

**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2024/1481

Date: 14/04/2026



21 March 2023

Our Ref: 23GCT0015_LT01

Your Ref: DEV2022/1310

Attention: William Wong

Icon
by email

Dear William,

RE: 15 Nexus Way, Southport – Condition 9

TTM Consulting has been engaged to provide traffic engineering services for the above mentioned development. This letter is provided in response to Development Condition 9 in regard to internal traffic arrangements. Each sub item is addressed in turn below.

Item a) i) - Confirmation that the non-standard design width of the circulation road excluding the shared zones of the access ramp between level 0 and B1 on approved drawing number AB1303 Rev Q is safe for pedestrian, cyclist & motorist use;

The width of the circulation aisle excluding the shared zones on the access ramp between level 0 and basement level 1 is 4.6m whereas including the shared path the width is 7.2m. Whilst it is intended that the full width of the ramp and aisle be accessible and traversable by all users – the ramps are not intended to be used by pedestrians and shall be signed as such. Pedestrians are required to utilise lifts or stairs to travel between levels.

The marking of the shared zone is intended to be a visual indicator for motorists to warn of the potential presence of cycles, and an advisory indicator for cyclists to keep left if traversing the ramp.

At the bottom of the ramp within basement level 1 the shared zone is set back a minimum of 6m from the transition point, which is sufficient length to allow a car to stop on grade, to give way to any cyclist crossing at this location to access the EOTF. Warning signage on approach advising cars of the presence of cyclists shall be installed.

Refer to attached drawing 23GCT0015_02 Rev A for signs and line marking proposed to be installed to manage and maintain safe travel.

Item a) ii) - Confirmation that the non-standard design width of the circulation road that is adjacent to Fire Tank 2 on approved drawing number AB1303 Rev Q is safe for motorist use;

The non-standard aisle referred to is a 5.2m wide pinch point between the ramp and fire tank 2 on basement level 2. The aisle in which this narrowing occurs leads to a limited number of staff only spaces – 14 in total and is not a through route to other parking areas. The aisle will be restricted use and is not envisaged to have impact to the operational safety of the aisle as there is opportunity for vehicles to pass, with the introduction of a formal give way arrangement.

This shall also be supported by “road narrows” signs on both approaches to provide advance warning that the travelled path is about to reduce in width.

Refer to attached drawing 23GCT0015_01 Rev A for review of swept path analysis and signs and line marking proposed to be installed to manage and maintain safe travel.

Item b) - Submit to EDQ swept path analysis demonstrating the reverse manoeuvre into car park number 94 on drawing number AB1302 Rev P with a minimum 300mm setback to all interior structures.

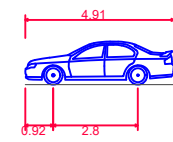
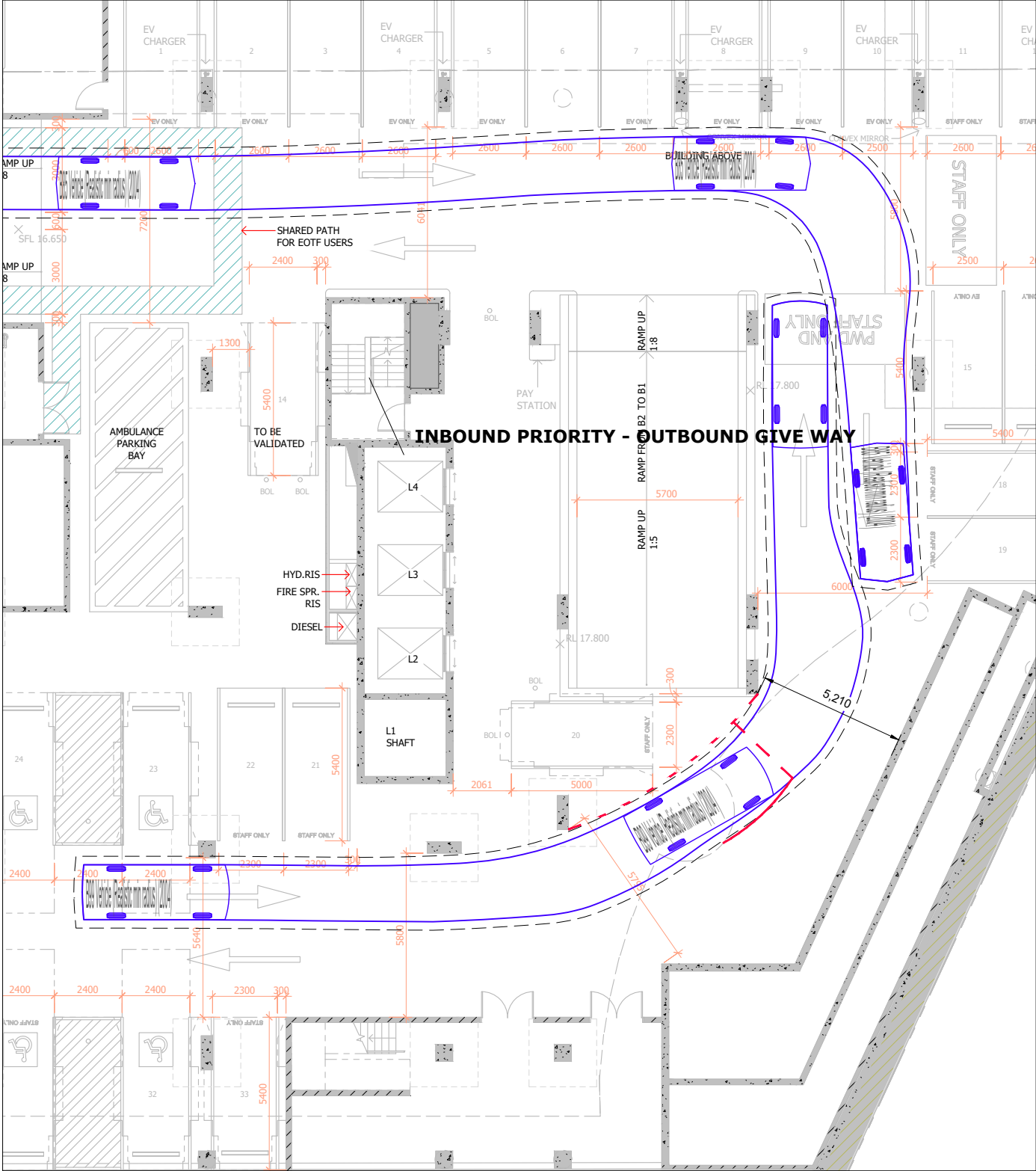
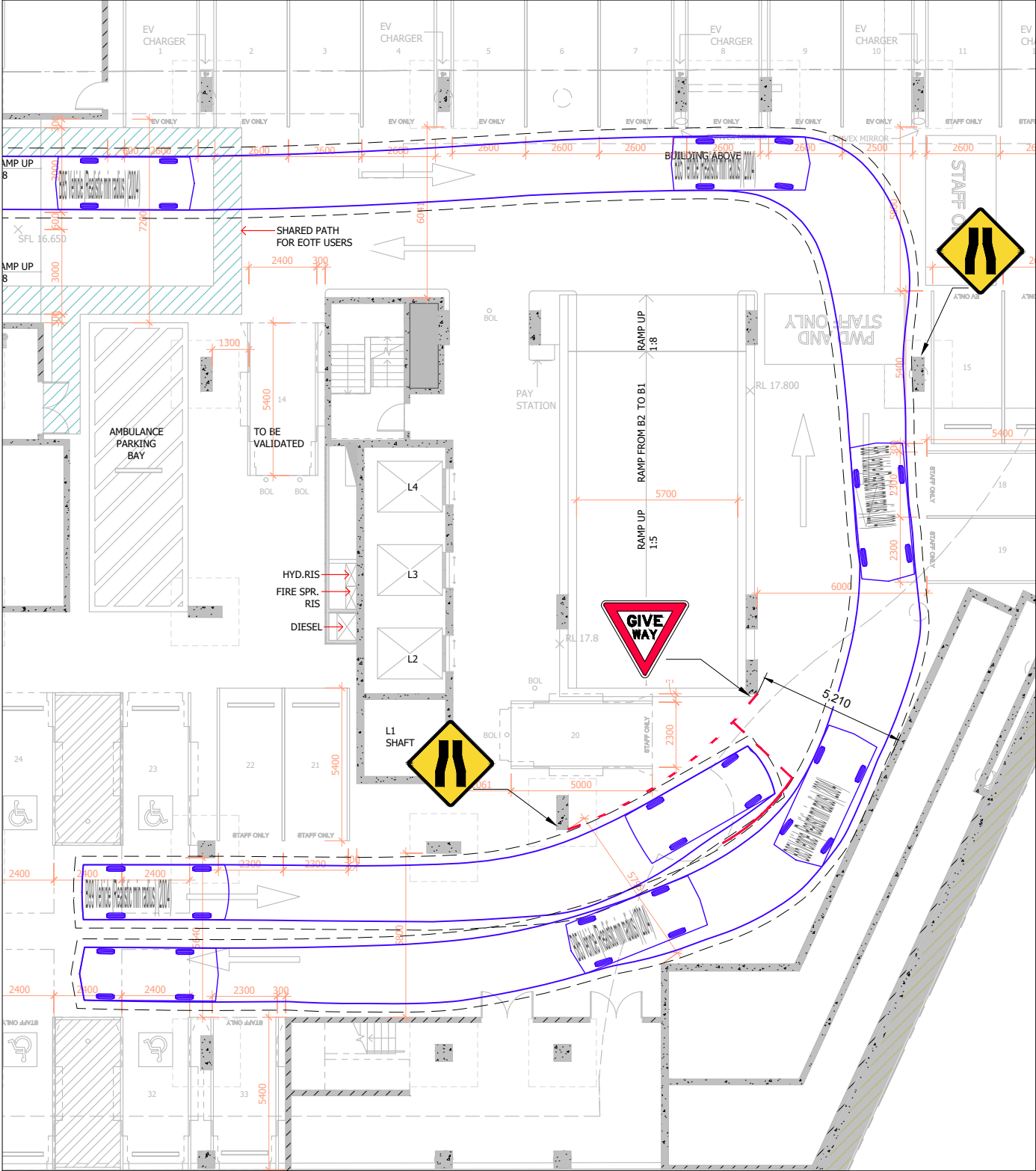
Space 94 has been assessed and it is proposed that the space be signed as forward in only (not reverse in). Swept path analysis has been conducted for a small car, maintaining 300mm clearance to

Yours sincerely,

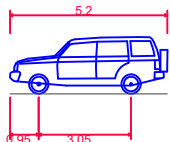


Ilona Blackburn
Senior Associate Director
RPEQ 16879
[TTM Consulting Pty Ltd](#)

INBOUND PRIORITY - OUTBOUND GIVE WAY



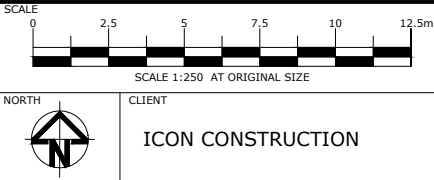
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m
Design Speed Forward 5km/h
Clearance Envelope 0.300m



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5km/h
Clearance Envelope 0.300m

ILB
ILONA BLACKBURN SENIOR ASSOCIATE DIRECTOR
RPEQ 16879
APPROVED 21 Mar 2023

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-03-23	ORIGINAL ISSUE	1B	-	1B

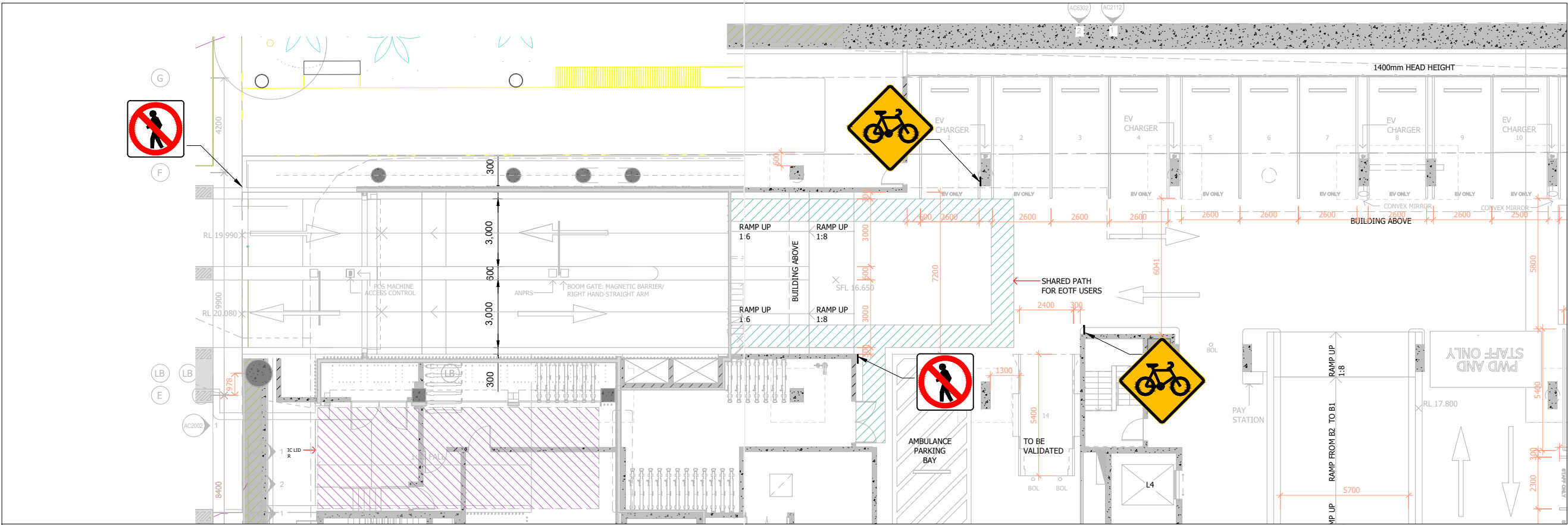


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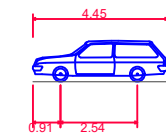
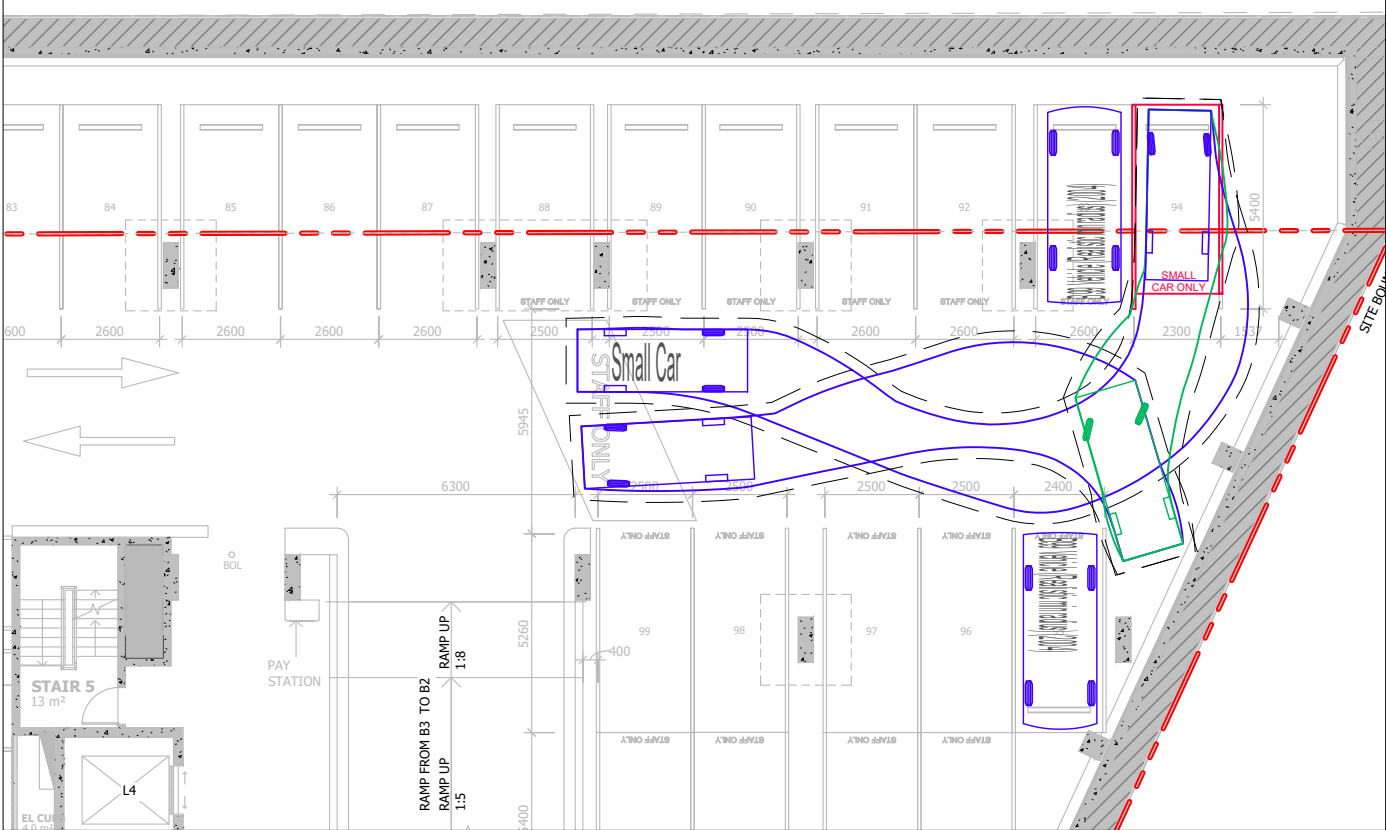
PROJECT
RDx - 15 NEXUS WAY, SOUTHPORT
DRAWING TITLE
**BASEMENT 1 - SWEEP PATH ANALYSIS
B99 & B85 DESIGN VEHICLES**

PROJECT NUMBER	ORIGINAL SIZE
22GCT0015	A3
DRAWING NUMBER	REVISION
23GCT0015-01	A
DATE	SHEET
21 Mar 2023	1 OF 1

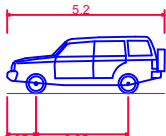
GROUND - BASEMENT RAMP ARRANGEMENTS



BASEMENT 2 - CAR PARK 94



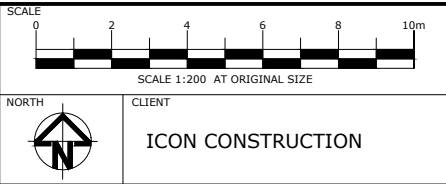
Small Car BCC
Overall Length 4.450m
Overall Width 1.660m
Overall Body Height 1.354m
Min Body Ground Clearance 0.195m
Track Width 1.400m
Lock-to-lock time 4.00s
Wall to Wall Turning Radius 5.600m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m

ILONA BLACKBURN
SENIOR ASSOCIATE DIRECTOR
RPEQ 16879
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REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	21-03-23	ORIGINAL ISSUE	IB	IB	IB



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CLIENT
ICON CONSTRUCTION

PROJECT
RDX - 15 NEXUS WAY, SOUTHPORT

DRAWING TITLE
CAR PARK ENTRY & SWEEP PATH ANALYSIS
SMALL CAR & B99 DESIGN VEHICLES

PROJECT NUMBER	22GCT0015	ORIGINAL SIZE	A3
DRAWING NUMBER	23GCT0015-02	REVISION	A
DATE	21 Mar 2023	SHEET	1 OF 1