATE -0°04'40" FOR TITLE BEARINGS

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THIS PLAN IS A RE-ESTABLISHMENT SURVEY ONLY AND AS SUCH IS NOT REGISTERED BY THE REGISTRAR OF TITLES. SUBSEQUENT REGISTERED OR OTHER SURVEYS IN THIS AREA MAY AFFECT THE BOUNDARY DEFINITION SHOWN ON THE PLAN. ANY DIFFERENCES SO CAUSED TO THE BOUNDARY DEFINITIONS SHOWN ON THIS PLAN ARE BEYOND THE CONTROL OF AAM PTY LTD WHO CAN ACCEPT NO RESPONSIBILITY FOR SUCH DIFFERENCES.

DATE OF SURVEY: MARCH 2022, AUGUST 2023
SURVEYORS: GJ/AG

LEGEND:

- BROKEN WHITE LINE
- BUILDING ABOVE GROUND
- EASEMENT
- EDGE OF BITUMEN
- EDGE OF CONCRETE
- ELECTRICITY OVERHEAD — OHE
- FENCE
- GATE
- GRAVEL EDGE
- GROUP OF TREES
- MAJOR CONTOUR — 00.00
- MINOR CONTOUR
- OUTBUILDING
- SOLID WHITE LINE
- TITLE BOUNDARY
- TOE OF EMBANKMENT
- TOP OF EMBANKMENT
- COMMS PILLAR
- COMMS PIT
- ELECTRICITY POLE
- TREE
- WATER METRE (WM)

CL	PIT COVER LEVEL
ES	EXISTING SURFACE LEVEL
NS	NATURAL SURFACE LEVEL
22·22 EOH	ELECTRICITY OVERHEAD
IL 66·66	STORM WATER PIPE
300Ø	INVERT LEVEL AND SIZE

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REV	DATE	COMMENTS	CKD
G			
F			
E			
D			
C	08/08/23	ADDITIONAL DATA ADDED	ZK
B	19/04/22	ADDITIONAL DATA ADDED	ZK
A	11/04/22	ORIGINAL	ZK

A WOOLPERT COMPANY
LEVEL 1, 4-10 AMSTERDAM STREET RICHMOND 3121
TEL: (03) 9572 8750
EMAIL: info@aamgroup.com

500 SEVEN MILE ROAD NAR NAR GOON TITLE RE-ESTABLISHMENT FEATURES AND LEVELS

DRAWING NUMBER 001 (SHEET 10) REV C

DRAWN		GAJ
DATE		11/04/2022
CHECKED		ZK
SCALE	A1	1:500
LEVEL DATUM		AHD

SCALE 5 0 5 10 15 20
LENGTHS ARE IN METRES

PROJECT NUMBER 41038
DWG REFERENCE 41038 001C

Application to amend a current planning application

Cardinia

19/02/2024

Application number:	T230182
Address of subject site	450 & 500 Seven Mile Road, Nar Nar Goon

Pursuant to which section of the Planning and Environment Act 1987 is this amendment being made?		
Section 50:	Amendment to application at request of applicant before notice/advertising:	☒
Section 50A:	Amendment to application at request of responsible authority before notice/advertising:	☐
Section 57A:	Amendment to application after notice/advertising is given:	☐

Applicant:	Oakwood Riding School c/- Beveridge Williams
Phone:	[redacted]
Email:	
Postal Address:	

What is the purpose of the amendment? Please list all changes:
Please see attached letter for further information

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Application to amend a current planning application

19/02/2024

Declaration		
I declare that all the information in this application is true and correct and the owner (if not myself) has been advised of the planning permit application.		
Print name:	[redacted]	
Signature:		

Fees	
Amendment in accordance with Section 50 or 50A	Nil
Amendment in accordance with Section 57A	40% of the fee applicable to the original permit class plus the difference in fees if the amendment changes the class of permit to that with a higher application fee.

Lodgement of application

Your application can then be sent via email, mail or submitted in person at Council's Civic Centre.

Assistance

If any assistance in completing this form is required, we recommend you contact Council's Statutory Planning Team on 1300 787 624 before lodging an application. Insufficient or unclear information may delay the processing of your application.

Note: ***Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of the planning process under the Planning and Environment Act 1987.***

Cardinia Shire Council
Civic Centre
20 Siding Avenue, Officer

PO Box 7
Pakenham 3810 (DX 81006 Pakenham)

Phone: 1300 787 624
Email: mail@cardinia.vic.gov.au
Web: cardinia.vic.gov.au

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TTY: 133 677 (ask for 1300 787 624)
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Translator Interpretation Service
131 450 (ask for 1300 787 624)

Beveridge Williams

ACN 006 197 235
ABN 38 006 197 235

Melbourne Office
1 Glenferrie Road
PO Box 61
Malvern VIC 3144
Tel: (03) 9524 8888

beveridgewilliams.com.au

Our Reference: 2100198
9 February 2024

[redacted]
Principal Planner – Statutory Planning
Cardinia Shire Council
Via Email

Dear Benjamin

RE: 450 & 500 SEVEN MILE ROAD NAR NAR GOON
PROPOSED OAKWOOD RIDING SCHOOL
PLANNING PERMIT APPLICATION T230182
RESPONSE TO COUNCIL'S ADDITIONAL REQUEST FOR FURTHER INFORMATION & SECTION 50 APPLICATION

Beveridge Williams acts on behalf of Oakwood Riding School in the above matter. This letter and the provided attachments provide a response to Council's email correspondence dated 21 November 2023.

1. Intent to undertake sale and consumption of liquor – response to Clause 52.27 Licenced Premises

Beveridge Williams response:

Oakwood Riding School currently undertakes the sale and consumption of liquor on site at their Clyde North location. The School does so in accordance with a Limited Liquor Licence, which allows the "supply of liquor on the licensed premises to a member of the club or a guest of a member of the club on the licensed premises during the trading hours specified below". These trading hours are listed as Monday to Saturday, 6pm to 9pm and Sunday 3pm to 9pm.

Under the provisions of Clause 52.27 Licenced Premises, a permit is not required to use land to sell or consume liquor if operating under a limited license. As such, no Section 50 amendment is required to the application to reflect the use of land for the sale or consumption of liquor.

A copy of the current limited licence for the School is attached.

2. Commentary regarding 'horse related activities' and venue hire, as well as use of site for 'market days'

Beveridge Williams response:

As discussed at the meeting with Council on 11 January 2024, the Riding School does not intend to hire out their venue for any events. Venue hire is provided only to local pony clubs and equestrian clubs, for competitions, clinics, or seminars. The Riding School does not hire their facilities for non-equestrian related activities, such as parties or weddings. This intent is reflected in the updated statement prepared by the Riding School (attached).

Based on the discussions with Council during the meeting, it has also been agreed that the 'market days' previously offered by the Riding School will not continue at the new venue. This is confirmed within the attached updated statement prepared by the Riding School.

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In addition to the above, Council suggested at the meeting that Conditions be included within the issued planning permit which prohibit the use of land for any non-equestrian based activities. As such, the following draft condition is proposed by the Riding School to address Council's concerns:

i. *Operation of the site is to occur in accordance with the 'Oakwood Riding School' Venue Operation Memo, which is to be prepared and approved to the satisfaction of the Responsible Authority. Once approved, the Operation Memo will form part of the planning permit and cannot be altered without the written consent of the responsible authority.*

In addition to the above, it is proposed to add the below notes to the permit:

ii. *The development approved by this permit is to be used for activities which have association with the use of land for Horse Husbandry. This includes, but is not limited to, use of land for agistment and boarding of horses, equestrian competitions and exhibitions, and activities associated with a horse riding school, such as seminars and training.*

iii. *The use of the approved development for activities beyond those described in note i. should be discussed with Council prior to commencement. Any uses which require primary consent under the Cardinia Planning Scheme will require additional planning approval.*

It is submitted that the above proposed condition and notes, in conjunction with the discussion at the meeting with Council (11 January 2024), is sufficient to address Council's concerns surrounding the operation of the proposed Riding School.

3. Section 50 application to include additional permit triggers as well as inclusion of proposed agricultural buildings (hay, machinery, storage, and feed sheds)

Beveridge Williams response:

As discussed in the 11 January meeting, and confirmed via email (18 January 2024), it has been agreed to withdraw the two submitted VicSmart Applications for the development of sheds within both 450 & 500 Seven Mile Road. As discussed, these proposed works have been included within a revised town planning drawing set, and the earthworks and stormwater management plans have been updated to reflect their inclusion. The inclusion of the proposed sheds does not result in any required alterations to the stormwater management strategy proposed by Axiom. These reports are attached with this response.

In addition to the above, we are seeking a Section 50 amendment to the application to capture an identified additional permit trigger. As per Council correspondence (30 June 2023), the subject site is considered to be within a designated floodplain, due to its location within the Koo Wee Rup Flood Protection District. Under the provisions of the Green Wedge Zone (Clause 35.04-5), a permit is required to construct a building within 100m of a designated floodplain. This permit trigger was not identified as part of the original permit application. As per advice from Council (via email, 15 August 2023), this trigger is required to be added to the application, and any applicable decision guidelines be addressed, had they not been already.

A review of the submitted permit application confirms that the Decision Guidelines for the Green Wedge Zone (Clause 35.04-6) were not addressed. As such, please see below table which provides a response to the relevant Decision Guidelines.

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Decision Guideline	Proposal Response
The Municipal Planning Strategy and the Planning Policy Framework	The proposal is consistent with the Municipal Planning Strategy and PPF as per the submitted Town Planning Report.
Any Regional Catchment Strategy and associated plan applying to the land	No known Regional Catchment Strategy is applicable.
The capability of the land to accommodate the proposed use or development	The subject site can accommodate the proposed riding school development. The total area of the site comprises 90ha of land, which is currently used for agricultural purposes. The proposed built form footprint associated with the riding school is approximately 1ha, with most of the site to be used for grazing and agistment paddocks. As such, it is considered that the subject land will be able to suitably accommodate the proposed development.
Whether the site is suitable for the use or development and the compatibility of the proposal with adjoining land uses	The proposed development will be used for a Horse Riding School, which is considered an agricultural use. As the surrounding area is also used for agricultural purposes, the proposed use is considered compatible with surrounding land uses
The need to minimise adverse impacts on the character and appearance of the area or features of architectural, scientific or cultural heritage significance, or of natural scenic beauty	The proposed development has been appropriately located within the site such that it does not dominate view lines along Seven Mile Road. The development is set back over 300m from the front boundary, as well as over 180m from the nearest property boundary. In addition to the above, the design of the proposed Riding School built form has been carefully considered. The style and materials chosen to allow the building to reflect the natural environment whilst also providing a modern facility for the Riding School.
The maintenance of agricultural production and the impact on the rural economy	The proposed development of the site will allow for an expansion of the rural economy, via the development of an agricultural business. Due to the minor building footprint, the site will remain useable for agricultural production, should the Riding School cease operations.
The environmental capacity of the site to sustain the rural enterprise	The site can accommodate the rural enterprise proposed, as it has previously been used for horse agistment and associated agricultural uses.
The need to prepare an integrated land management plan	Due to the previous nature of the use of the site for grazing and agistment, as well as the relative scale of the proposed development, it is submitted that an integrated land management plan is not required.
The impact on the existing and proposed rural infrastructure	The proposed development will not impact existing or proposed surrounding rural infrastructure. The proposal is

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	well accommodated by the subject site, and no off-site impacts will occur.
The potential for the future expansion of the use or development and the impact of this on adjoining and nearby agriculture and other land uses	The proposed development of the Riding School reflects an upgrade in facilities from the previous location in Clyde. However, the overall scale of the development remains comparable, and reflects the ultimate development intent of the Riding School. Should the Riding School seek to expand in the future, the subject sites are able to accommodate additional development, and a planning permit application would be required to accompany any proposal. Due to the agricultural nature of the proposed development, it is submitted that any potential expansion of the Riding School would not have a detrimental effect on nearby agriculture and other land uses.
The protection and retention of land for future sustainable agricultural activities	The site will continue to be used for sustainable agricultural activities under the proposed development scenario. As previously discussed, the proposed development footprint is minimal, and therefore should the Riding School cease operation, the site can commence other agricultural uses.
The impact of the use or development on the flora and fauna on the site and its surrounds	As per the provided Native Vegetation Assessment prepared by ID Ecological Management, minimal native vegetation and habitat exists on site. Minor native vegetation removal is required to accommodate the proposed development. Offsets have been calculated as per applicable regulations.
The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area	As per the provided Native Vegetation Assessment prepared by ID Ecological Management, minimal native vegetation and habitat exists on the site. A landscape plan has been provided with the application, and increased vegetation of the site is an outcome supported by the Riding School.
How the use or development relates to sustainable land management and the need to prepare an integrated land management plan	The proposed development will provide for a sustainable use of the subject land, for an agricultural purpose. The built form impact on the site is minimal, allowing the existing conditions of the site to be largely retained, including overland flow paths and pasture growth.
The location of on-site effluent disposal areas to minimise impact of nutrient loads on waterways and native vegetation	On-site effluent disposal will be managed to minimise impacts on waterways and native vegetation. An irrigation zone is provided as per the submitted plans.

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The need to minimise any adverse impacts of siting, design, height, bulk, and colours and materials to be used, on landscape features, major roads and vistas	The proposed development is set back over 300m from Seven Mile Road, ensuring minimal visual impact when viewing the site from the road. The development is also situated centrally within the site, minimising impacts to vistas from adjoining properties. The proposed materials and colours have been chosen for their modern feel but also to reflect the agricultural nature of the operation and the surrounding area.
The location and design of existing and proposed infrastructure services which minimises the visual impact on the landscape	The proposed development does not impact existing infrastructure services, and therefore the visual impact of such services, such as overhead powerlines, will remain the same.
The need to minimise adverse impacts on the character and appearance of the area or features of archaeological, historic or scientific significance or of natural scenic beauty or importance	The proposed development has been expertly designed to reflect the unique location and nature of the Riding School. The proposed built form, with its significant setback and modern, carefully considered design, will not have an adverse impact on the character or appearance of the surrounding area.

Conclusion

In support of the above responses, we submit the following documents:

- Updated Town Planning Drawings
- Copy of Limited Liquor License
- Updated Stormwater Management Plan
- Updated Earthworks Plan
- Updated Oakwood Riding School Operation Memo
- Completed Section 50 Amendment Form

It is submitted that the above responses and attached updated plans and reports appropriately respond to Council's requests. As such, it is requested that Council move the application to the notification stage.

Should you have any queries regarding the above or attached, please contact the undersigned via downh@bevwill.com.au or on 9524 8702.

Yours sincerely,

[redacted]

BEVERIDGE WILLIAMS

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Not for Profit Since 1958
"The Meadows"
10 Smiths Lane
Clyde North 3978

Oakwood Riding School

Operating as not for profit since 1958

Facility use at our current home in Clyde Nth

Please find below a response to the specific queries provided with respect to the proposed use of the club at the future location and ancillary activities.

Query:

Nature of proposed horse related events, including competitions (and usual number of spectators), birthday parties or other horse related events;

- The layout of the riding school reflects the dual nature of the facility. The school offers riding lessons on school-owned horses (known as schoolies), which are to be kept in larger, shared paddocks towards the south-east of the site. The smaller agistment paddocks are to be provided towards the south of the site and will accommodate horses privately owned by members of the riding school. Schoolies and agistment horses have separate stables and can each utilise one of the non-enclosed arenas. The outdoor arena will be shared between both types of members.
- The arenas will be utilised to hold equestrian events and may be hired for these purposes. The facility hiring profile is outlined in Table 2 below.

The anticipated breakdown of indicative traffic movements anticipated are also indicatively listed below;

Table 1 - Traffic movements

Visitor	Purpose	Vehicle	Number	Frequency
Staff	Employment at ORS	Car	3 fulltime, 8 part time/casual	5-2 days weekly
Agistees	Visit and ride their horses	Car	25-30	Most daily
Members	Ride their horse	Car and float	4	Daily or weekly
Client with own horse	Riding Lesson	Car and float	10	weekly
Clients	Riding lesson	Car	150	Weekly (closed Sunday & Monday)

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Competitors And Pony Club	Compete in small equestrian events and rallies	Car and Float	12	monthly
Suppliers	Deliver horse feed etc	Small truck	2	monthly
Trades	Maintenance	Car	3	occasionally

The current car park holds 30 cars and is rarely if ever full.

NB: Previously ORS has conducted a Second-hand Horse gear market day as a small fund raiser. This will not continue at the proposed premises in Nar Nar Goon.

Query:

Maximum patronage and staffing numbers of the site;

- Saturday there are 40 lessons max and 15-20 agistees attending. That is spread over 8 am – 8 pm You may have 60-70 cars coming and going during the day.
- On Sunday there are no lessons and 15 to 20 agistees attend. On average, one Sunday per month a small event brings an additional 20 horses again spread over the day. It is anticipated that the volume may regularly include 30 cars coming and going during the monthly small events and an additional 20 floats and 20 cars (max). The maximum patronage number of visitors for these events are

The associated staffing numbers are 3-8 staff to support everyday activity, with a maximum of 8 staff on site for the larger scale events.

Facility Hire

The facility hire profile and other uses are listed below;

- Facility hire for this organisation means “equestrian facilities”. This includes riding arenas, stables, yards, float parking, and service rooms (toilets, kitchen, meeting room)
- Our facilities are hired to other equestrian clubs and organisations by ORS management, for small competitions, clinics and equestrian seminars.
- Contrary to misleading information on our out of date web site, we do not hire our facilities for parties, weddings or other non-equestrian purposes.

Table 2 - Facility hire profile

User	Purpose	Participants	Frequency	Facility
Berwick Pony Club	Rally	Max 15	Monthly	Arena & club room
Berwick Dressage Club	Riding clinic	10	4 annually	Arena
Berwick Dressage Club	Small Competitions	12-20	2 annually	Arena and club room

Table 3 - Other Facility use

User	Purpose	Participants	Frequency	Facility
ORS	Christmas party	60	annual	Clubroom

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ORS	Annual General Meeting (AGM)	14	annual	Clubroom
ORS	Staff/member meetings	10-20	occasionally	Clubroom

b. Entry fee proposed to be charged for spectators (if any);

NO

Liquor Licence activity

Query: Details of any proposed service of liquor (if any), including hours of operation, and extent of licensed area (redline)?

- Oakwood currently have two staff with RSA certification and a Liquor Licence. Alcohol is to be served at the few above Club functions listed in Table 2 and 3. An associated drawing is included in the architectural set provided indicating the area where this would take place. The intent is not to have the facility operate as a venue serving to external parties on a regular basis. We envisage that we will continue to retain staff serving alcohol will RSA certification at our new location.

Best Regards,

[redacted]

Oakwood Riding School

[redacted]

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Liquor Control Victoria

Liquor Licence 2024

Victorian Liquor Commission
Section 101, *Liquor Control Reform Act 1998*

LIMITED LICENCE

Licence No. 36109802

Subject to the provisions of the Liquor Control Reform Act 1998 and any conditions specified in the licence, the Licensee is authorised to supply liquor up to and including 31 December 2024

Licensee	**OAKWOOD RIDING SCHOOL (ACN:004 420 553)**		
Address for service of notices	**PO BOX 528 BEACONSFIELD 3807**	**Licensed premises address**	[redacted]
Trading as	**OAKWOOD RIDING SCHOOL**		

Additional person(s) endorsed on licence

MICHAEL HOCKING - approved as nominee, and is liable as if the licensee, until ceasing to manage and control the licensed premises.

TYPE OF LICENCE

This licence is a renewable limited licence and authorises the licensee to supply liquor on the licensed premises to a member of the club or a guest of a member for consumption on the licensed premises during the trading hours specified below.

AMENITY

The licensee shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which the licence relates during or immediately after the trading hours authorised under this licence.

CLUB REQUIREMENTS

The rules of the club shall comply with Schedule 1 of the Liquor Control Reform Act 1998.

TRADING HOURS

Monday to Saturday	**Between 6pm and 9pm**
Sunday	**Between 3pm and 9pm**

APPROVALS/CONSENTS

Section 120 Persons under the age of 18 years are permitted on the licensed premises other than in the company of a responsible adult during the trading hours specified above.

End of Conditions - Printed on 16/01/2024

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AXIOM CONSULTING ENGINEERS

STORMWATER MANAGEMENT PLAN

OAKWOOD RIDING SCHOOL
450-500 Seven Mile Road,
Nar Nar Goon

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Prepared For
Found Projects Pty Ltd

Document Reference
1065-01 Rev B

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Issue	Author	Date	Checked	Date	Authorised	Date
A	Chris Coughlan	17/04/2023	Michael Parker	17/04/2023	Chris Coughlan	17/04/2023
B	Chris Coughlan	7/02/2024	Michael Parker	7/02/2024	Chris Coughlan	7/02/2024

This investigation and report has been authorised by Mr Chris Coughlan, the Director of Axiom Consulting Engineers Pty Ltd.

Chris Coughlan BEng (Civil), MIEAust.
Registered Professional Engineer(PE0001374)

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Glossary of Terms

AHD Australian Height Datum

AEP Annual Exceedance Probability – Probability of a flood event occurring in any year

WSUD Water Sensitive Urban Design

RORB a general runoff and streamflow routing software program used to calculate flood hydrographs from rainfall and other channel inputs

MUSIC Model for Urban Stormwater Improvement Conceptualisation is a tool for water sensitive urban design.

Q_{10} the flow rate of stormwater flow that is generated in a 10% (1 in 10 year) AEP storm event.

Q_{100} the flow rate of stormwater flow that is generated in a 1% (1 in 100 year) AEP storm event.

PSP Precinct Structure Plan

RB Retarding Basin

IWM Integrated Water Management

Gap Flow the difference in runoff which results from a "Major Event" (normally the 1%AEP event) less the discharge capacity of the underground drainage system.

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6 Webster Street,
Ballarat, Vic, 3350
T 03 5331 2688

www.axiomce.com.au

1. EXECUTIVE SUMMARY

It is proposed to the land that is located at 450 & 500 Seven Mile Road, Nar Nar Goon as a horse riding school and equestrian centre.

Axiom Consulting Engineers Pty Ltd have been engaged to provide Civil Engineering support for the project. This report will outline the stormwater management proposals to be incorporated within the development.

The proposed Development Plan is included in **Appendix A**.

The site is located downstream of and to the west of two main drains that intercept overland flow that would otherwise travel overland towards the site. The site of the development is therefore not affected by flooding that occurs during 1%AEP rain events.

A drainage management system is to be incorporated into the proposed development that:

1. convey stormflows that arise in the 20%AEP event from roofs and impervious ground level surfaces to an outfall drain located in the north east corner of the site.
2. Restrict the rate of flow that leaves the site to the rate of flow that would occur in the pre-development scenario in a 20%AEP event.

2. SITE, SURROUNDS & EXISTING CONDITIONS

The site is located within the Green Wedge Zone (GWZ1) of the Cardinia Planning Scheme and is subject to the Land Subject to Inundation Overlay (LSIO). The site comprises 3 separate titles although the greater part of the proposed development will be located in parcel "B" as defined in Figure 1 and Table 1.

Plans that show the existing conditions are included at Appendix B. They show that the topography of the site, and the surrounding area, is very flat and falls generally to the south/ south west. The typical grade of the site is 1:450 but there are slight low spots across the terrain that would hold water during storm events. The previous use of the part of the site that is subject to the proposed development was as a broiler farm (poultry farm). It exhibited four long sheds that housed the poultry and also a number of associated sheds.

There are three water bodies on site as shown in the existing conditions plan.

It is considered that in the existing conditions the stormwater runoff across the site would exhibit sheet flow characteristics ie. it would flow in shallow and wide layers across the surface, not necessarily along defined flow paths.

The site exhibits a number of open drains that are orientated parallel with the east/ west axis of the title. It is apparent that those open drains are extremely flat with longitudinal grade of approximately 1:1,500 and most likely serve the purpose of receiving storm runoff from the broiler farm area to hold it away from the farm's operating area. Similarly there is evidence of earth berms, particularly immediately north of the operations area that appear to be formed in order to intercept overland flow which flows from the north – north east and preventing it from interfering with the farm.

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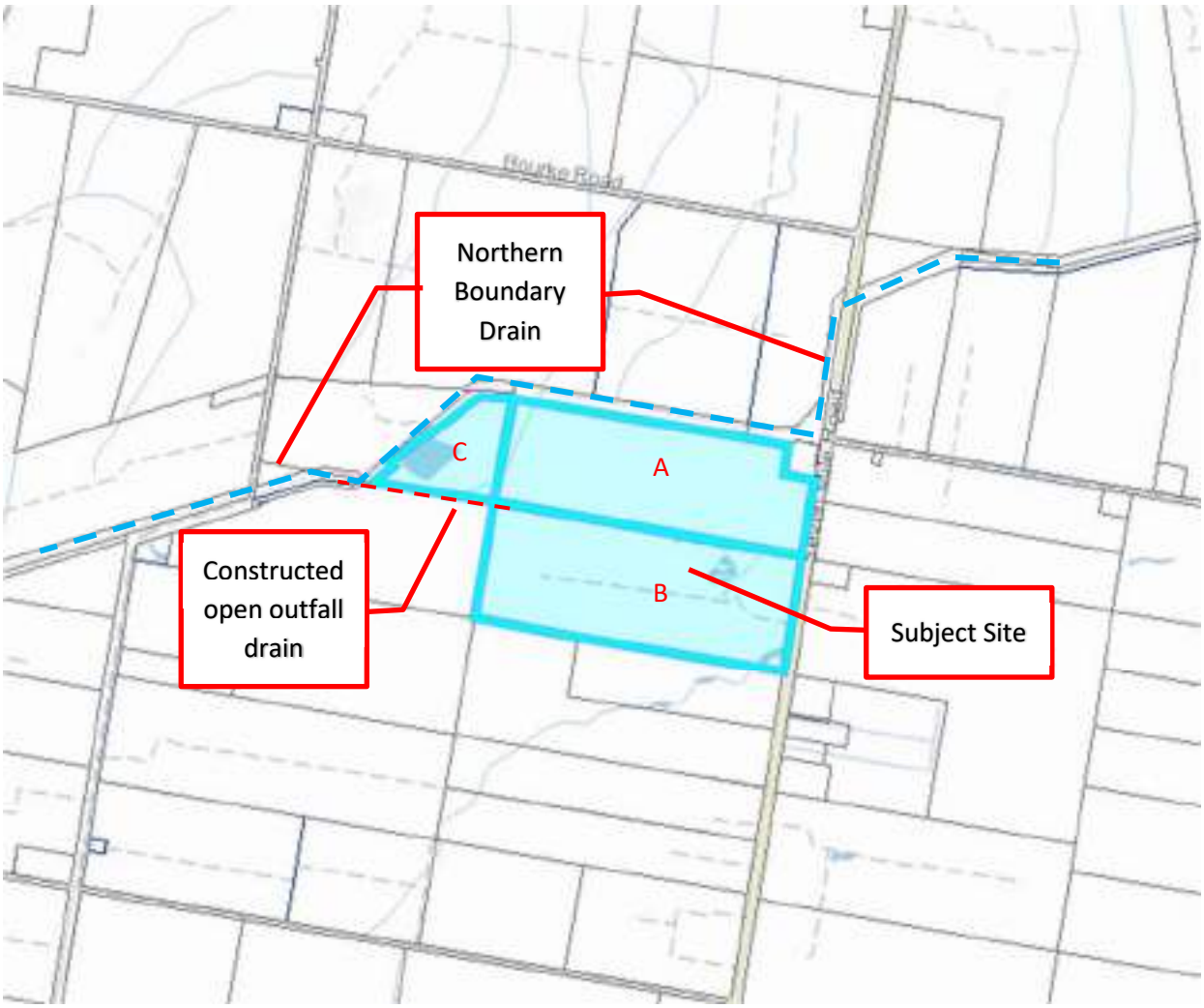

Figure 1 – Site and Surrounds

Address	Part	Lot/ Plan or Crown Description	Area (Ha)
450 Seven Mile Rd	A	Lot 2 PS520637	37.57
500 Seven Mile Rd	B	Allot 34 Section H	43.19
	C	Lot 2 TP834278	9.43
		TOTAL	**90.19**

Table 1: Separate allotments comprising the development site

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Melbourne Water's *Northern Boundary Drain,* which is also known as *Ararat Creek,* runs along the northern boundary of parcels A and C (refer Figure 1). That drain incorporates a levee on it's southern edge and combined, the drain and levee intercepts any flow from the north and diverts it around the subject site. It is located approximately 380m to the north of the proposed development site and 450m to the west.

Seven Mile Drain is located immediately east, and parallel to Seven Mile Road and conveys flows from the east southwards and away from the subject site (refer Figure 2).

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An open outfall drain has been constructed to the west of the development site that connects it to the Northern Boundary Drain. That outfall drain is located within drainage easements that appear on the associated Title plans, including the Title for the neighbouring property at 480 Five Mile Road (refer Appendix E).

Figure 2 is a capture of part of a plan that has been produced as part of the Cardinia Shire Municipal Storm and Flood Emergency Plan. It shows that although the land at 450 Seven Mile Road (parcel A in Figure 1) is affected by flooding, to a minor degree, in the 1%AEP event, the mapped flooding does not extend to the site of the proposed development.

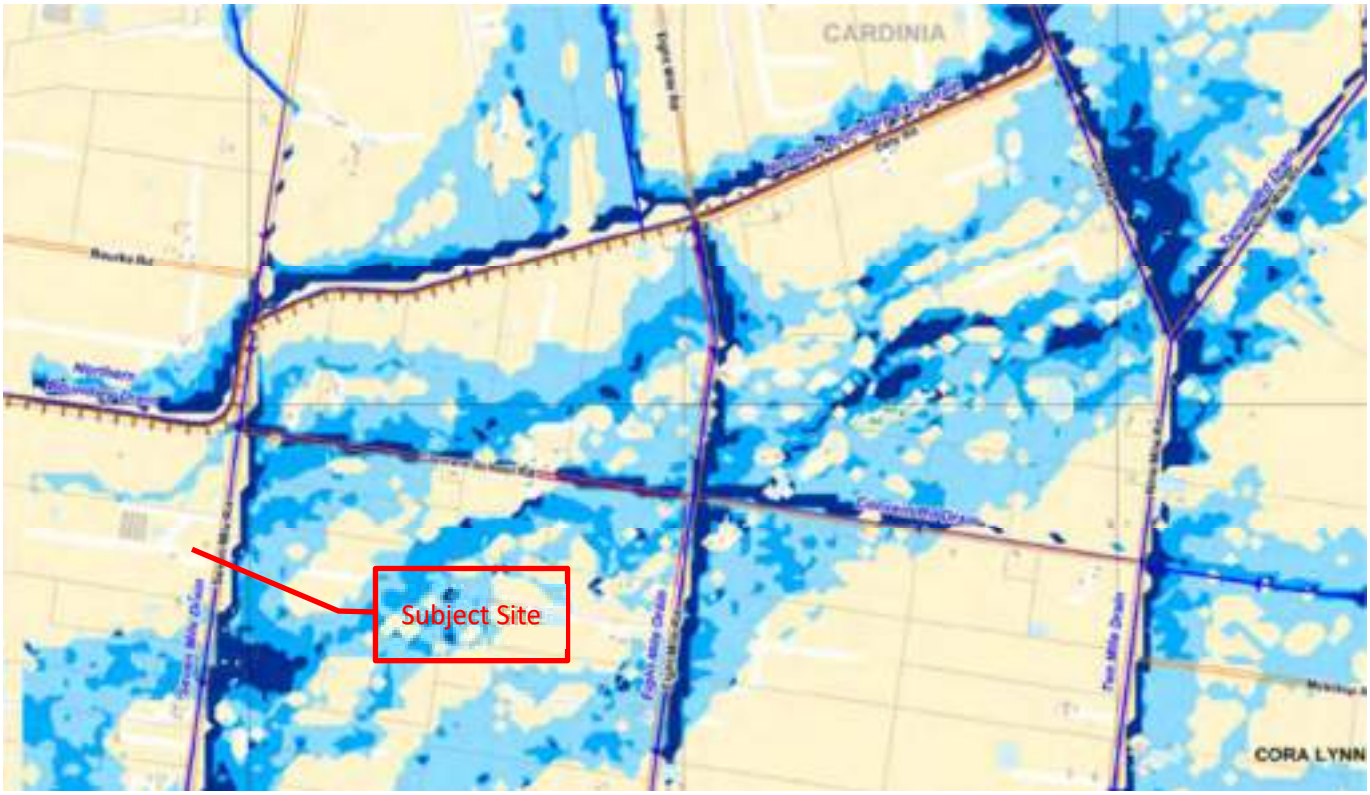

Figure 2 – 1% AEP (100yr) Flooding

3. STORMWATER DRAINAGE MANAGEMENT

In devising a stormwater management system that is to be incorporated into the proposed development the site is to be considered in three parts:

1. The entire area of 450 Seven Mile Road (Parcel B);
2. The northern portion of 500 Seven Mile Road (Parcel A) on which the majority of the development is proposed to be sited;
3. The southern section of 500 Seven Mile Road which will remain open for animal agistment.

The method employed to convey storm flows, whether by subsurface pipes or in open drains, as is the existing management method, will be subject to detailed engineering design. As discussed earlier, the greatest constraint in consideration of which method to employ is the flat topography. The flat topography means that there is little vertical depth between the surface level of the proposed development and the level of the outfall drain located in the north west corner of parcel B.

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The majority of the proposed development is mostly confined to the northern portion of the land at 500 Seven Mile Road (refer Appendix C). It is proposed that flows generated from the catchment in which the proposed development lies, and is shown bound by a red outline in the plan at Appendix C, will be conveyed to the outfall drain at the north western corner of the site where a retarding basin will be constructed that incorporates a flow restricting structure that will restrict the rate of discharge to the pre-development flow rate in the 20%AEP storm event. That outfall drain will also intercept and convey the flows from the land at 450 Seven Mile Rd which is to the north.

There is an opportunity to utilise the existing water body that is located immediately to the east of the proposed development area for harvesting and re-use as irrigation. The feasibility of that opportunity would need to be proven by detailed engineering design to ensure that there is ability to drain surface to the water body and to then allow for excess water volume to be drained to the discharge point when the water body becomes full.

The land in the southern section of 500 Seven Mile Rd will be used as agistment paddocks that include 32No small shelter sheds each of approximately 16m^2 in area and positioned approximately 40m apart. It is considered that stormwater that falls on those sheds will drain to the surrounding ground whereupon it is expected that it will continue as sheet flow across the pervious surface in the south westerly direct – as per the pre-development scenario. That is, it is not expected that the inclusion of those small sheds will alter the flow characteristics in volume or flow rate, from the pre-development conditions, nor will the flow from that catchment be conveyed to the proposed retarding basin by the outfall drain.

Appendix D includes stormwater calculations that can be summarized as follows:

Northern Catchment

Catchment Area = 56.3 Ha

i. Pre-Development

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Area under roof = 0.71 Ha
Impervious ground level surfaces = 0Ha.

Fraction Impervious (F_i) = 1.3%
Coefficient of Runoff (C_{10}) = 0.15
Coefficient of Runoff (C_5) = 0.13

T_c = 37mins {$Tc = 0.76A^{0.38}$}

Rainfall Intensity: $^{37min}I_5$ = 32mm/hr {Appendix D, Sheet 1}

$Q = (C.I.A)/360$

= 0.677 m^3/s {Appendix D, Sheet 2}

Therefore, it is required to restrict the predevelopment flows to 0.677 m^3/s.

ii. Post-Development

Area under roof = 1.11Ha

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Impervious ground level surfaces = 5.98Ha

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Fraction Impervious (F_i) = 12.6%
Coefficient of Runoff (C_{10}) = 0.24
Coefficient of Runoff (C_5) = 0.21

T_c = 37mins {$Tc = 0.76A^{0.38}$}

Rainfall Intensity: ${}^{37min}I_5$ = 32mm/hr {Appendix D, Sheet 1}

iii. Detention Volume

Refer Appendix D, Sheet 3 for detention calculation spreadsheet.

Volume required = 588m^3

A basin of 600mm depth is to be constructed.

iv. Discharge Orifice

$$Q := Cw\ Ao\ \sqrt{2\ g\ H}$$

Where: Q = Flow
Cw = 0.65 (constant for circular orifice)
Ao = Area of orifice
G = 9.81 (constant)
H = head – vertical distance between maximum water level and centre of orifice opening.

In order to accommodate the 400mm maximum depth of the retarding basin it is proposed that **3No 400dia circular orifice be incorporated into the basin outlet.**

4. RECOMENDATIONS

1. That drainage elements be incorporated to convey stormflows that arise in the 20%AEP event from roofs and impervious ground level surfaces to the outfall drain located in the north east corner of the site.
2. That a retarding basin be constructed at the discharge point that restricts the rate of flow from the development tin the 20%AEP event to the pre-development flow rates.
3. That stormflows that arise in the southern part of the site be allowed to continue overland as they do in the pre-development scenario.
4. To investigate the opportunity to incorporate stormwater harvesting and re-use into the development by utilising the water body that is located to the east of the development area.

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APPENDIX A – Development Plan

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OAKWOOD RIDING SCHOOL RELOCATION

450 & 500 SEVEN MILE ROAD, NAR NAR GOON, VICTORIA
FOR OAKWOOD RIDING SCHOOL

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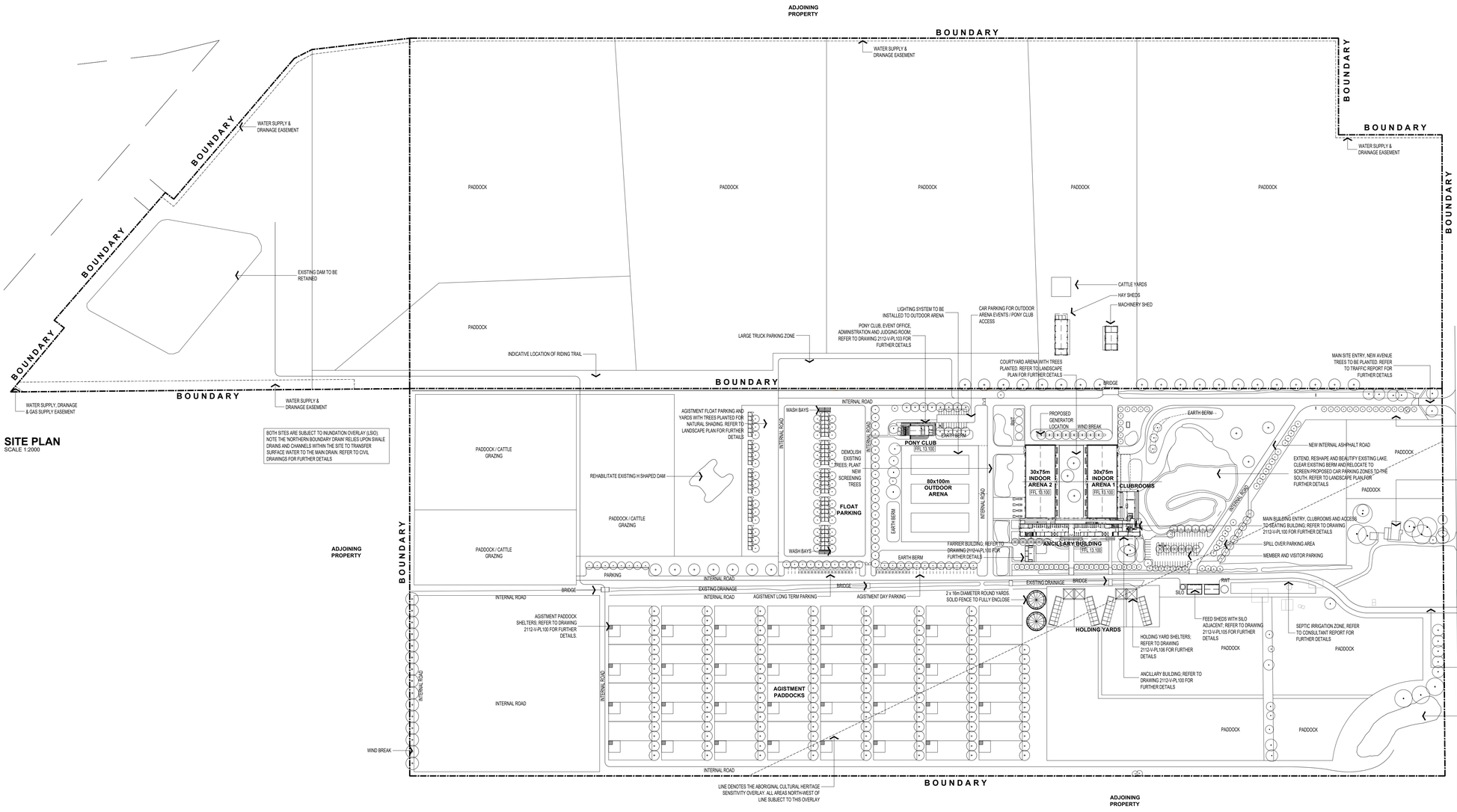

SITE PLAN
SCALE 1:2000

RIVEROAK - EQUESTRIAN CENTRE **SCHEDULE OF AREAS**	(m^2)
INDOOR ARENA 1	2480
INDOOR ARENA 2	2480
STABLE BUILDING	442
ANCILLARY & CLUBROOMS BUILDING	2712
FARRIER BUILDING	459
PONY CLUB / JUDGING BUILDING	320
AGISTERS FEED SHED	163
SCHOOLIES FEED SHED	163
VEHICLE & STORAGE SHED 1	360
VEHICLE & STORAGE SHED 2	360
AGISTMENT SHED	62
EXISTING (MANAGERS) HOUSE	276
PROPOSED TOTAL	10,276 m^2

DRAWING REGISTER

ARCHITECTURAL

2112-V-PL000	COVER PAGE & PROPOSED SITE PLAN
2112-V-PL001	EXISTING SITE PLAN
2112-V-PL100	ARENA PRECINCT FLOOR PLAN
2112-V-PL101	ANCILLARY (PART 1) FLOOR PLANS
2112-V-PL102	ANCILLARY (PART 2) FLOOR PLANS
2112-V-PL110	ARENA & ANCILLARY OVERALL ELEVATIONS
2112-V-PL111	ARENA & ANCILLARY ELEVATIONS
2112-V-PL112	ARENA & ANCILLARY ELEVATIONS
2112-V-PL120	ARENA & ANCILLARY OVERALL SECTIONS
2112-V-PL121	ARENA & ANCILLARY SECTIONS
2112-V-PL122	ARENA & ANCILLARY SECTIONS
2112-V-PL130	ARENA & ANCILLARY ROOF PLAN
2112-V-PL200	FARRIER BUILDING FLOOR PLAN AND ELEVATIONS
2112-V-PL300	PONY CLUB FLOOR PLAN
2112-V-PL301	PONY CLUB ELEVATIONS
2112-V-PL400	VEHICLE SHEDS FLOOR PLAN
2112-V-PL401	VEHICLE SHEDS ELEVATIONS
2112-V-PL500	FEED SHED FLOOR PLAN AND ELEVATIONS
2112-V-PL600	AGISTERS SHEDS FLOOR PLAN AND ELEVATIONS
2112-V-PL700	GENERATOR SHED FLOOR PLAN AND ELEVATIONS
2112-V-PL800	HOLDING YARDS FLOOR PLAN AND ELEVATIONS
2112-V-PL900	ROUND YARDS FLOOR PLAN AND ELEVATIONS
2112-V-PL1000	PADDOCK (PART 1) PLAN
2112-V-PL1001	PADDOCK (PART 2) PLAN
2112-V-PL1002	AGISTMENT PADDOCK SHELTERS FLOOR PLAN AND ELEVATIONS

ISSUE	COMMENTS	DATE
D1	ISSUED FOR REVIEW	14.04.2023

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Adelaide, South Australia 5000
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PLANNING

PROPOSED
OAKWOOD RIDING SCHOOL RELOCATION
450 & 500 SEVEN MILE ROAD
NAR NAR GOON, VICTORIA

FOR
OAKWOOD RIDING SCHOOL

SITE PLAN

ISSUE NO: D1
DATE: JUNE 2022 PAPER SIZE: B1 SCALE: 1:200

Do not scale off drawings; check all dimensions on site. Contractor to verify all dimensions and levels prior to commencing the works. Report all discrepancies to the Architect for direction.

DRAWING NO: 2112-V-PL000

JADATA - DATA\2112-V-OAKWOOD RIDING SCHOOL\DRAWINGS\CAD\PLANNING\2112-OAKWOOD_PLOT.DWG

APPENDIX B – Existing Features

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ISSUE	DESCRIPTION	DATE
A	ISSUED FOR INFORMATION	9/4/23

LEGEND

ISO 9001 certified Equal Assurance

Quality Certified Company ISO9001:2008

REGISTRATION No. COU001-CCQ01

DESIGNED: C COUGHLAN	SCALE: N/A
CHECKED:	SHEET SIZE: A3
AUTHORISED: C COUGHLAN	DATE: 9/04/2023

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P: 03 5331 2688
6 Webster Street,
Ballarat Victoria 3350

PROJECT:
450-500 SEVEN MILE ROAD
NAR NAR GOON

CLIENT:
FOUND PROJECTS

CCIVIL REF. No:	SHEET:	REV:
1065RD-101	1	A

DRAWING TITLE:
EXISTING CONDITIONS

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A	ISSUED FOR INFORMATION	9/4/23

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CHECKED:	SHEET SIZE: A3
AUTHORISED: C COUGHLAN	DATE: 9/04/2023

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1065RD-102	1	A

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APPENDIX C –Stormwater Management Plan

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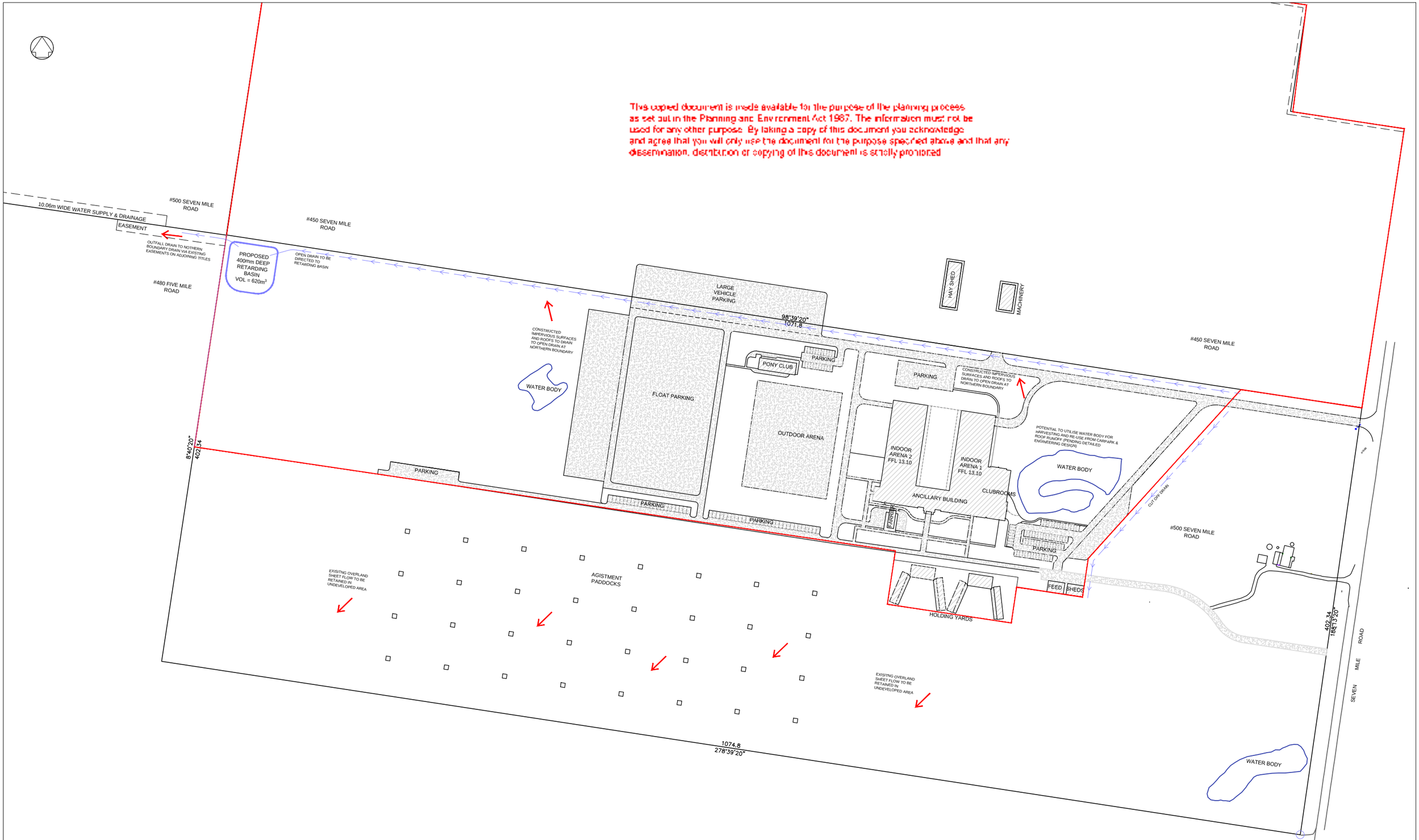

ISSUE	DESCRIPTION	DATE
A	ISSUED FOR INFORMATION	14/04/2023
B	SHEDS INTRODUCED. CATCHMENT EXPANDED	7/02/2024

LEGEND

- Proposed roof areas
- Proposed impervious areas
- Flow directions
- Proposed stormwater drain
- Catchment Boundary (to retarding Basin)

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Quality Certified Company ISO9001:2008

REGISTRATION No. COU001-CCQ01

DESIGNED: C COUGHLAN	SCALE: N/A
CHECKED:	SHEET SIZE: A3
AUTHORISED: C COUGHLAN	DATE: 14/04/2023

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PROJECT: 450-500 SEVEN MILE ROAD NAR NAR GOON

CLIENT: FOUND PROJECTS

CIVIL REF. No.: 1065RD-103 | SHEET: 3 | REV: B

DRAWING TITLE: PROPOSED STORMWATER MANAGEMENT

APPENDIX D –Stormwater Computations

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	Oakwood Riding School						
DURATION	ARI						
	1	2	5	10	20	50	100
5	56.6	64.5	89.8	107	125	148	166
6	52.4	59.7	83.5	100	117	139	157
7	48.9	55.8	78.2	94	110	132	149
8	45.9	52.5	73.7	88.7	104	125	142
9	43.4	49.6	69.8	84.1	98.7	119	135
10	41.2	47.2	66.4	80.1	94	114	129
11	39.3	45	63.4	76.5	89.9	109	124
12	37.6	43	60.7	73.2	86.1	104	119
13	36.1	41.3	58.3	70.3	82.8	100	114
14	34.7	39.7	56.1	67.7	79.7	96.6	110
15	33.5	38.3	54.1	65.3	76.8	93.2	106
16	32.3	37	52.3	63.1	74.2	90	103
17	31.3	35.8	50.6	61.1	71.8	87.1	99.3
18	30.3	34.7	49	59.2	69.6	84.3	96.2
19	29.4	33.7	47.6	57.4	67.5	81.8	93.3
20	28.6	32.8	46.2	55.8	65.6	79.4	90.5
21	27.9	31.9	45	54.3	63.8	77.2	87.9
22	27.1	31.1	43.8	52.8	62.1	75.1	85.5
23	26.5	30.3	42.7	51.5	60.5	73.1	83.2
24	25.8	29.6	41.6	50.2	59	71.3	81.1
25	25.3	28.9	40.7	49.1	57.6	69.5	79.1
26	24.7	28.2	39.7	47.9	56.3	67.9	77.1
27	24.2	27.6	38.9	46.9	55	66.3	75.3
28	23.7	27	38	45.9	53.8	64.8	73.6
29	23.2	26.5	37.3	44.9	52.7	63.4	71.9
30	22.8	26	36.5	44	51.6	62	70.3
31	22.3	25.5	35.8	43.1	50.5	60.7	68.9
32	21.9	25	35.1	42.3	49.5	59.5	67.4
33	21.5	24.6	34.5	41.5	48.6	58.3	66.1
34	21.2	24.1	33.8	40.7	47.7	57.2	64.8
35	20.8	23.7	33.3	40	46.8	56.1	63.5
36	20.5	23.3	32.7	39.3	46	55.1	62.3
37	20.1	23	32.1	38.6	45.2	54.1	61.2
38	19.8	22.6	31.6	38	44.4	53.2	60.1
39	19.5	22.2	31.1	37.4	43.7	52.3	59
40	19.2	21.9	30.6	36.8	43	51.4	58
41	18.9	21.6	30.2	36.2	42.3	50.5	57
42	18.7	21.3	29.7	35.7	41.7	49.7	56.1
43	18.4	21	29.3	35.1	41	49	55.2
44	18.2	20.7	28.9	34.6	40.4	48.2	54.3
45	17.9	20.4	28.4	34.1	39.8	47.5	53.5
46	17.7	20.1	28.1	33.7	39.3	46.8	52.7
47	17.5	19.9	27.7	33.2	38.7	46.1	51.9
48	17.2	19.6	27.3	32.7	38.2	45.4	51.1
49	17	19.4	27	32.3	37.6	44.8	50.4
50	16.8	19.1	26.6	31.9	37.1	44.2	49.7
51	16.6	18.9	26.3	31.5	36.7	43.6	49
52	16.4	18.7	26	31.1	36.2	43	48.3
53	16.3	18.5	25.6	30.7	35.7	42.4	47.7
54	16.1	18.3	25.3	30.3	35.3	41.9	47
55	15.9	18.1	25	30	34.9	41.4	46.4
56	15.7	17.9	24.8	29.6	34.4	40.9	45.8
57	15.6	17.7	24.5	29.3	34	40.4	45.3
58	15.4	17.5	24.2	28.9	33.6	39.9	44.7
59	15.2	17.3	23.9	28.6	33.3	39.4	44.2
60	15.1	17.1	23.7	28.3	32.9	38.9	43.7
90	14.9	16.9	23.4	28	32.5	38.5	43.1
61	14.8	16.8	23.2	27.7	32.2	38.1	42.6
62	14.6	16.6	22.9	27.4	31.8	37.6	42.2
63	14.5	16.4	22.7	27.1	31.5	37.2	41.7
64	4.26	4.79	6.52	7.76	9.05	10.9	12.4
540	3.33	3.73	5.03	5.96	6.91	8.29	9.4
720	2.79	3.12	4.19	4.96	5.74	6.88	7.79
1080	2.15	2.41	3.24	3.84	4.44	5.31	6.01

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Flow Estimation - Rational Method

Pre- Development 20% AEP

Step 1 Area: 56.3 ha — Location: NAR NAR GOON

Step 2 Runnoff Coefficient Calculation

Fraction Impervious	1.30%	
Intensity, 1hr, 10yr	28	mm/hr
Runoff Coeff C10	0.15	
ARI y (select from list)	5	
Runoff Coeff Cy	0.13	

Ref: Vicroads Design Guidelines 1992 - 7.2.8

ARI Storm Event (yr)	FFy	Cy
1	0.65	0.10
2	0.75	0.11
5	0.9	0.13
10	1	0.15
20	1.1	0.16
50	1.2	0.18
100	1.3	0.19

Step 3 Time of Concentration

Choose method 1 or 2: 2

(OR MANUALLY ENTER)

Time of Concentration tc: 5 mins / 0.08 hrs

(Note: tc is the design rainfall duration)

Method 1 - AR&R	Characteristic time = $0.76A^{0.38}$		A	0.563	sq km
			tc	36.66	mins
Method 2 - Vicroads					
Channel Details - 7.3.5.3	Link		Kerb and Channel - Fig 7.4.5		
Length (m)	0	m	Tch		mins
Fr (Retardance Factor)		VR 7.4.5.3	Tp		mins
Intensity		mm/hr	Tc = To + Tch + Tp		
S (HGL slope)		m/m			
To		mins	Tc (total)		mins

Step 4 Rainfall Intensity: 32.1 mm/hr

ARI: 5

Storm Duration (mins): 37

100
50
20
10
5
2
1

Step 5 **Flow, Q** = **0.677 Cumec** = **677.17 L/sec**

Q=CIA/360

0.677169081

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RETARDING BASIN - RATIONAL METHOD

PROJECT : Oakwood Riding School
Project Number : 1065
Designed : CC Date : 07-02-24 Checked : Date :
Locality

Gross Catchment Area	A	56.3000	ha	
Average Recurrence Interval, Y	ARI	5	years	[AEP 20 %]
Coefficient of Runoff, 10 years	C10	0.24		
Coefficient of Runoff, Y years	Cy	0.210		
Equivalent Impervious Area	Ae	11.8230	ha	
Time of Concentration	tc	37.0	minutes	
Rainfall Intensity at tc	Ic	32	mm / hr for ARI above	
Peak Inflow Discharge	Qp	1.054	m^3 / s at tc	
Allowable Outflow Discharge	Qo	0.667	m^3 / s	Uniform rate after tc
Upper Limit of Storm Duration	tu	67	minutes	(tc + tdi*N)
Storm Duration Interval	tdi	1	minutes	
Number of (Integer) Intervals	N	30	Limit 30	
Maximum Storage Volume	Vs, max	587.7	m^3	

n	td	I,td From Coeff's	Qp,t	INFLOW VOLUME	OUTFLOW VOLUME	STORAGE VOLUME	
	minutes	mm / hr	m^3 / s	m ^ 3	m ^ 3	m ^ 3	
0	37.00	32	1.05	2340.4	1752.7	587.7	MAX
1	38.00	32	1.04	2366.2	1785.3	580.9	
2	39.00	31	1.02	2390.0	1817.7	572.4	
3	40.00	31	1.00	2411.9	1849.8	562.1	
4	41.00	30	0.99	2439.9	1883.3	556.6	
5	42.00	30	0.98	2458.0	1914.9	543.1	
6	43.00	29	0.96	2482.6	1948.0	534.6	
7	44.00	29	0.95	2505.7	1981.0	524.7	
8	45.00	28	0.93	2518.3	2011.8	506.5	
9	46.00	28	0.92	2547.1	2046.2	500.9	
10	47.00	28	0.91	2565.4	2078.5	486.9	
11	48.00	27	0.90	2582.1	2110.5	471.6	
12	49.00	27	0.89	2607.0	2144.4	462.5	
13	50.00	27	0.87	2620.8	2176.1	444.7	
14	51.00	26	0.86	2643.0	2209.7	433.4	
15	52.00	26	0.85	2664.1	2243.1	421.0	
16	53.00	26	0.84	2673.6	2274.1	399.5	
17	54.00	25	0.83	2692.1	2307.1	385.0	
18	55.00	25	0.82	2709.4	2340.0	369.4	
19	56.00	25	0.81	2736.6	2375.2	361.5	
20	57.00	25	0.80	2751.8	2407.8	344.0	
21	58.00	24	0.79	2765.8	2440.2	325.6	
22	59.00	24	0.78	2778.6	2472.4	306.2	
23	60.00	24	0.78	2802.1	2507.1	294.9	
24	61.00	23	0.76	2788.7	2533.5	255.2	
25	62.00	23	0.75	2797.7	2565.0	232.7	
26	63.00	23	0.75	2818.0	2599.2	218.8	
27	64.00	7	0.21	822.3	995.4		
28	65.00	7	0.21	835.1	1035.4		
29	66.00	7	0.21	847.9	1075.5		
30	67.00	7	0.21	860.8	1115.5		
			Maximum Storage Volume, m^3			**587.7**	

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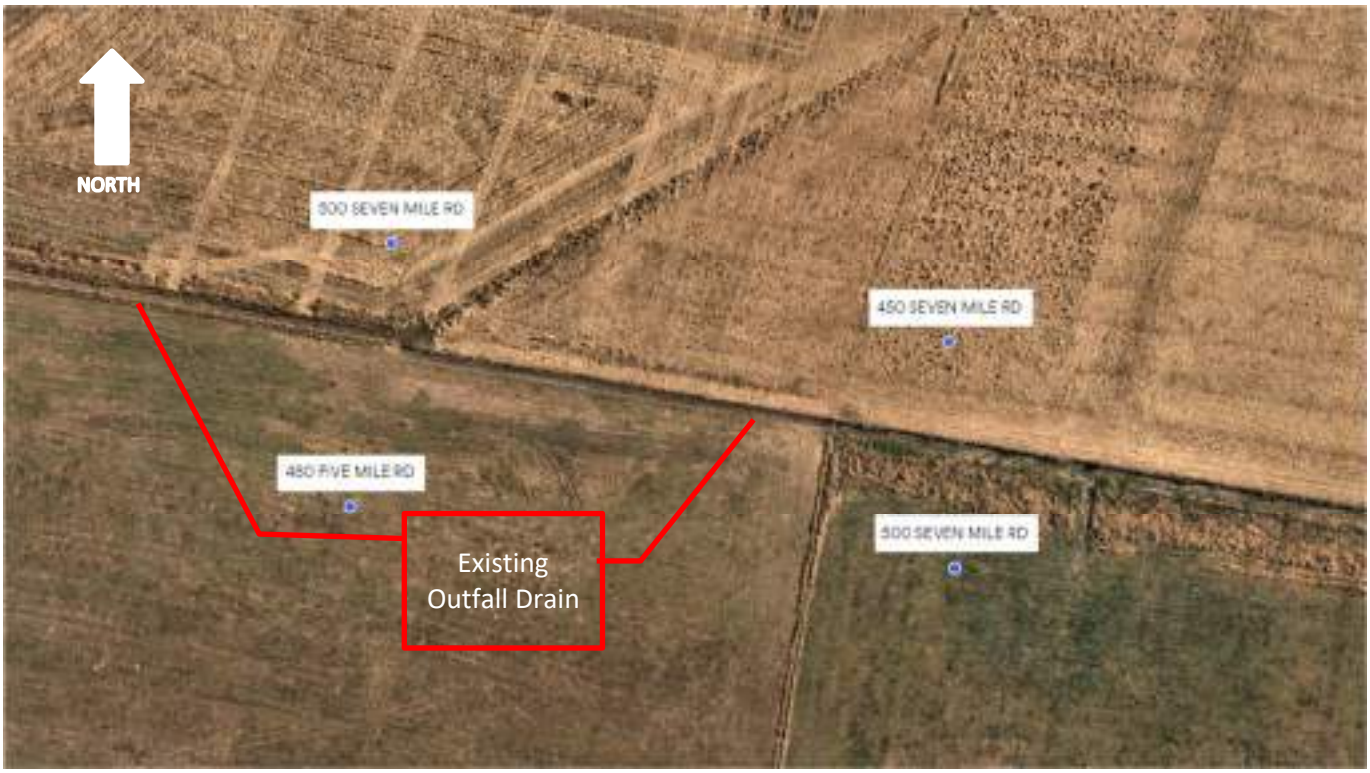
APPENDIX E – Existing Outfall Drain



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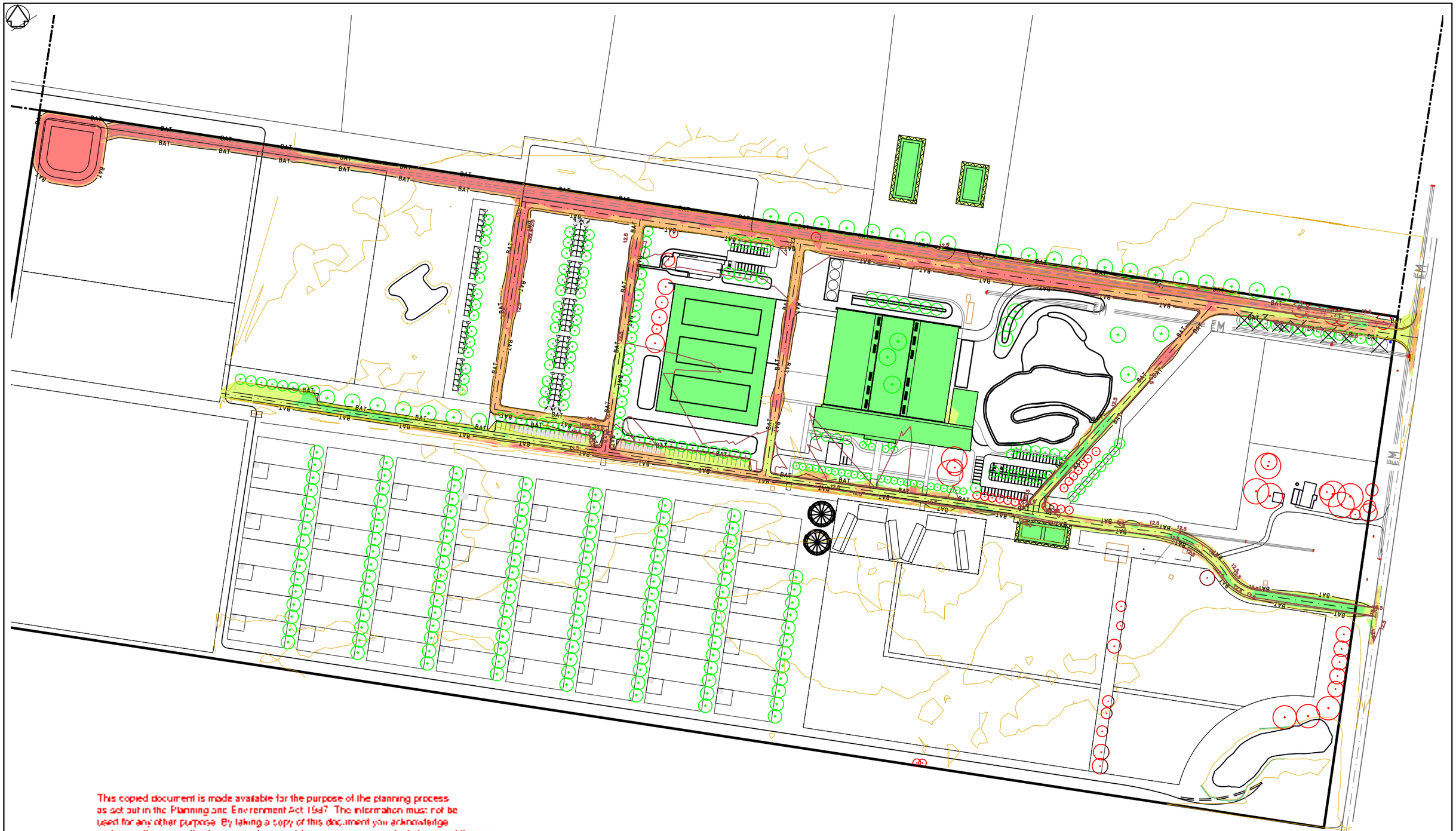

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0 15 30 45 60 75

Scale in Metres

FOR APPROVAL

ISSUE	DESCRIPTION	DATE
A	ISSUED FOR APPROVAL	02/08/23
B	ISSUED FOR APPROVAL W/ AMMENDMENTS	26/09/23
C	ISSUED FOR APPROVAL W/ AMMENDMENTS	07/02/24

LEGEND

- FILL (GREATER THAN 0.3m)
- CUT (GREATER THAN 0.3m)
- FILL (LESS THAN 0.3m)
- CUT (LESS THAN 0.3m)
- EM — OVERHEAD ELECTRICAL
- 0.500 — MINOR CONTOURS
- 2.500 — MAJOR CONTOURS
- BAT — BATTERS
- TOE OF BANK
- TOP OF BANK
- TREES PROPOSED
- TREES TO REMAIN
- TREES TO BE REMOVED

Quality Certified Company ISO9001:2008

REGISTRATION No. COU001-CCQ01

DESIGNED: J. HOPKINS	SCALE: 1:1500
CHECKED: M. PARKER	SHEET SIZE: A1
AUTHORISED: C. COUGHLAN	DATE: 07/02/24

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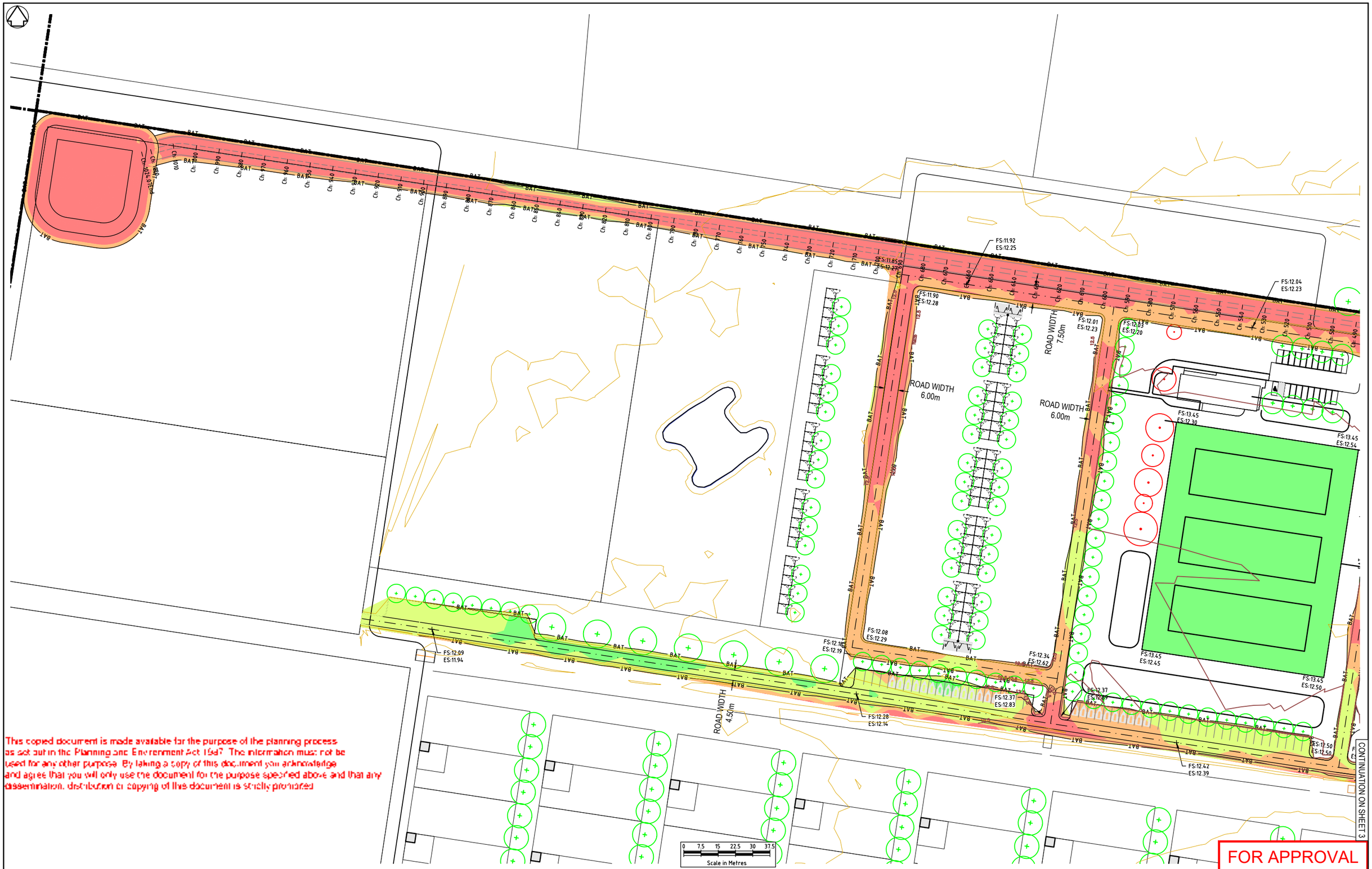
PROJECT:
OAKWOOD RIDING SCHOOL
NAR NAR GOON

CLIENT:
FOUND PROPERTY PTY LTD

CIVIL REF. No.: 1065RD-201 | SHEET: 1 | REV: C

DRAWING TITLE:
EARTHWORKS PLAN
GENERAL ARRANGEMENT



CONTINUATION ON SHEET 3

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- TREES TO REMAIN
- TREES TO BE REMOVED
- FS: FINISHED SURFACE
- ES: EXISTING SURFACE

Quality Certified Company ISO9001:2008

REGISTRATION No. COU001-CCO01

DESIGNED: J. HOPKINS	SCALE: 1:750
CHECKED: M. PARKER	SHEET SIZE: A1
AUTHORISED: C. COUGHLAN	DATE: 07/02/24

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PROJECT: OAKWOOD RIDING SCHOOL NAR NAR GOON

CLIENT: FOUND PROJECTS PTY LTD

CCIVIL REF. No.: 1065RD-202 | SHEET: 2 | REV: C

DRAWING TITLE: EARTHWORKS PLAN SHEET 1 OF 2

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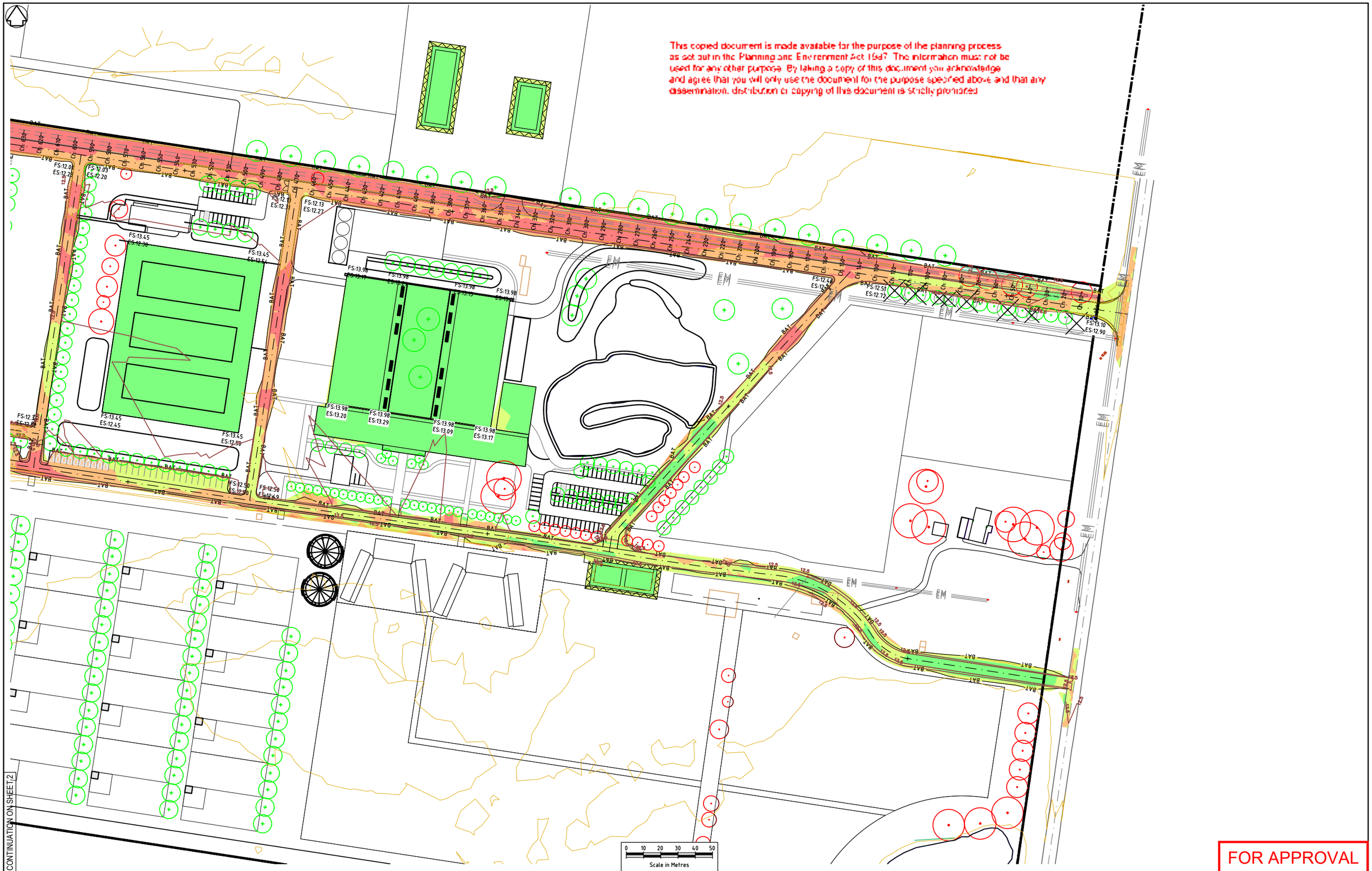

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- ES: EXISTING SURFACE

Quality Certified Company ISO9001:2008
REGISTRATION No. COU001-CCQ01

DESIGNED: J. HOPKINS	SCALE: 1:1000
CHECKED: M. PARKER	SHEET SIZE: A1
AUTHORISED: C. COUGHLAN	DATE: 07/02/24

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PROJECT: OAKWOOD RIDING SCHOOL
NAR NAR GOON

CLIENT: FOUND PROJECTS PTY LTD

CIVIL REF. No.: 1065RD-203 | SHEET: 3 | REV: C

DRAWING TITLE: EARTHWORKS PLAN
SHEET 2 OF 2

OAKWOOD RIDING SCHOOL RELOCATION

450 & 500 SEVEN MILE ROAD, NAR NAR GOON, VICTORIA
FOR OAKWOOD RIDING SCHOOL

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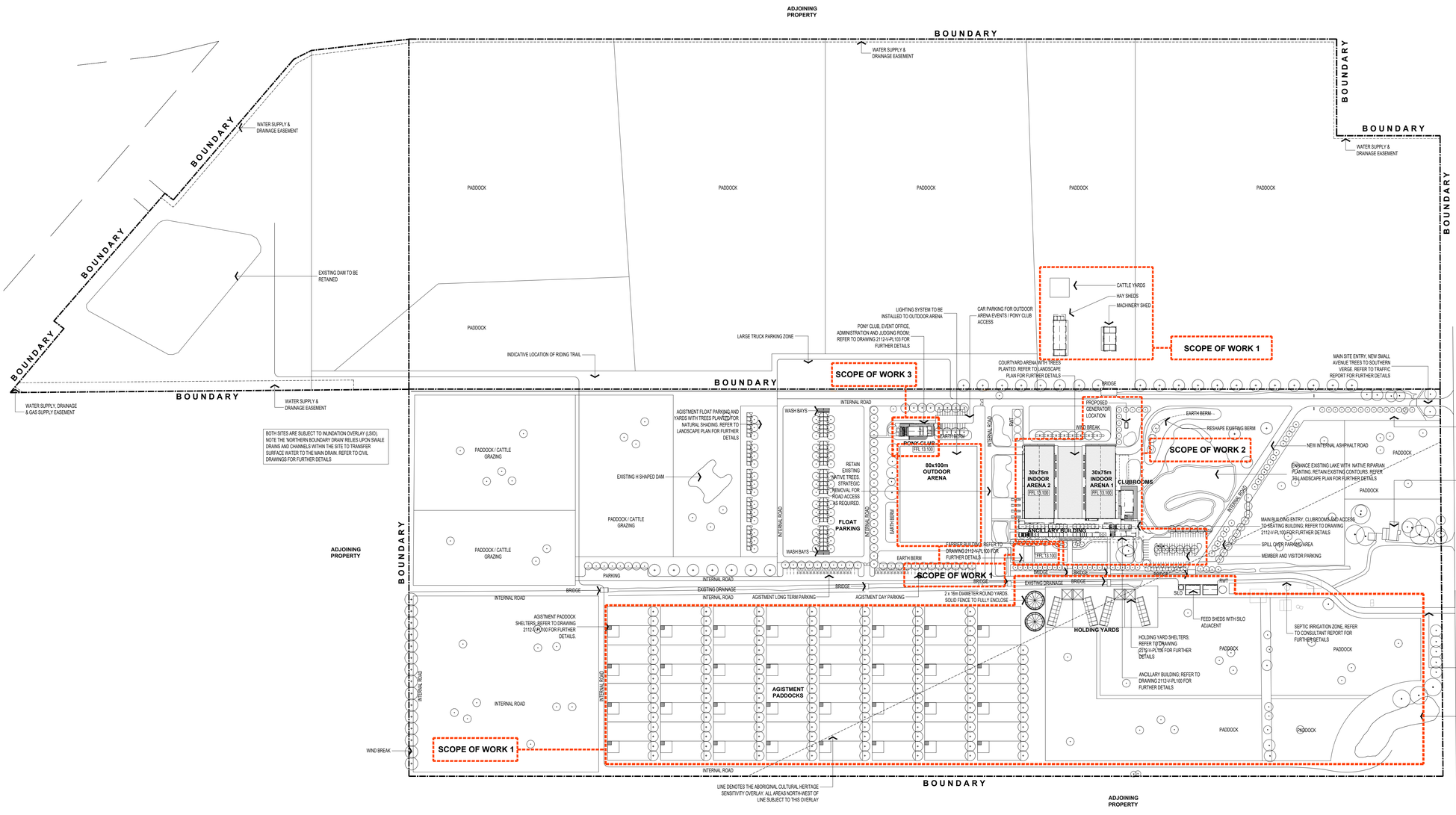

PROPOSED SITE PLAN
SCALE 1:2000

DRAWING REGISTER

ARCHITECTURAL

2112-V-PL000	COVER PAGE & PROPOSED SITE PLAN
2112-V-PL001	EXISTING SITE PLAN
2112-V-PL010	LOCALITY PLAN
2112-V-PL100	ARENA, STABLES & CLUBROOM FLOOR PLAN
2112-V-PL101	STABLES BUILDING (PART 1) FLOOR PLAN
2112-V-PL102	STABLES (PART 2) & CLUBROOM FLOOR PLAN
2112-V-PL110	ARENA, STABLES & CLUBROOM OVERALL ELEVATIONS
2112-V-PL111	ARENA & STABLES BUILDING ELEVATIONS
2112-V-PL112	ARENA, STABLES & CLUBROOM ELEVATIONS
2112-V-PL120	ARENA, STABLES & CLUBROOM SECTION AA
2112-V-PL121	ARENA, STABLES & CLUBROOM SECTION BB
2112-V-PL130	ARENA, STABLES & CLUBROOM ROOF PLAN
2112-V-PL140	ARENA, STABLES & CLUBROOM 3D VIEWS
2112-V-PL150	CLUBROOM LIQUOR SERVICE AREA
2112-V-PL200	FARRIER BUILDING FLOOR PLAN AND ELEVATIONS
2112-V-PL300	PONY CLUB FLOOR PLAN
2112-V-PL301	PONY CLUB ELEVATIONS
2112-V-PL400	HOLDING YARDS FLOOR PLAN AND ELEVATIONS
2112-V-PL500	ROUND YARDS FLOOR PLAN AND ELEVATIONS
2112-V-PL600	PADDOCK FLOOR PLAN & ELEVATIONS
2112-V-PL700	MATERIALS SCHEDULE
2112-V-PL800	HAY AND MACHINERY SHEDS FLOOR PLAN
2112-V-PL801	FEED SHEDS 1 & 2 FLOOR PLAN
2112-V-PL810	HAY AND MACHINERY SHEDS ELEVATIONS
2112-V-PL811	FEED SHEDS 1 & 2 ELEVATIONS
2112-V-PL820	HAY AND MACHINERY SHEDS EARTHWORKS PLAN
2112-V-PL821	FEED SHEDS 1 & 2 EARTHWORKS PLAN

RIVEROAK - EQUESTRIAN CENTRE
SCHEDULE OF AREAS

	(m)²
INDOOR ARENA 1	2480
INDOOR ARENA 2	2480
STABLE BUILDING	442
ANCILLARY & CLUBROOMS BUILDING	2712
FARRIER BUILDING	459
PONY CLUB / JUDGING BUILDING	320
AGISTERS FEED SHED	163
SCHOOLIES FEED SHED	163
VEHICLE & STORAGE SHED 1	360
VEHICLE & STORAGE SHED 2	360
AGISTMENT SHED	62
EXISTING (MANAGERS) HOUSE	276
PROPOSED TOTAL	10,276 m²

ISSUE	COMMENTS	DATE
D4	ISSUED FOR PLANNING APPLICATION	24.01.2024
D3	ISSUED FOR REVIEW	26.09.2023
D2	ISSUED FOR REVIEW	27.04.2023
D1	ISSUED FOR REVIEW	18.04.2023

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PLANNING

PROPOSED
OAKWOOD RIDING SCHOOL RELOCATION
450 & 500 SEVEN MILE ROAD
NAR NAR GOON, VICTORIA

FOR
OAKWOOD RIDING SCHOOL

SITE PLAN

ISSUE NO: D4

DATE: APRIL 2023 PAPER SIZE: B1 SCALE: 1:2000

Do not scale off drawings; check all dimensions on site. Contractor to verify all dimensions and levels prior to commencing the works. Report all discrepancies to the Architect for direction.

DRAWING NO:
2112-V-PL000

C:\SLJ\ADATA - DATA\2112-V-OAKWOOD RIDING SCHOOL\DRAWINGS\CAD\PLANNING\2112-OAKWOOD_PL11.DWG