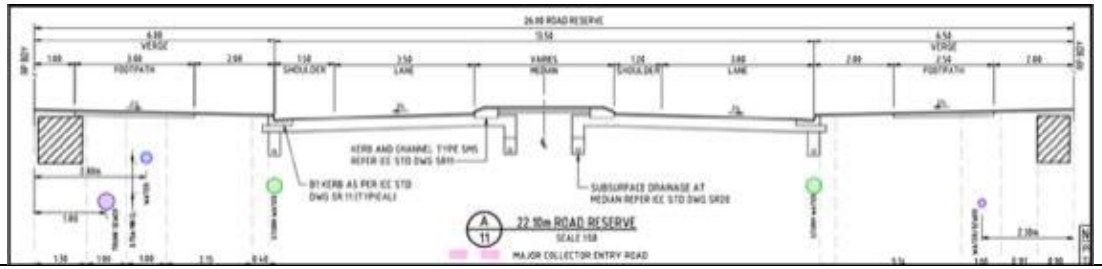
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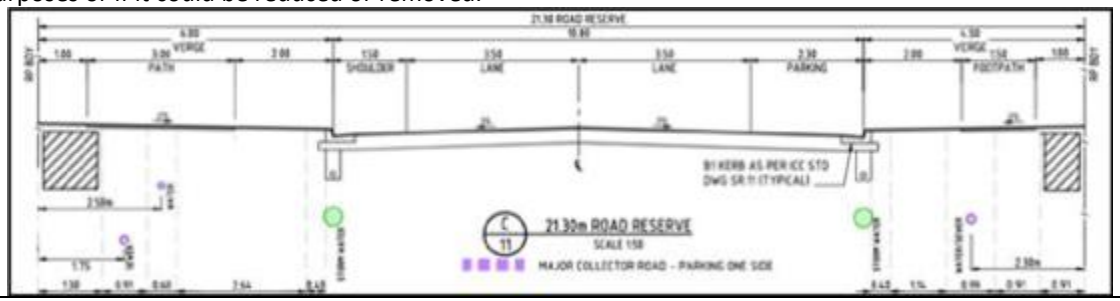
PROVIDENCE WEST RAL 2

ICC RAL – RFI RESPONSE

ITEM	INFORMATION REQUEST	RESPONSE
7. Engineering Road Cross Sections	Road 01 (Neighbourhood Connection connecting to South West Trunk Road) includes a 5.0m centre median and 5.0m carriageway either side of the median, which is supported, however it is unclear why Road Section A in the KN Group Civil Functional Plans has a 1.5m shoulder adjacent to the outer kerb in one direction, and a 1.2m wide shoulder adjacent to the median kerb in the other direction (refer image below). The applicant is requested to amend the cross section nominating 1.5m shoulder adjacent to the outer kerb for both directions of travel. 	Please refer to the updated cross section reflecting the 1.5m median width on both sides. Original section had been dimensioned from a section of shoulder that was transitioning into the turn lane.
	Road 02 (East West Neighbourhood Connector) proposes parking on both sides to the west of Road 07 (Section B in the KN Group Functional Plans), which is supported, however it is unclear as to why the parking lane on the southern side falls towards the main carriageway with a v drain. The ROL and civil drawings nominate barrier kerbs only at the interface of carriageway and verge. Therefore, the applicant is requested to amend the cross section as both parking lanes shall have standard cross fall and drain towards the verge, unless there is technical justification to adopt a nonstandard outcome.	Please refer to the updated cross section that has removed the invert kerb and reflects a standard 2 way road crossfall.

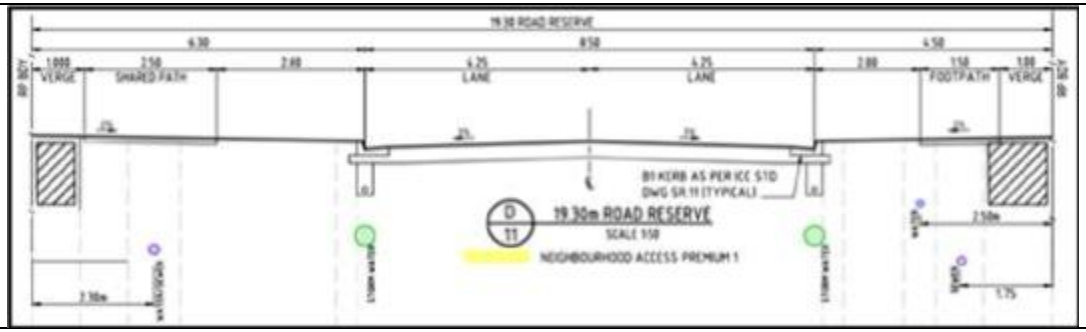
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	Road 02 (East West Neighbourhood Connector) proposes parking on one side only, between Road 01 and Road 07 (Section C in the KN Group Civil Functional Plans), but includes a 1.5m wide shoulder on the side without parking. The applicant is requested to review if the 1.5m shoulder is required for drainage purposes or if it could be reduced or removed. 	As discussed in the RFI coordination meeting, this shoulder is included for drainage.
	The applicant is requested to amend the shared path width in Road 07 to 3m to match with the connecting Neighbourhood Access Street in Lacebark Estate on the north.	As discussed in the RFI coordination meeting, this cross section aligns with the current adopted cross section in Road 07 of Lacebark. There was a minor change request and approval to reduce the path width to 2.5m, the design has therefore retained this cross section for continuity.

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13 Water and Sewerage	**Original Information Request Item (3 July 2025)** The applicant is requested to provide a Service Advice Notice (SAN) from Urban Utilities to demonstrate that the proposed development can be connected to the reticulated water and sewerage network. This item is still outstanding - The applicant is requested to provide a Service Advice Notice (SAN) from Urban Utilities to demonstrate that the proposed development can be connected to the reticulated water and sewerage network.	As discussed with ICC, regional water supply modelling has been underway for the network earmarked to service the proposed development. This has limited the ability to submit a site-based SAN until the modelling has been reviewed and endorsed by UU, and the subsequent site review prepared to align with the endorsed findings of the modelling. The modelling has been submitted to UU and endorsement expected within 2-3 weeks (estimate). The subject development has been sufficiently captured in both the regional trunk sewer planning and water planning and can be adequately serviced by each through the construction of trunk assets along the adjacent catalyst roads. KNg sought confirmation from Brett Carruthers at UU to validate that the subject development has been included within the overarching planning and his response is as within. As noted within Brett's correspondence, a SAN submission and associated site-based masterplan will be submitted prior to the request for any water approvals for the site.

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		Risk is borne by the development in the event any adjustments to the RAL proposal are required upon receipt of the endorsement of the regional network modelling or the site-based modelling & SAN.