

M^CLAREN TRAFFIC ENGINEERING

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: (02) 9521 7199
Web: www.mclarenttraffic.com.au
Email: admin@mclarenttraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

12 June 2026

Reference: 250737.02FA

PODIA
Suite 506, Level 5
55 Miller Street
Pyrmont NSW 2009
Attention: Dominic Biancardi

LETTER OF ADVICE REGARDING WASTE COLLECTION FOR THE PROPOSED MIXED USE DEVELOPMENT AT 4-8 BELLS BOULEVARD, KINGSCLIFF

Dear Dominic,

Reference is made to your request to provide advice regarding waste collection for the proposed Mixed Use Development at 4-8 Bells Boulevard, Kingscliff (SSD-83069459). This letter provides further information to assist Tweed Shire Council in their review of the proposed waste collection operation for the proposed development.

1 Response to DPHI

This letter is in response to item 8 of the Department of Planning, Housing and Infrastructure (DPHI), additional information request dated 20 March 2025. The comments made by DPHI relevant to waste collection is shown below (*italicised*) with M^CLaren Traffic Engineering's (MTE) response thereafter.

8. Waste management

The Transport Impact Assessment (TIA) identifies a customised vehicle similar to a MRV for waste collection, which suggests that collection would be undertaken by a private operator. Confirmation is required from Tweed Shire Council whether this arrangement is acceptable, and evidence is required verifying the specific vehicle type proposed for the waste collection.

MTE Response: The proposed waste collection will be undertaken by a private operator. Solo Resource Recovery, that operates in the Tweed Region. The letter attached in **Annexure A**, has been provided by Solo Resource Recovery and indicates their ability and commitment to service the site. They have nominated that their waste collection vehicle will be the *Inveco Eurocargo ML160E25*, based on the vehicle body of an *Inveco JS Rearloader* (Inveco JS Rearloader), with the detailed specifications provided by Solo Resource Recovery and attached in **Annexure B** for reference. This vehicle has a length of 8.034m, a total operating height of 2.848m and an operating width of 2.42m. These dimensions have been adopted for the swept path testing of the vehicle within the proposed loading dock design, as provide in **Annexure C**.

Swept path testing of the design waste collection vehicle (Inverco JS Rearloader) has been undertaken within the proposed loading dock and on-site waste collection area, with the successful swept paths provided in **Annexure C**. It should be noted waste collection services are occasional under the definition of “occasional service” within AS2890.2:2018.

The operating vehicle height of the Inverco JS Rearloader is 2.848m. The collection of waste bins will be a rear lift operation, which does not require the bins to be lifted higher than the rear of the vehicle, so the vehicle can operate successfully within the 2.9m height of the vehicle. This is demonstrated below in **Figure 1**. The proposed loading dock has a 3.1m vertical clearance which can accommodate the private waste collection vehicle comfortably.

2 Response to Tweed Shire Council (Waste Matters)

The Tweed Shire Council has provided a number of comments within their letter to the DPHI dated 17 February 2026, with respect to the traffic elements of the waste collection. The comments made by Tweed Shire Council relevant to the traffic elements of waste collection shown below (*italicised*) with M^CLaren Traffic Engineering’s (MTE) response thereafter.

10. Traffic, access & parking

10.1 Loading dock headroom

The proposed loading dock provides only 3.1m of vertical clearance, which does not comply with AS2890.2:2018, requiring 4.5m for Medium Rigid Vehicles. Although the proponent states waste collection will be operated by a vehicle with a 2.9m height, no evidence is provided how bin-lifting mechanism can operating safely and effectively without risk of collision with the structure. The 200mm buffer is not supported.

Council recommends that confirmation is provided that the nominated waste collection vehicle can safely lift and service bins within the proposed loading dock clearance, supported by manufacturer specifications and/or operational confirmation from the waste contractor. The loading dock must be designed and signposted for the nominated MRV. Any increase to design vehicle class requires re-assessment and updated swept path analysis. In addition to the above, it is recommended a loading and waste plan of management be prepared that includes the following at a minimum:

- *Posted headroom limits with signage indicating maximum vehicle height; nominated service windows, including restriction of servicing outside retail peak periods.*
- *Marshalling procedures for service vehicle movements*
- *Safety measures, including any required convex mirrors, sight aids and warning signage*
- *The POM should be implemented for the life of the development.*

MTE Response: The proposed loading dock is designed to accommodate the identified design vehicle, being the Inverco JS Rearloader, as outlined in **Annexure A**. The vertical clearance of 3.1m within the loading dock is acceptable to accommodate the 2.9m operating height of the custom design vehicle. As shown in **Figure 1**, the bin lifting mechanism does not lift the bin above the height of the vehicle, and therefore the collection of waste can operate safely within the 2.9m headroom of the design vehicle.



FIGURE 1: EXAMPLE OF THE BIN LIFTING MECHANISM

Swept path testing of the nominated design vehicle has been undertaken and is included in **Annexure C** for reference. This demonstrates that the nominated design vehicle can safely service the bins and enter and exit the loading dock in a forward direction. The operation is in compliance with the requirements of AS2890.2:2018, as relevant.

Reference is also made to *Clause 1.4.4* of AS2890.2:2018, which states the following:

1.4.4. clearance height

Minimum height for which structures should be designed to accommodate the design vehicle.

Note 1 to entry: Maximum allow vehicle heights are generally 0.2m less than this height.

As such, for a vehicle height of 2.9m, a clearance height of 3.1m is appropriate and compliant with the requirements of AS2890.2:2018 and therefore is supported.

A waste management plan can be conditioned to address the items listed by Council. The items listed by council are typical for any loading dock and can be accommodated. Convex mirrors and signage reflecting the vehicle restrictions on the loading dock will be provided as necessary.

12. Waste

12.2 Council kerbside collection

Council has a kerbside waste collection contract to collect waste generated by residential uses. The applicant should demonstrate that temporary kerbside bin placement is possible. Temporary collection should be demonstrated should private contracted waste management cannot be undertaken. Any OWMP should minimise impact on retail/commercial areas and should not require manual handling of bins by the collection truck driver at kerbside.

It is recommended that the OWMP demonstrate temporary kerbside bin placement that includes numbers and sizes of bins, lengths or kerbside/street frontages, local topography, and kerbside locations where collection can occur from a public road without the collection truck being impeded by parked vehicles.

MTE Response: Kerbside bin collection is demonstrated through the successful swept paths of Council's kerbside waste collection vehicle collecting waste from the nominated kerbside collection point, along Gunnamatta Avenue, just south of the roundabout. In the instance that a private contractor is unable to service the site (as per the proposal), waste collection can occur on the kerbside, in the location of the indented kerbside parking south of the roundabout. Swept path testing of this arrangement is provided in **Annexure D** for reference.

This kerbside parking area can be nominated as a "No Parking" zone during the typical early morning waste collection period. Council's kerbside waste collection typically occurs during the early morning period, when parking demand in Kingscliff is at its lowest. The kerbside parking spaces will be made available at all other times and therefore would not have any impact on parking supply during peak times. The provision of time restricted no parking restrictions will be subject to Council's approval, if the site had to revert to kerbside collection.

However, it is reiterated and confirmed by the letter from Solo Resource Recovery in **Annexure A**, that private waste collection for this site can be achieved, such that kerbside collection is highly unlikely to ever be required. The applicant has demonstrated how such kerbside collection may occur, if the circumstances arose whereby private waste collection was no longer possible.

12.5 Loading bay for waste collection

The size of the loading bay has been designed for a custom collection vehicle. The size of the vehicle and the loading bay raises concerns with the vehicle being able to leave in a forward direction. The loading bay provides minimal flexibility for the MRV to be able to manoeuvre, and the loading bay is at flat slope adjacent to a sloping vehicle access ramp. The change in slope and levels is considered problematic for the MRV and vehicle access into the loading bay should be re-considered.

In addition to the above, there is no elevation or section detail provided in the architectural plans for the waste storage room. To determine if this space is usable for waste collection and differing levels will not cause issues for the MRV, amended plans should be provided.

MTE Response: Swept path testing of the custom waste collection vehicle has been completed with the successful results being provided in **Annexure C**. These swept paths demonstrate that the custom waste collection vehicle can enter and exit in a forward direction, as per the requirements of an occasional service definition in AS2890.2:2018.

There is no change of gradient within the direction of travel of the nominated waste collection vehicle as the loading dock entry is flat, the minor 1:8 transition at the edge of the loading dock, will be resolved during detailed design and will be able to achieve compliance with AS2890.2:2018 requirements, within the path of travel of the waste collection vehicle.

The provision of sections through the loading dock will be provided with the updated architectural package and will clearly demonstrate the 3.1m headroom is achieved throughout the loading dock, in locations where the custom waste collection vehicle will travel. The vehicle size and headroom limits will be clearly signposted and included in the site's plan of management.

3 Conclusion

The proposed loading dock and waste collection solution utilising the services of Solo Resource Recovery and their custom waste collection vehicle (Inverco JS Rearloader) is fully supportable in terms of the traffic and design related matters. The loading dock is designed to accommodate a custom design vehicle (Inverco JS Rearloader) and will be clearly signposted with respect to the maximum vehicle size and height of vehicles permissible. Waste collection will be occasional service (as per the AS2890.2:2018 definition) and the loading dock has been designed to achieve all the relevant objectives related to a custom design vehicle, such that the design is compliant with AS2890.2:2018 requirements.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully,

McLaren Traffic Engineering



Aaron Tomlins

Principal Traffic Engineer

BE(Hon)(Civil Engineering)/BCom

TfNSW Accredited Level 2 Road Safety Auditor (RSA-02-1623)

MIEAust, MAITPM, MITE-ANZ



ANNEXURE A: SOLO RESOURCE RECOVERY LETTER



10th June 2026

Tweed Shire Council
Civic and Cultural Centre
10–14 Tumbulgum Road
Murwillumbah NSW 2484

Attention: Development Assessment Team

**RE: Kingscliff Mixed Use Development – State Significant Development
Application No. SSD-83069459 4–8 Bells Boulevard, Kingscliff**

**Response to Condition 10.1 (Tweed Shire Council) and Item 8 (Department of
Planning, Housing and Infrastructure RFI) – Waste Collection Vehicle
Confirmation and Loading Dock Operations**

86-88 Chinderah Bay Drive
Chinderah NSW 2487
P.O. Box 1427
Kingscliff NSW 2487
AUSTRALIA

Services: 02 6676 7647
Admin: 02 6674 7656
Fax: 02 6674 7657
Email: solorr@solo.com.au
Web: www.solo.com.au

Dear Council,

Solo Resource Recovery is the nominated private waste contractor for the above development. This letter is provided in direct response to Tweed Shire Council Condition 10.1 and the Department of Planning, Housing and Infrastructure (DPHI) Request for Information Item 8, both of which require confirmation of the nominated waste collection vehicle and evidence that the proposed arrangement is operationally viable within the loading dock.

Nominated collection vehicle

The vehicle nominated for this development is the Iveco Eurocargo ML160E25 fitted with a Bucher Municipal JS14 Ecopack rear load compactor body. The relevant dimensions confirmed by manufacturer specification are as follows:

This vehicle is classified as a Medium Rigid Vehicle (MRV) under AS2890.2:2018. The Iveco chassis specification sheet and Bucher Municipal JS14 Ecopack sales data sheet are attached as Attachments A and B respectively. These attachments constitute the evidence of specific vehicle type required by the DPHI RFI.

Bin lift clearance confirmation

The Bucher Municipal JS14 Ecopack services bins via an underbody bin lifter mechanism. During the collection cycle, bins are raised and tipped into the rear hopper. The maximum height reached by the bin and lift mechanism during the tipping cycle complies with the required clearances necessary to undertake safe and efficient waste and recycling collection within the proposed 3.1m loading dock.

Solo Resource Recovery confirms that waste and recycling bins can be safely lifted, tipped and serviced within the proposed dock without risk of collision with any structural element. This confirmation is based on manufacturer specifications and our operational experience servicing enclosed dock environments with this vehicle configuration.

BYRON BAY Address: 25A Fowlers Lane PO Box 342 Bangalow NSW 2479 Phone: 02 6687 0455 Email: byron@solo.com.au	HUNTER REGION Address: 25-27 Oakdale Road PO Box 2347 Gateshead NSW 2290 Phone: 02 4947 8511 Email: solohunt@solo.com.au	HEATHERBRAE Address: 47 Camfield Drive PO Box 806 Raymond Terrace NSW 2324 Phone: 02 4983 4500 Email: l00solois@solo.com.au	CARRUM DOWNS Address: 47 Tova Drive PO Box 8236 Carrum Downs VIC 3201 Phone: 03 9770 8040 Email: rankston@solo.com.au	CLAYTON SOUTH Address: 145 Fairbank Road PO Box 1051 Clayton VIC 3168 Phone: 03 9552 1600 Email: rankston@solo.com.au
ROSEBUD Address: 4 David Court, Rosebud VIC 3941 PO Box 8236 Carrum Downs VIC 3201 Phone: 03 5982 2725 Email: rankston@solo.com.au	WARRAGUL Address: 10 A Endeavour Street PO Box 1364 Warragul VIC 3820 Phone: 03 5633 2009 Email: bawbaw@solo.com.au	NORTHPLYMPTON Address: 181 Morphet Road North Plympton SA 5037 Phone: 08 8295 5077 Email: soloman@solo.com.au	WINGFIELD Address: 401 Hanson Road Wingfield SA 5013 Phone: 08 8295 5077 Email: soloman@solo.com.au	WA REGION Address: 58-60 Burlington Street WA 6165 PO Box 990 Rockingham WA 6968 Phone: 08 9410 1566 Email: perth@solo.com.au



Private operator arrangement

In direct response to DPHI Item 8, Solo Resource Recovery confirms that waste collection for this development will be undertaken entirely by a private operator, not by Tweed Shire Council. Solo Resource Recovery is a private waste and recycling contractor with the resources, capability and operational experience to service the site in accordance with the proposed Operational Waste Management Plan prepared by Elephants Foot. This arrangement removes any reliance on Council collection services and is consistent with the customised MRV arrangement identified in the Transport Impact Assessment.

Solo Resource Recovery formally confirms its commitment to service this development on an ongoing basis under a private waste collection contract.

Loading and Waste Plan of Management

Solo Resource Recovery commits to operating under a Loading and Waste Plan of Management (POM) for the life of the development. The POM will be prepared prior to commencement of operations. The POM will be provided to the building owner and building manager upon finalisation and maintained for the life of the development.

Summary

Solo Resource Recovery is satisfied that the nominated Iveco Eurocargo ML160E25 can safely and efficiently service the proposed development within the 3.1m loading dock clearance. The attached manufacturer specifications substantiate the vehicle dimensions relied upon in this letter and constitute the evidence of specific vehicle type requested by DPHI. We are committed to preparing and maintaining a compliant POM for the life of the development.

Should Council or the Department require any further technical information or wish to discuss the operational methodology directly, please contact the undersigned.

Kind regards,

Tony Martin
Sales Representative
Solo Resource Recovery
M: 0419 239 046

Attachment A: Iveco Eurocargo ML160E25 chassis specification sheet

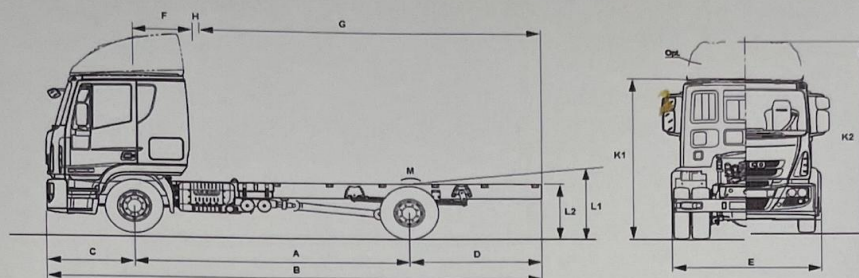
Attachment B: Bucher Municipal JS14 Ecopack sales data sheet (SD-JS14EJTA-V259)



Attachment A: Iveco Eurocargo ML160E25 chassis specification sheet

EUROCARGO E6

ML160E25S
ML160E25/P
4x2 RIGID



Plated/Design Weight	GVW (Kg)	GTW (Kg)	Front (Kg)	Rear (Kg)
Plated Weight	15990	19490	5800	10900
Design Weight	15990	19490*	6100	11000

* A GTW of 32500kgs is permissible provided a 9 or 12 speed gearbox and the drawbar pack are specified
For Front (Kg) axle capacity upgrade – see Order Guide

Kerb Weight

Weights are for the S model to a standard specification and include water, oils, 5 litres of AdBlue and 20 litres of fuel but exclude driver.

Kerb weights are subject to a manufacturing tolerance of +/- 5%.

For /P model add 155kg to the Rear (Kg) axle kerb weight.

A sleeper cab standard roof adds 100kg (70/30kg) to the kerb weight. A high roof sleeper adds 160kg (120/40kg) to the kerb weight.

Wheelbase (mm)	3105	3690	4185	4455	4815	5175	5670	6570
Front (Kg)	3092	3112	3137	3147	3182	3192	3227	3262
Rear (Kg)	1418	1498	1503	1508	1543	1553	1638	1693
Total (Kg)	4510	4610	4640	4655	4725	4745	4865	4955
Maximum Body/Payload (Kg) @ GVW	11480	11380	11350	11335	11265	11245	11125	11035

Dimensions (mm)

A	Wheelbase	3105	3690	4185	4455	4815	5175	5670	6570
B	Overall length (over bumpers)	5690	6702	7512	7917	8547	9132	9942	11447
C	Front overhang	1362	1362	1362	1362	1362	1362	1362	1362
D	Rear overhang	1313	1740	2055	2190	2460	2685	3000	2735
E	Cab width (over wings)	2420	2420	2420	2420	2420	2420	2420	2420
F	C/line f/axle to back of cab/equip	day	385	385	385	385	385	385	385
		sleeper	965	965	965	965	965	965	965
G	Usable frame length	day	3943	4955	5765	6170	6800	7385	8195
		sleeper	4375	5185	5590	6220	6805	7615	9120
H	Cab gap	120	120	120	120	120	120	120	120
K1	Cab height (unladen*)	std roof	2765	2765	2765	2765	2763	2762	2761
K2		high roof	3420	3420	3420	3417	3415	3415	3415
L1	Frame height at centre line of axle	S	1041	1039	1037	1038	1038	1036	1035
		/P	904	903	903	903	903	903	902
L2	Frame height at end of frame	S	1080	1084	1085	1085	1086	1086	1087
		/P	886	886	886	886	886	886	886
M	Wheel bump clearance	150	150	150	150	150	150	150	150
	Turning circle (wall to wall)	12340	14080	15540	16340	17400	18480	19940	22600

* Reduce by 3mm for air suspension models

Tyres and Wheels	Tyre Size		Tread		Wheels (8 stud)	
	Front	Rear	Front	Rear	Front	Rear
Standard	285/70R19.5	285/70R19.5	On Road	Traction	7.50 x 19.5	7.50 x 19.5
Optional	305/70R19.5	305/70R19.5	On Road	Traction	8.25 x 19.5	8.25 x 19.5
Optional	11R22.5	11R22.5	On/Off Road	On/Off Road	7.50 x 22.5	7.50 x 22.5





Attachment B: Bucher Municipal JS14 Ecopack sales data sheet (SD-JS14EJTA-V259)

SD 09/2014		SALES DATA SHEET			BUCHER municipal	
PRODUCT NAME		DATE	REVISION	SHEET	ACN 004 992 090	
JS REARLOADER		02/06/2020	01	1 OF 1	SD-JS14EJTA-V259	
PRODUCT CODE	PRODUCT SIZE/CAPACITY	SALES MARKET		PRODUCT FUNCTION VARIATION		
REARLOADER	14m	AUSTRALIA				
BODY OPTIONS						
VEHICLE MAKE		VEHICLE MODEL		AXLE CONFIGURATION	WHEELBASE	
IVECO		ML160 E25		4x2	4455 (STD)	
CAB/CHASSIS OPTIONS					VCS CODE	
AIRBAG SUSP. AUTO TRANS.					2/F4DT1136	

	FRONT (kg)	REAR (kg)	TOTAL (kg)
TRUCK *	3,020	1,800	4,820
JS14 - ECOPACK BODY	561	3,089	3,650
DRIVER	80	0	80
ADD'L 175L FUEL	98	58	156
UNDERBODY BINLIFTER	-125	375	250
TARE	3,634	5,322	8,956
PAYLOAD **	848	3,678	4,527
GROSS	4,482	9,000	13,482
MAX RATED LOAD ***	5,800	9,000	15,000

* TRUCK TARE ESTIMATED FROM TRUCK SPEC SHEETS
** PAYLOAD WEIGHTS ESTIMATED ONLY AND MAY DIFFER
*** PAYLOAD LIMITED BY REAR LEGAL LIMIT



**ANNEXURE B: INVERCO JS REARLOADER DETAILS
(CUSTOM WASTE COLLECTION VEHICLE)
(2 SHEETS)**

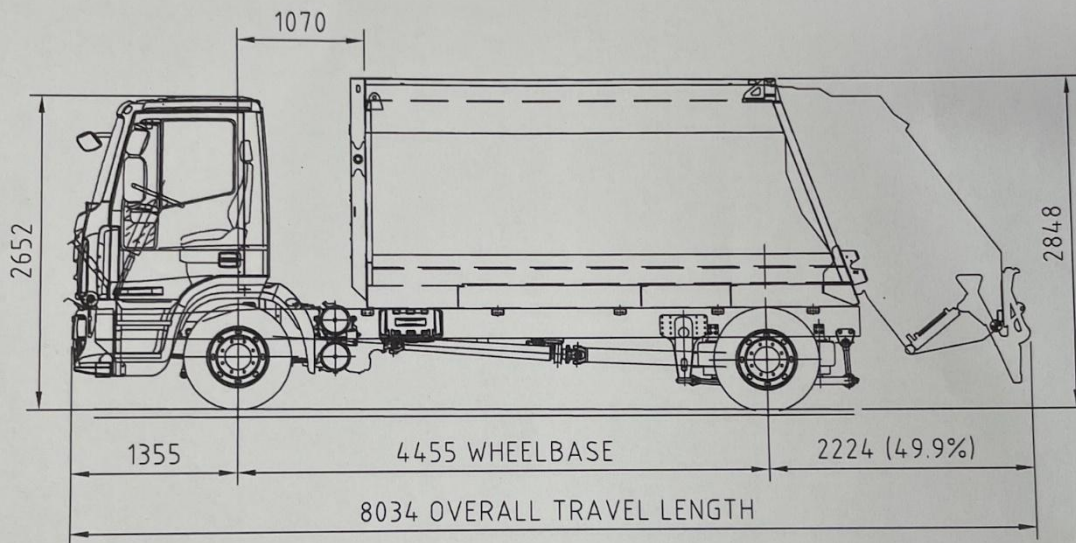
SD 09/2014

SALES DATA SHEET

BUCHER
municipal

ACN 004 992 090

PRODUCT NAME		DATE	REVISION	SHEET	ALN 004 992 090
JS REARLOADER		02/06/2020	01	1 OF 1	SD-JS14EJTA-V259
PRODUCT CODE	PRODUCT SIZE/CAPACITY	SALES MARKET		PRODUCT FUNCTION VARIATION	
REARLOADER	14m	AUSTRALIA			
BODY OPTIONS					
VEHICLE MAKE		VEHICLE MODEL		AXLE CONFIGURATION	WHEELBASE
IVECO		ML160 E25		4x2	4455 (STD)
CAB/CHASSIS OPTIONS					VCS CODE
AIRBAG SUSP. AUTO TRANS.					2/F4DT1136



	FRONT (kg)	REAR (kg)	TOTAL (kg)
TRUCK *	3,020	1,800	4,820
JS14 - ECOPACK BODY	561	3,089	3,650
DRIVER	80	0	80
ADD'L 175L FUEL	98	58	156
UNDERBODY BINLIFTER	-125	375	250
TARE	3,634	5,322	8,956
PAYLOAD **	848	3,678	4,527
GROSS	4,482	9,000	13,482
MAX RATED LOAD ***	5,800	9,000	15,000

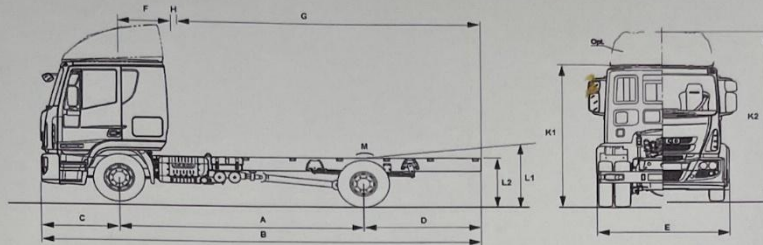
* TRUCK TARE ESTIMATED FROM TRUCK SPEC SHEETS

** PAYLOAD WEIGHTS ESTIMATED ONLY AND MAY DIFFER

*** PAYLOAD LIMITED BY REAR LEGAL LIMIT

EUROCARGO E 6

ML160E25S
ML160E25/P
4x2 RIGID



Plated/Design Weight	GVW (Kg)	GTW (Kg)	Front (Kg)	Rear (Kg)
Plated Weight	15990	19490	5800	10900
Design Weight	15990	19490*	6100	11000

* A GTW of 32500kgs is permissible provided a 9 or 12 speed gearbox and the drawbar pack are specified
For Front (Kg) axle capacity upgrade - see Order Guide

Kerb Weight

Weights are for the S model to a standard specification and include water, oils, 5 litres of AdBlue and 20 litres of fuel but exclude driver.
Kerb weights are subject to a manufacturing tolerance of +/- 5%.

For /P model add 155kg to the Rear (Kg) axle kerb weight.

A sleeper cab standard roof adds 100kg (70/30kg) to the kerb weight. A high roof sleeper adds 160kg (120/40kg) to the kerb weight.

Wheelbase (mm)	3105	3690	4185	4455	4815	5175	5670	6570
Front (Kg)	3092	3112	3137	3147	3182	3192	3227	3262
Rear (Kg)	1418	1498	1503	1508	1543	1553	1638	1693
Total (Kg)	4510	4610	4640	4655	4725	4745	4865	4955
Maximum Body/Payload (Kg) @ GVW	11480	11380	11350	11335	11265	11245	11125	11035

Dimensions (mm)

A	Wheelbase		3105	3690	4185	4455	4815	5175	5670	6570
B	Overall length (over bumpers)		5690	6702	7512	7917	8547	9132	9942	11447
C	Front overhang		1362	1362	1362	1362	1362	1362	1362	1362
D	Rear overhang		1313	1740	2055	2190	2460	2685	3000	2735
E	Cab width (over wings)		2420	2420	2420	2420	2420	2420	2420	2420
F	C/line fl/axle to back of cab/equip	day	385	385	385	385	385	385	385	385
		sleeper		965	965	965	965	965	965	965
G	Usable frame length	day	3943	4955	5765	6170	6800	7385	8195	9700
		sleeper		4375	5185	5590	6220	6805	7615	9120
H	Cab gap		120	120	120	120	120	120	120	120
K1	Cab height (unladen*)	std roof	2765	2765	2765	2765	2765	2763	2762	2761
K2		high roof		3420	3420	3420	3420	3417	3415	3415
L1	Frame height at centre line of axle	S	1041	1039	1037	1038	1038	1038	1036	1035
		/P	904	903	903	903	903	903	903	902
L2	Frame height at end of frame	S	1080	1084	1085	1085	1086	1088	1086	1087
		/P	886	886	886	886	886	886	886	886
M	Wheel bump clearance		150	150	150	150	150	150	150	150
	Turning circle (wall to wall)		12340	14080	15540	16340	17400	18480	19940	22600
* Reduce by 3mm for air suspension models										

* Reduce by 3mm for air suspension models

Tyres and Wheels	Tyre Size		Tread		Wheels (8 stud)	
	Front	Rear	Front	Rear	Front	Rear
Standard	285/70R19.5	285/70R19.5	On Road	Traction	7.50 x 19.5	7.50 x 19.5
Optional	305/70R19.5	305/70R19.5	On Road	Traction	8.25 x 19.5	8.25 x 19.5
Optional	11R22.5	11R22.5	On/Off Road	On/Off Road	7.50 x 22.5	7.50 x 22.5

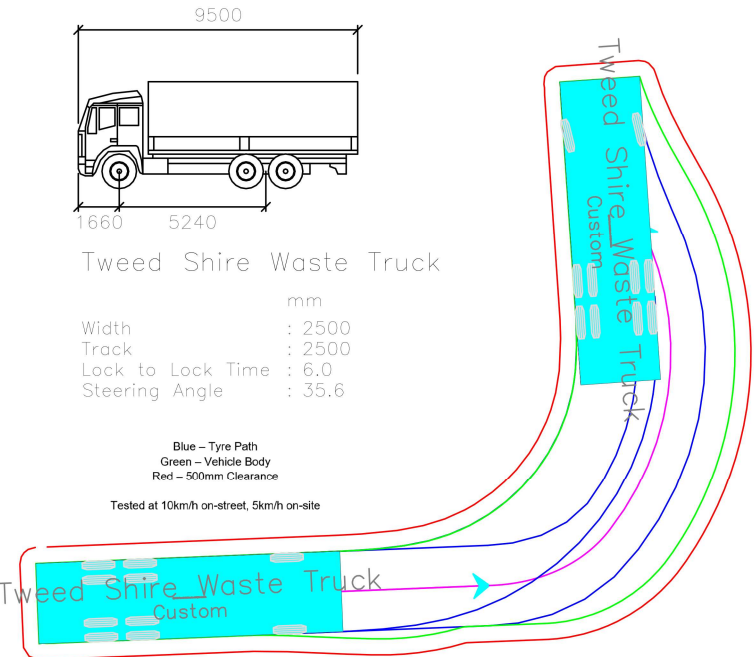
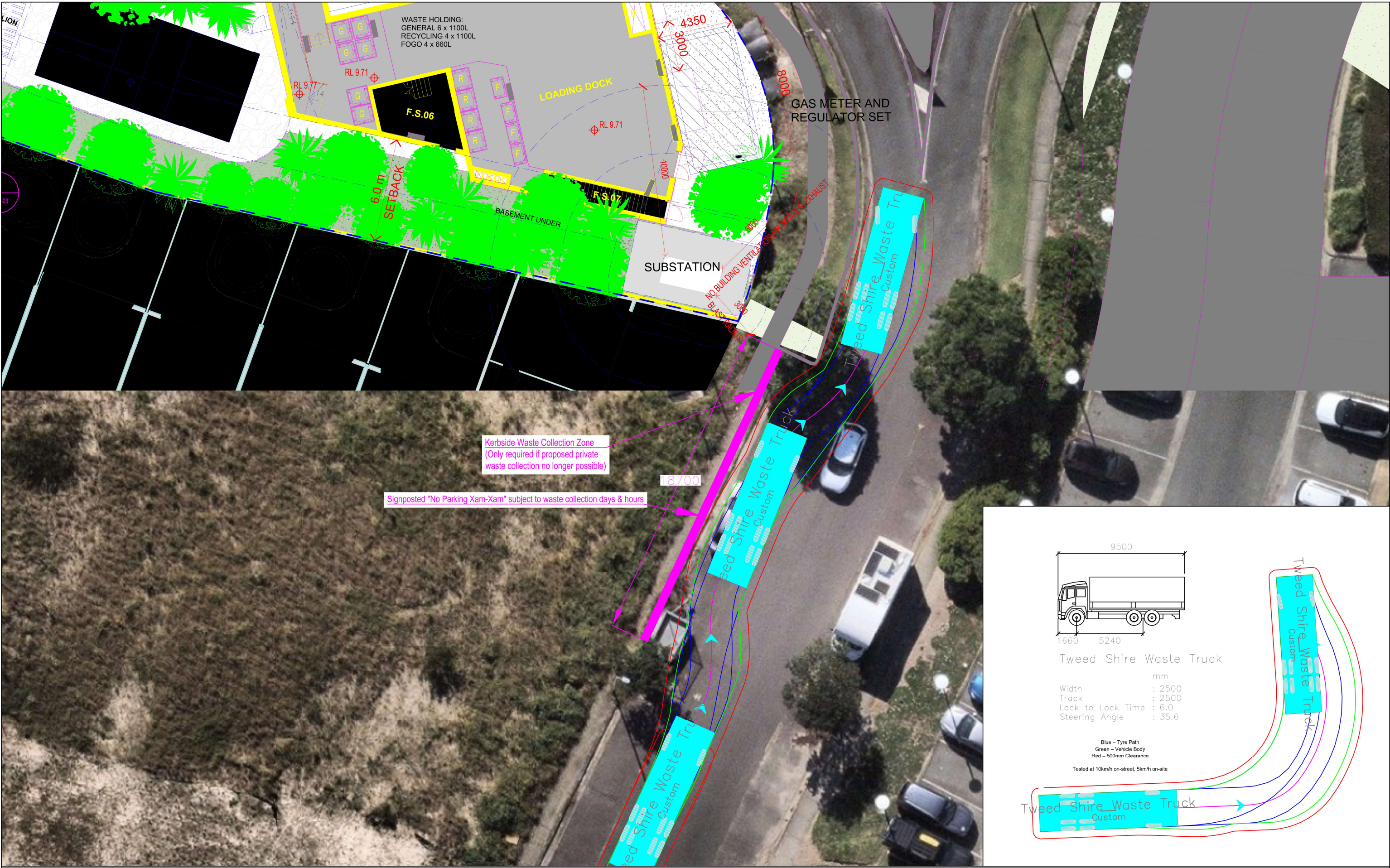




**ANNEXURE C: ON-SITE WASTE COLLECTION
SWEPT PATH TEST
(1 SHEET)**



**ANNEXURE D: ON-STREET KERBSIDE WASTE COLLECTION
SWEPT PATH TEST
(1 SHEET)**



MCLAREN TRAFFIC ENGINEERING
A division of RAMTRANS Australia Pty. Ltd.

Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232
P : (02) 9521 - 7199
E : admin@mcclarenttraffic.com.au
www.mcclarenttraffic.com.au

Client / Project:
PODIA

Project Address:
4-8 Bells Boulevard, Kingscliff

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
*AutoTURN 11
*ZWCAD 2019
Scale @ A3 1:200

Project No:
250737.02

Drawing Title:
02A - Kerbside Waste Collection Option

Revision History		
Version	Date	Notes
A	11/06/2026	Sweep Path Testing

