

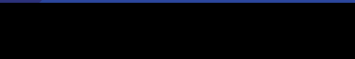
# Traffix Group

# Traffic Engineering Assessment

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Proposed Residential Development  
16 Murray Street, Elsternwick

Prepared for



May 2026

G36784R-01F

This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright

## Document Control

**Our Reference: G36784R-01F**

| Issue No. | Type                              | Date       | Prepared By      | Approved By |
|-----------|-----------------------------------|------------|------------------|-------------|
| A         | Draft                             | 11/06/2025 | B. I & P. Nguyen |             |
| B         | Final                             | 8/07/25    | B. I & P. Nguyen |             |
| C         | RFI Response                      | 5/09/25    | B. I & P. Nguyen |             |
| D         | Great Design Fast Track           | 16/02/26   | B. I             |             |
| E         | Great Design Fast Track (Updated) | 18/03/26   | B. I             |             |
| F         | Great Design Fast Track (Updated) | 25/05/26   | J. Mitropoulos   |             |

AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems  
AS/NZS ISO 14001 Environmental Management Systems  
AS/NZS ISO 9001-2016 Quality Management Systems



**COPYRIGHT:** The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd – ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.

**LIMITATION:** This report has been prepared on behalf of and for the exclusive use of Traffix Group's client and is subject to and issued in connection with the provisions of the agreement between Traffix Group and its client. Traffix Group accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

## Table of Contents

|           |                                                       |           |
|-----------|-------------------------------------------------------|-----------|
| <b>1.</b> | <b>Introduction.....</b>                              | <b>5</b>  |
| <b>2.</b> | <b>Existing Conditions.....</b>                       | <b>5</b>  |
| 2.1.      | Subject site .....                                    | 5         |
| 2.2.      | Road Network .....                                    | 7         |
| 2.3.      | Public Transport .....                                | 9         |
| <b>3.</b> | <b>Proposal.....</b>                                  | <b>10</b> |
| <b>4.</b> | <b>Car Parking Considerations .....</b>               | <b>10</b> |
| 4.1.      | Statutory Car Parking Requirements .....              | 10        |
| 4.2.      | Car Parking Layout and Access Arrangements .....      | 11        |
| 4.2.1.    | Car Spaces .....                                      | 11        |
| 4.2.2.    | Access Arrangements .....                             | 11        |
| 4.2.3.    | Ramp Grades.....                                      | 12        |
| <b>5.</b> | <b>Bicycle Parking Considerations .....</b>           | <b>12</b> |
| <b>6.</b> | <b>Traffic Considerations.....</b>                    | <b>12</b> |
| 6.1.      | Traffic Generation.....                               | 12        |
| 6.2.      | Traffic Impact .....                                  | 13        |
| <b>7.</b> | <b>Loading and Waste Collection Arrangements.....</b> | <b>14</b> |
| 7.1.      | Loading Arrangements.....                             | 14        |
| 7.2.      | Waste Collection.....                                 | 14        |
| <b>8.</b> | <b>Conclusion .....</b>                               | <b>15</b> |

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

## List of Figures

|                                                   |   |
|---------------------------------------------------|---|
| Figure 1: Locality Plan                           | 5 |
| Figure 2: Aerial Photograph                       | 6 |
| Figure 3: Land Use Zoning Map                     | 7 |
| Figure 4: Murray Street - View East               | 8 |
| Figure 5: Murray Street - View West               | 8 |
| Figure 6: Foster Street – View North              | 8 |
| Figure 7: Foster Street - View South              | 8 |
| Figure 8: Public Transport Map: City of Glen Eira | 9 |

## List of Tables

|                                                            |    |
|------------------------------------------------------------|----|
| Table 1: Statutory Car Parking Requirements (Clause 52.06) | 11 |
|------------------------------------------------------------|----|

## List of Appendices

|            |                     |
|------------|---------------------|
| Appendix A | Development Plans   |
| Appendix B | Swept Path Diagrams |

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

Of note is that the statutory car parking requirements at Clause 52.06 of the Planning Scheme were updated and gazetted on 18/12/2025 and we have had consideration for the same throughout this report.

for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

Subject Site

*Reproduced with Permission of Melway Publishing Pty Ltd*

An aerial photograph of the subject site and its surrounds is provided at Figure 2.



Figure 2: Aerial Photograph

Source: NearMap (May 2025)

The subject site is zoned 'Neighbourhood Residential Zone – Schedule 1 (NRZ1)' under the Glen Eira Planning Scheme as shown in the land use zoning map at Figure 3.

Surrounding land uses largely consist of residential uses, with some commercial uses along Glen Huntly Road which is to the south of the site. Some notable exceptions include Hopetoun Gardens and Caulfield Hospital located southwest and southeast of the subject site, respectively.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

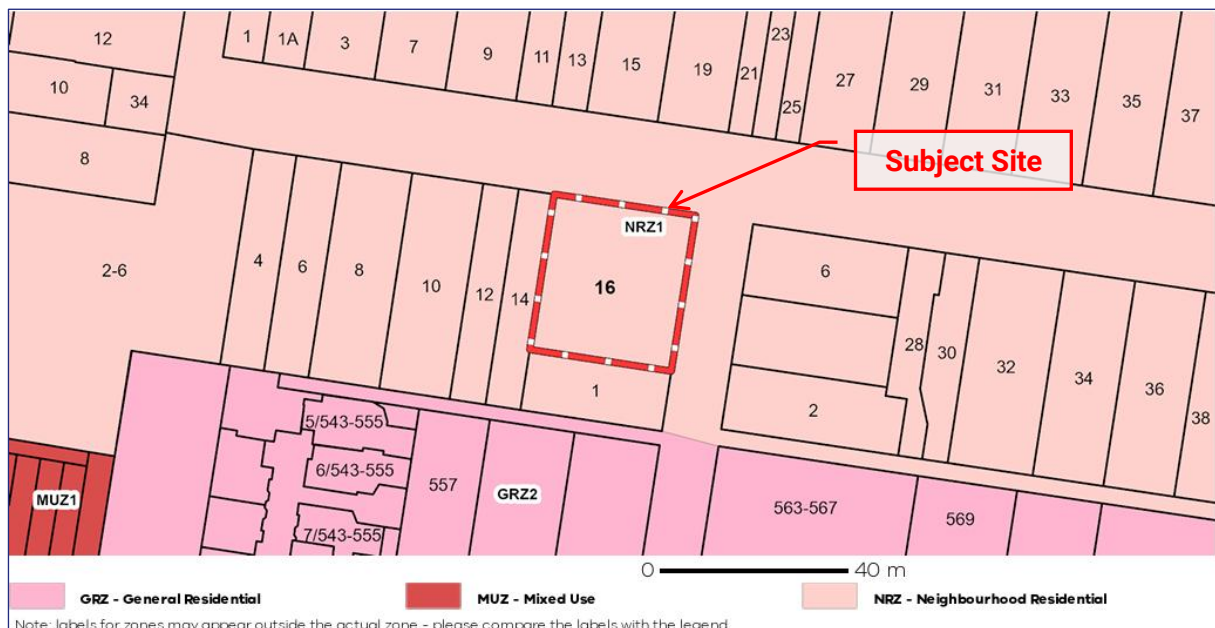


Figure 3: Land Use Zoning Map

Source: VicPlan

## 2.2. Road Network

**Murray Street** is classified as 'Local Road (Urban)' under Glen Eira City Council's road register and is aligned in a general east-west direction along the northern boundary of the site.

In the vicinity of the site, Murray Street accommodates an approximately 7.8m wide carriageway which allows for simultaneous two-way traffic when informal kerbside parallel parking is occupied on one side of the road only. Alternatively, when informal kerbside parallel parking is occupied on both sides of the road one through lane of traffic can be accommodated only. On-street car parking on Murray Street is generally subject to the following restrictions:

- North Side: 2P between 8am-6pm weekdays and 8am-12noon Saturday.
- South Side: 4P between 8am-6pm weekdays and 8am-1pm Saturday.

The default urban speed limit of 50km/h applies to Murray Street past the subject site.

Murray Street, adjacent to the subject site, is shown at Figure 4 and Figure 5.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**



Figure 4: Murray Street - View East



Figure 5: Murray Street - View West

**Foster Street** is classified as 'Local Road (Urban)' under Glen Eira City Council's road register and is aligned in a general north-south direction along the eastern boundary of the site.

In the vicinity of the site, Foster Street accommodates an approximately 7.8m wide carriageway which allows for ~~simultaneous two-way traffic available~~ formal kerbside parallel parking is occupied on one side of the road only. Alternatively, when informal kerbside parallel parking is occupied on both sides of the road one through lane of traffic can be accommodated only. On-street car parking on Foster Street is generally subject to the following restrictions:

- North Side: 2P between 8am-6pm weekdays and 8am-12noon Saturday.
- South Side: 4P between 8am-6pm weekdays and 8am-1pm Saturday.

The default urban speed limit of 50km/h applies to Foster Street past the subject site.

Foster Street, adjacent to the subject site, is shown at Figure 6 and Figure 7.



Figure 6: Foster Street – View North



Figure 7: Foster Street - View South

## 2.3. Public Transport

The subject site is well served by public transport services, with the following metropolitan public transport services operating in the vicinity of the site:

- **Tram Route 67** which provides a service between Melbourne University and Carnegie via Melbourne CBD, St Kilda, Caulfield, and Elsternwick. The closest stop is located approximately 180m walking distance southeast of the site.
- **Bus Route 605** which provides a service between Queen Victoria Market and Gardenvale via South Yarra, Toorak, Armadale, Caulfield North, and Elsternwick. The closest stop is located approximately 300m walking distance east of the site.

Elsternwick Railway Station is located approximately 1.1km walking distance to the west of the subject site. The station provides metropolitan rail services on the Sandringham Line and provides access to more public transport services as shown in Figure 8.

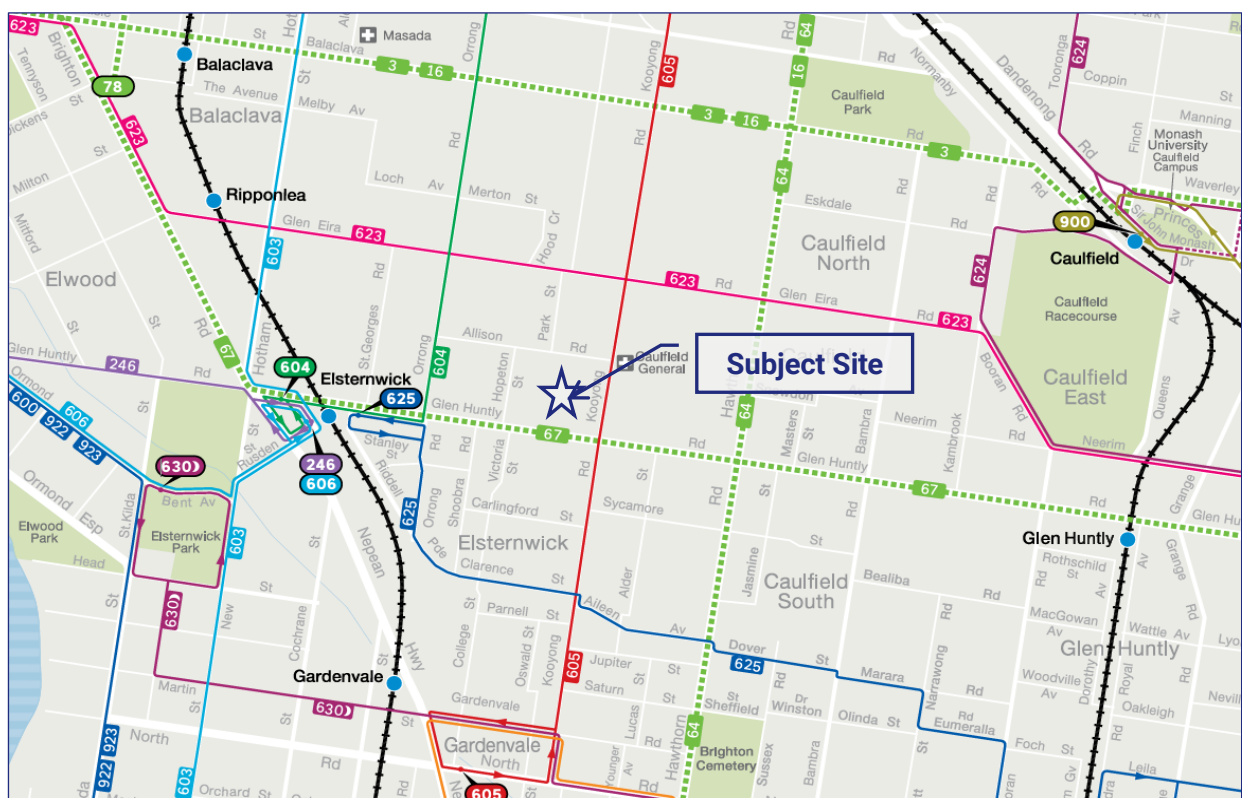


Figure 8: Public Transport Map: City of Glen Eira

Source: PTV

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

### 3. Proposal

The proposed development is for the development of eight (8) three-bedroom dwellings at 16 Murray Street, Elsternwick.

A total of 18 car parking spaces are to be provided on-site, with two (2) car spaces provided for each dwelling with the exception of Dwellings 7 and 8 which are to be provided with three (3) car spaces within a basement carpark.

Vehicle access for the site is proposed via a new single width connection with Foster Street as per the currently accepted scheme.

A copy of the proposed development plans, prepared by Studio McCue, is attached at Appendix A.

### 4. Car Parking Considerations

#### 4.1. Statutory Car Parking Requirements

The statutory car parking requirements for the proposed development are outlined under Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the planning policy framework.
- To ensure the provisions of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

It is importantly noted that as of 18/12/2025, Clause 52.06 of the Planning Scheme was updated, with a revised set of statutory car parking rates and new assessment methodology now required. The statutory car parking rate is now determined based on the metro zoning or 'category' based on the Department of Transport and Planning's Car Parking Requirement Map. Based on the above, the subject site is located within Category 2 and are therefore Category 2's statutory car parking rates apply.

Table 1 provides a summary of the statutory car parking requirements for the proposed development.

Table 1: Statutory Car Parking Requirements (Clause 52.06)

| Use      | Measure     | Statutory Parking Rate (Category 2)       | Requirement |
|----------|-------------|-------------------------------------------|-------------|
| Dwelling | 8 dwellings | Minimum of one car space to each dwelling | 8 spaces    |

Based on the above, the proposed residential development has a statutory requirement to provide a minimum of eight (8) additional car parking spaces.

The provision of 18 on-site resident car parking spaces exceeds the statutory car parking requirement, and we are satisfied that an appropriate parking outcome is proposed. This is particularly relevant given that parking associated with the tennis courts will no longer need to be accommodated within the surrounding streets.

## 4.2. Car Parking Layout and Access Arrangements

As part of our involvement in this project, Traffix Group has provided design input into the development of the plans in order to ensure that the car parking and access layout is acceptable.

We have assessed the car parking layout and access arrangements against the relevant requirements of the Planning Scheme and the Australian Standards (where relevant). The following is noted:

### 4.2.1. Car Spaces

- Car spaces are to be provided at 3m wide, 4.9m long, with an aisle width of at least 5.2m in accordance with Clause 52.06 of the Planning Scheme.
- Tandem car spaces are to be provided with an additional 500mm clearance between the front and rear car space.
- Car spaces adjacent to obstructions that are greater than 150mm in height are to be provided with an additional 0.3m clearance.
- All columns are to be located appropriately as to accommodate relevant vehicle access.

### 4.2.2. Access Arrangements

- All relevant vehicles can enter and exit the site in a forward direction in accordance with Clause 52.06-9 of the Planning Scheme (Design Standard 1).
- Pedestrian visibility splays that measure 2m along Foster Street and 2.5m into the site are to be provided on the north side of the proposed accessway, in accordance with what is required under Clause 52.06-9 of the Planning Scheme (Design Standard 1). It is noted that the intent of the pedestrian visibility splay on the south side of the proposed accessway can be met via the provision of a device such as a convex mirror.
- A minimum headroom clearance of 2.1m is to be provided within the basement car park in accordance with the requirement of Clause 52.06 of the Planning Scheme.

- Although the proposed development provides more than 10 car parking spaces, the accessway does not connect to a road in the road zone and is not longer than 50m in length. Based on the above, the 3.6m wide accessway is provided in accordance with the requirements of Clause 52.06 of the Planning Scheme.

### 4.2.3. Ramp Grades

- The proposed access ramp is to be graded as follows, in accordance with the statutory requirements, travelling into the site from Foster Street:
  - 1:10 for 5m,
  - 1:8 for 2m,
  - 1:4 for 8.85m, and
  - 1:8 for 2.6m.
- A minimum of at least 2.1m headroom clearance is provided along the length of the access ramp, including at the critical point where the ramp passes under the level above. This satisfies the requirement of the Planning Scheme.

Based on the above, we are satisfied that the proposed parking layout and access arrangements are appropriate. Swept path diagrams demonstrating critical movements are presented at Appendix B.

## 5. Bicycle Parking Considerations

Clause 52.34 of the Planning Scheme outlines the statutory bicycle parking requirements for various land uses.

The statutory bicycle parking requirement for the dwelling land-use term is only applicable to developments that are four or more storeys.

Accordingly, there is no statutory requirement to provide bicycle parking for the proposed development.

Notwithstanding, bicycle parking for residents and visitors is provided.

## 6. Traffic Considerations

### 6.1. Traffic Generation

The *NSW Guide to Transport Impact Assessment* (2024) (The Guide) sets out the traffic generation rates based on the survey data collected in New South Wales for a range of land uses and is considered adequate for determining the traffic movements of the proposed development.

The Guide sets out the following rates for medium density residential developments:

- *daily vehicle trips = 5.0-6.5 per dwelling*

- *weekday peak hour vehicle trips = 0.5-0.65 per dwelling*

For purposes of this assessment, we have conservatively assumed that traffic would be generated at the upper end of the range.

Thus, for the proposed development (i.e. eight (8) dwellings), 52 vehicle trip ends (vte) per day, with 5 vte occurring during each commuter peak hour, is estimated.

### 6.2. Traffic Impact

The Australian Standard for Off-Street Car Parking (AS/NZS2890.1:2004) suggests that a single-width two-way accessway is acceptable where two-way traffic volumes are less than 30 vehicle movements per hour.

Based on Section 6.1, the proposed residential development is anticipated to generate in the order of 5 vte during each of the commuter peak hours. Importantly noting that this is a conservative assessment having taken the upper end of the range suggested by The Guide, this is significantly less than the maximum suggested number of peak hour vehicles for a single-width two-way accessway.

In addition to the above, given that the use is residential in nature, it is highly likely that the majority of traffic would be predominantly travelling in the same direction during each commuter peak periods (i.e. mainly out in the AM peak and mainly in during the PM peak).

Based on the above, we are satisfied that this level of traffic will be easily accommodated by the existing roads and intersections in the vicinity of the site and that the provision of a single width accessway for the proposed development which is in accordance with the relevant statutory requirement of Clause 52.06 is appropriate.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

## **7. Loading and Waste Collection Arrangements**

### **7.1. Loading Arrangements**

Loading/delivery activities associated with the development are expected to be infrequent in nature and will typically be undertaken by smaller vehicles, such as vans and small trucks. Such vehicles can be easily accommodated on Foster Street or Murray Street within the vicinity of the site.

Based on the above, we are satisfied that appropriate loading/delivery arrangements can be facilitated for the proposed residential development.

### **7.2. Waste Collection**

Waste collection is proposed to be undertaken via a private waste contractor utilising a nominal 6.4m long waste collection vehicle. The waste collection arrangement is to be accommodated within the basement carpark. Additional information can be found in the waste management plan prepared by Traffix Group (G36784R-02).

Swept path diagrams demonstrating appropriate waste vehicle circulation is shown at Appendix B.

Based on the above, we are satisfied that appropriate waste collection arrangements can be accommodated.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

## **8. Conclusion**

Having undertaken a detailed Traffic Engineering Assessment for the Proposed Residential Development at 16 Murray Street, Elsternwick, we are of the opinion that:

- a) the proposed residential development has a statutory car parking requirement to provide a minimum of eight (8) car parking spaces,
- b) the provision of 18 car parking spaces on the site exceeds the minimum statutory car parking requirement and therefore no dispensation is sought,
- c) the proposed car parking layout and access arrangements are in accordance with the requirements of the Planning Scheme, relevant Australian Standards, good standard practice,
- d) there is no statutory requirement to provide on-site bicycle parking, notwithstanding formal bicycle spaces are provided and residents can otherwise informally store bicycles within their dwellings if desired,
- e) the level of traffic generated by the proposed development will be readily accommodated by the surrounding road network,
- f) waste and loading/delivery requirements can be adequately facilitated, and
- g) there are no traffic engineering reasons why a Planning Permit should not be granted for the proposed residential development at 16 Murray Street, Elsternwick.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**



# Appendix A

## Development Plans

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

NOTES

Builders / Contractors shall verify all dimensions before any work commences. Dimensions shown are nominal. Figured dimensions shall take precedence over scaled dimensions. Any discrepancies are to be made known to the Architects / Designers studio prior to any works commencing on site. All shop drawings shall be submitted for review and manufacture shall not commence prior to the return of stamped shop drawings. Drawings issued subject to the approval of the relevant building surveyor.

STUDIO MCCUE PTY LTD retains copyright and moral rights to this drawing and ideas therein. It cannot be reproduced or copied in any form or by any means without the written permission of STUDIO MCCUE PTY LTD.

BASEMENT FLOOR PLAN

|     |            |                       |
|-----|------------|-----------------------|
| H   | 24/03/2026 | FOR COORDINATION OVGA |
| Rev | Date       | RESPONSE<br>Issue     |



Project  
GREAT DESIGN FAST TRACK  
16 Murray Street Elsternwick

Dwg No  
TP-102

Rev  
H  
25005

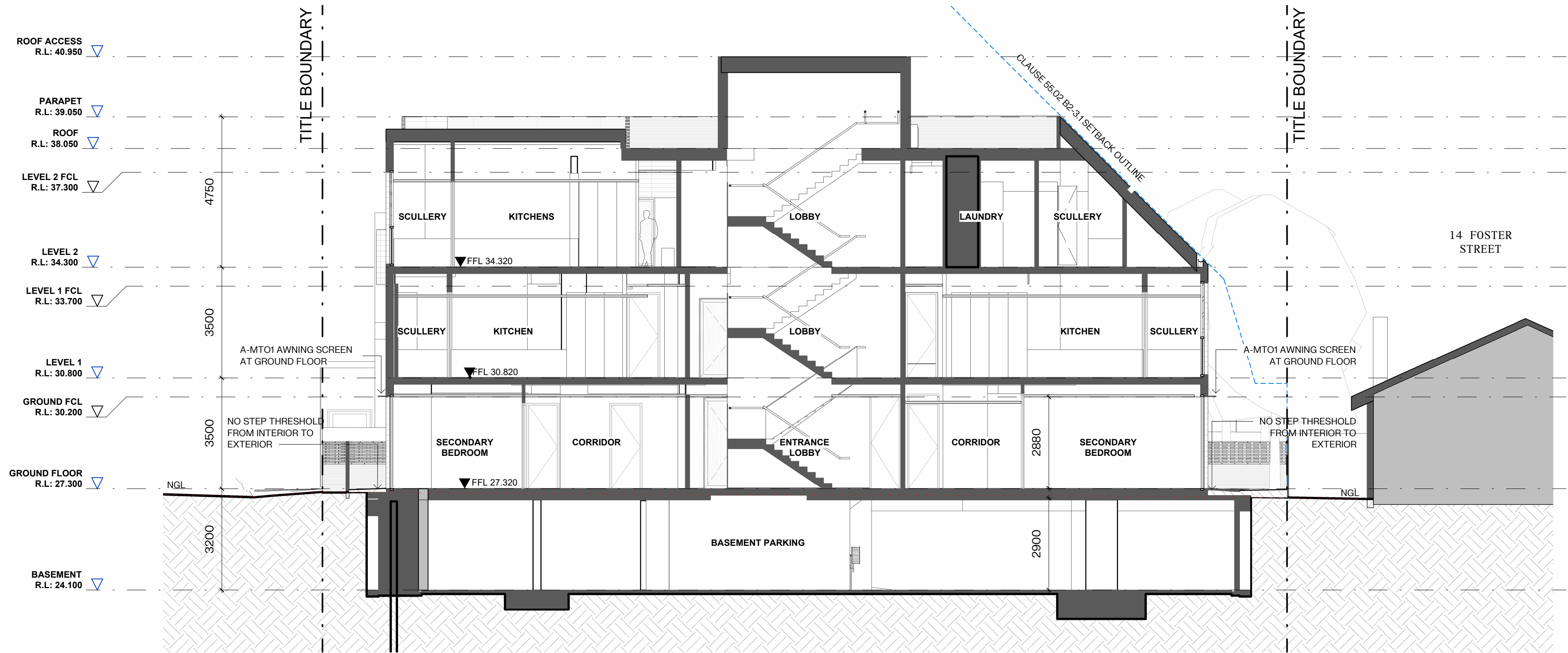
Scale @ A1  
1 : 100

Project No  
25005  
Drawn By  
PD  
Checked By  
CM

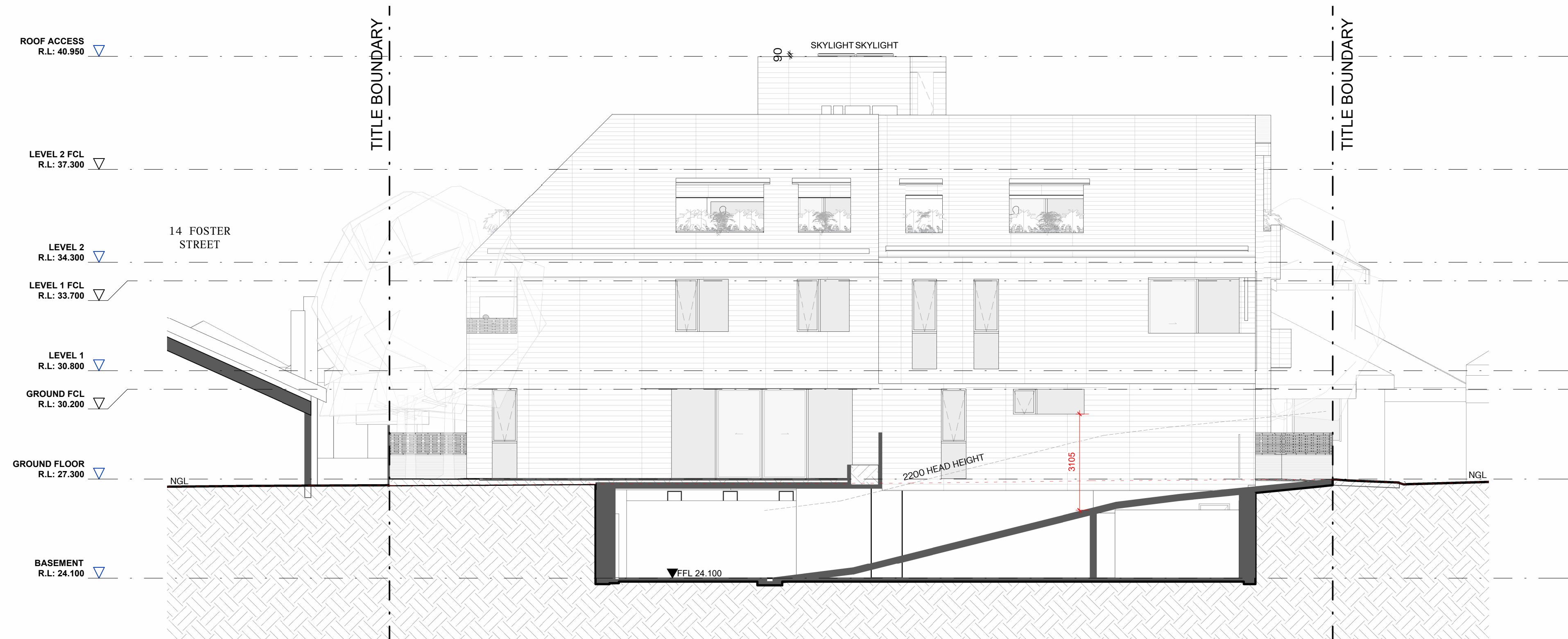
402/85 Dover Street  
Cremorne VIC  
3121 Australia  
03 7200 4899  
info@studiomccue.com  
studiomccue.com

ABN  
49017  
BOAQ  
6254  
NSWAB  
9989  
78 679 570 784  
620263  
6254  
9989

MCCUE



E Section EE  
TP-303 SCALE 1 : 100



F Section FF  
TP-303 SCALE 1 : 100

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Builders / Contractors shall verify all dimensions before any work commences. Dimensions shown are nominal. Figured dimensions shall take precedence over scaled dimensions. Any discrepancies are to be made known to the Architects / Designers studio prior to any works commencing on site. All shop drawings shall be submitted for review and manufacture shall not commence prior to the return of stamped shop drawings. Drawings issued subject to the approval of the relevant building surveyor.

STUDIO MCCUE PTY LTD retains copyright and moral rights to this drawing and ideas therein. It cannot be reproduced or copied in any form or by any means without the written permission of STUDIO MCCUE PTY LTD.

#### NOTES

#### SECTIONS

H 24/03/2026 FOR COORDINATION OVGA  
Rev Date RESPONSE  
Issue

0 1 2 5m

Project  
GREAT DESIGN FAST TRACK  
16 Murray Street Elsternwick

Dwg No  
TP-303

Rev  
H 25005

Scale @ A1  
1 : 100

Project No  
25005  
Drawn By  
PD  
Checked By  
CM

402/85 Dover Street  
Cremorne VIC  
3121 Australia  
03 7200 4899  
info@studiomccue.com  
studiomccue.com

ABN  
ARBY  
BOAQ  
NSWAB  
78 679 570 784  
620583  
6254  
9989

# MCCUE



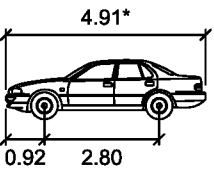
# Appendix B

## Swept Path Diagrams

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

VEHICLE PROFILE

VEHICLE USED IN SIMULATION



85th percentile  
(AS/NZS 2890.1:2004)

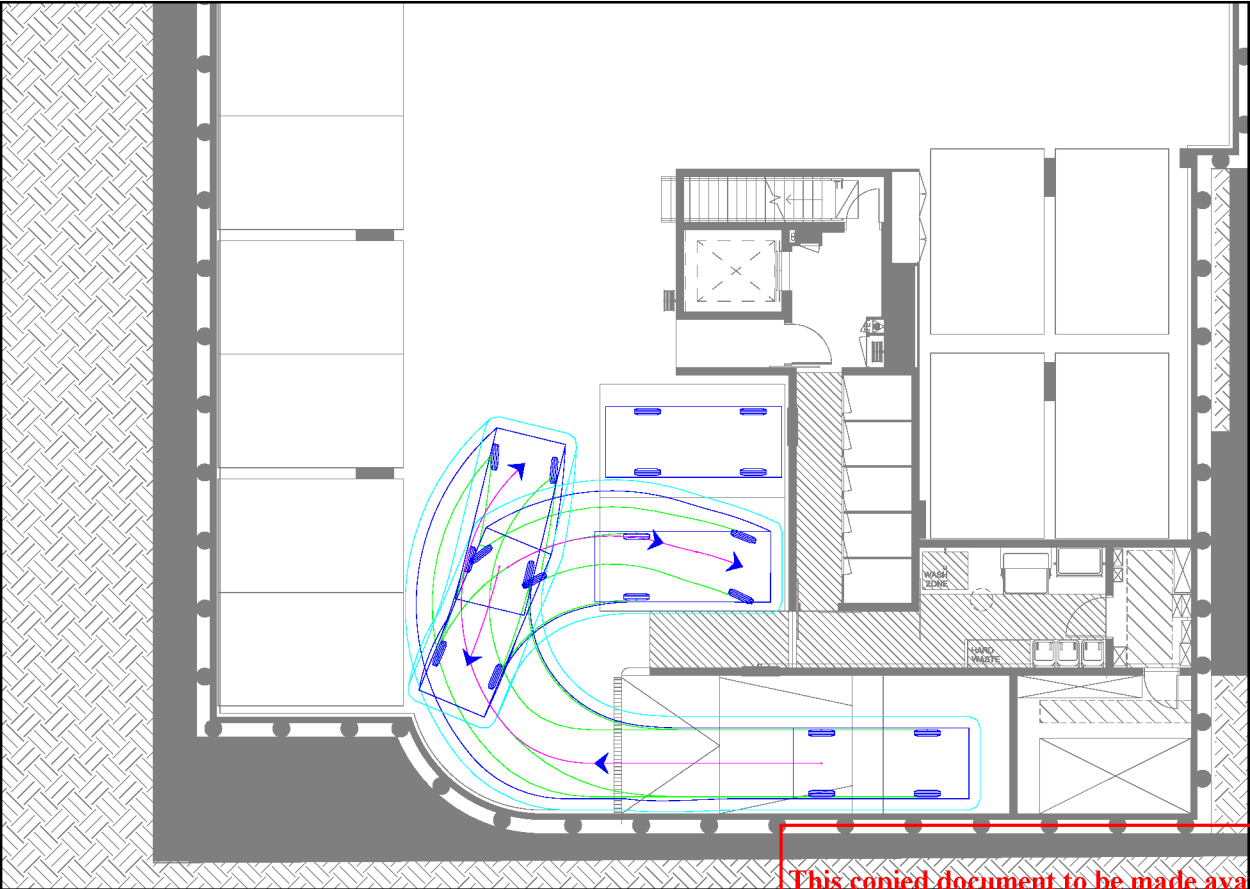
Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius : 5.8m

\* actual template based on "relevant longitudinal dimensions that affect swept path" as set out in Section B2.1 of AS/NZS 2890.1:2004

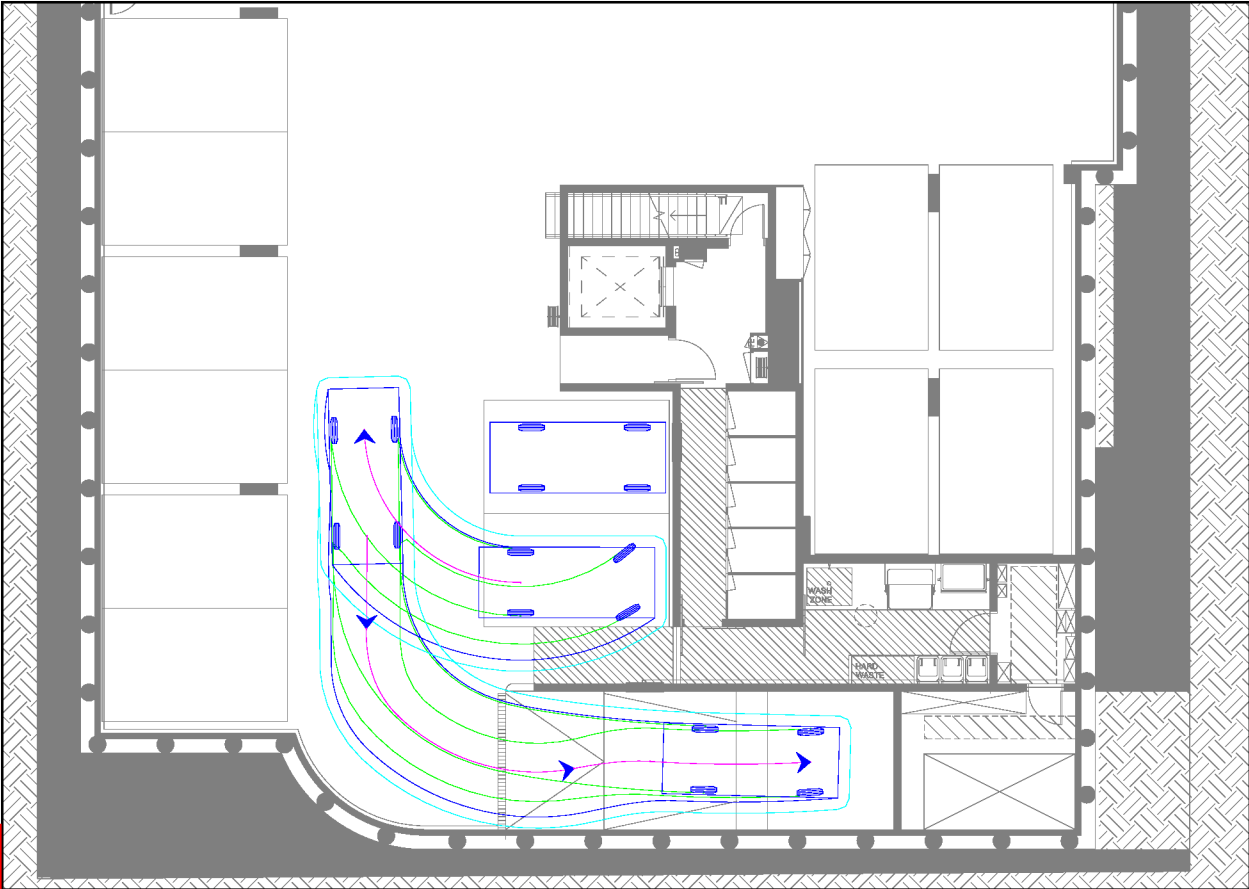
**LEGEND**

REAR WHEELS      VEHICLE BODY  
FRONT WHEELS      BODY CLEARANCE

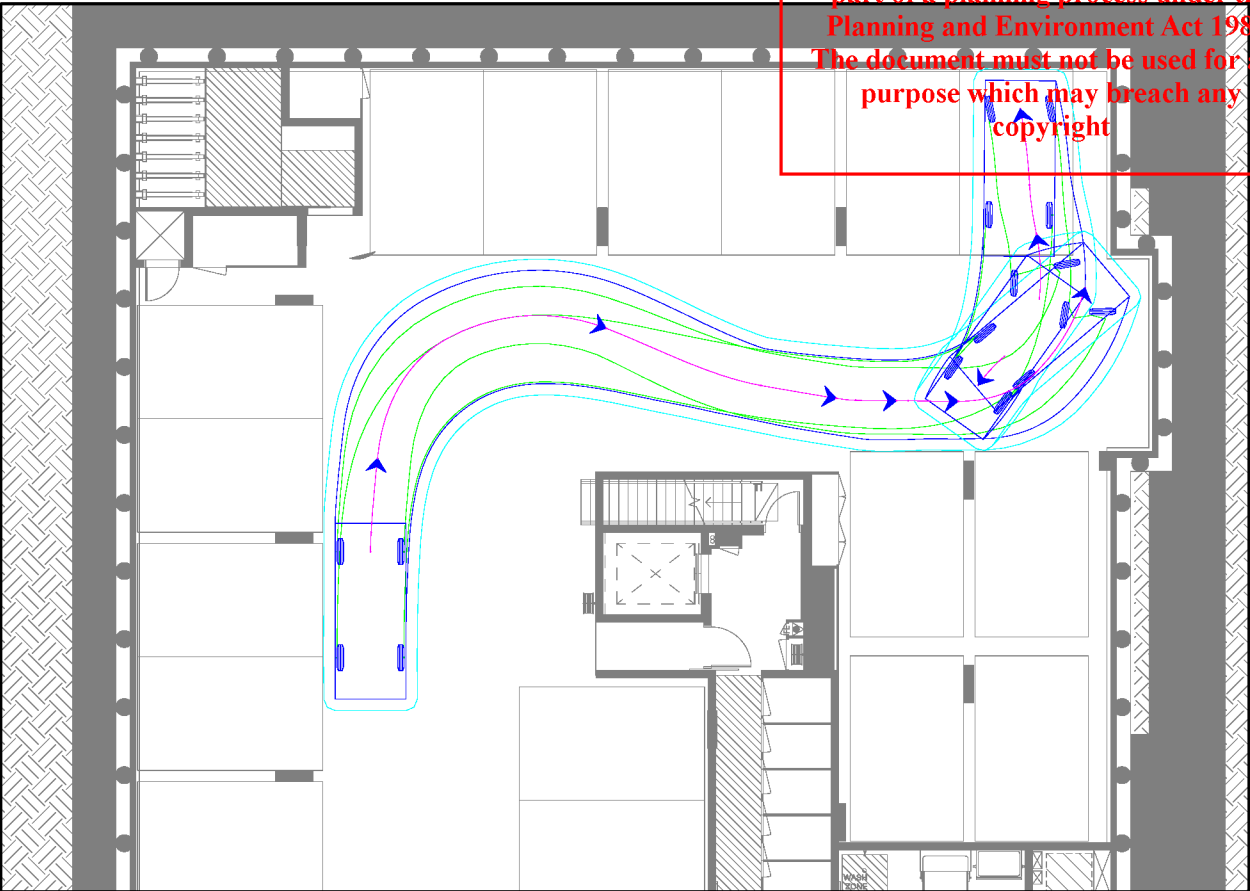
CAR SPACE 2-2 - B85 DESIGN VEHICLE INGRESS (ONE CORRECTIVE MOVEMENT)



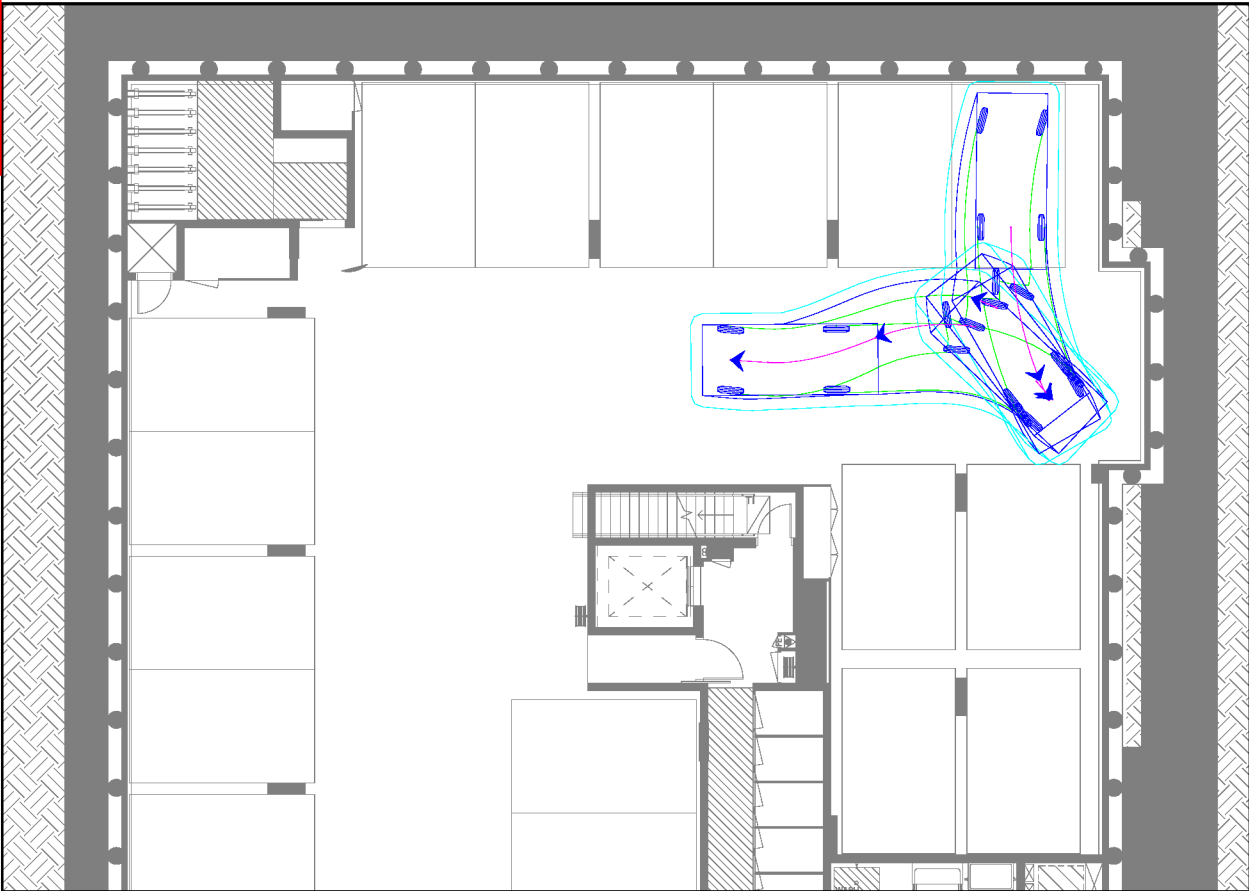
CAR SPACE 2-2 - B85 DESIGN VEHICLE EGRESS (NO CORRECTIVE MOVEMENT)



CAR SPACE 8-1 - B85 DESIGN VEHICLE INGRESS (ONE CORRECTIVE MOVEMENT)



CAR SPACE 8-1 - B85 DESIGN VEHICLE EGRESS (ONE CORRECTIVE MOVEMENT)



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

| REV | DATE       | NOTES          |
|-----|------------|----------------|
| A   | 08/07/2025 | ORIGINAL ISSUE |
| B   | 05/09/2025 | RFI RESPONSE   |
| C   | 16/02/2026 | UPDATED ISSUE  |
| D   | 25/05/2026 | UPDATED ISSUE  |

DESIGNED BY

CHECKED BY

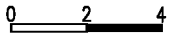
16 MURRAY STREET, ELSTERNWICK  
PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:  
BASE PLANS PREPARED BY STUDIO MCCUE  
RECEIVED 21/05/2026.

FILE NAME: G36784-01  
SHEET NO.: 01



SCALE:  
1:200 (A3)

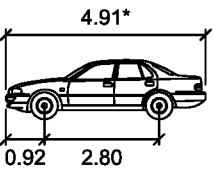


COPYRIGHT: The ideas and material contained in this document are the property of Traffic Group (Traffic Group Pty Ltd - ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffic Group constitutes an infringement of copyright.

**Traffic Group**

Level 28, 459 Collins St, MELBOURNE VIC 3000  
T: (03) 9622 2888  
www.trafficgroup.com.au

VEHICLE USED IN SIMULATION



85th percentile  
(AS/NZS 2890.1:2004)

Width : 1.87m  
Track : 1.77m  
Kerb to Kerb Radius : 5.8m

\* actual template based on 'relevant' longitudinal dimensions that affect swept path\* as set out in Section B2.1 of AS/NZS 2890.1:2004

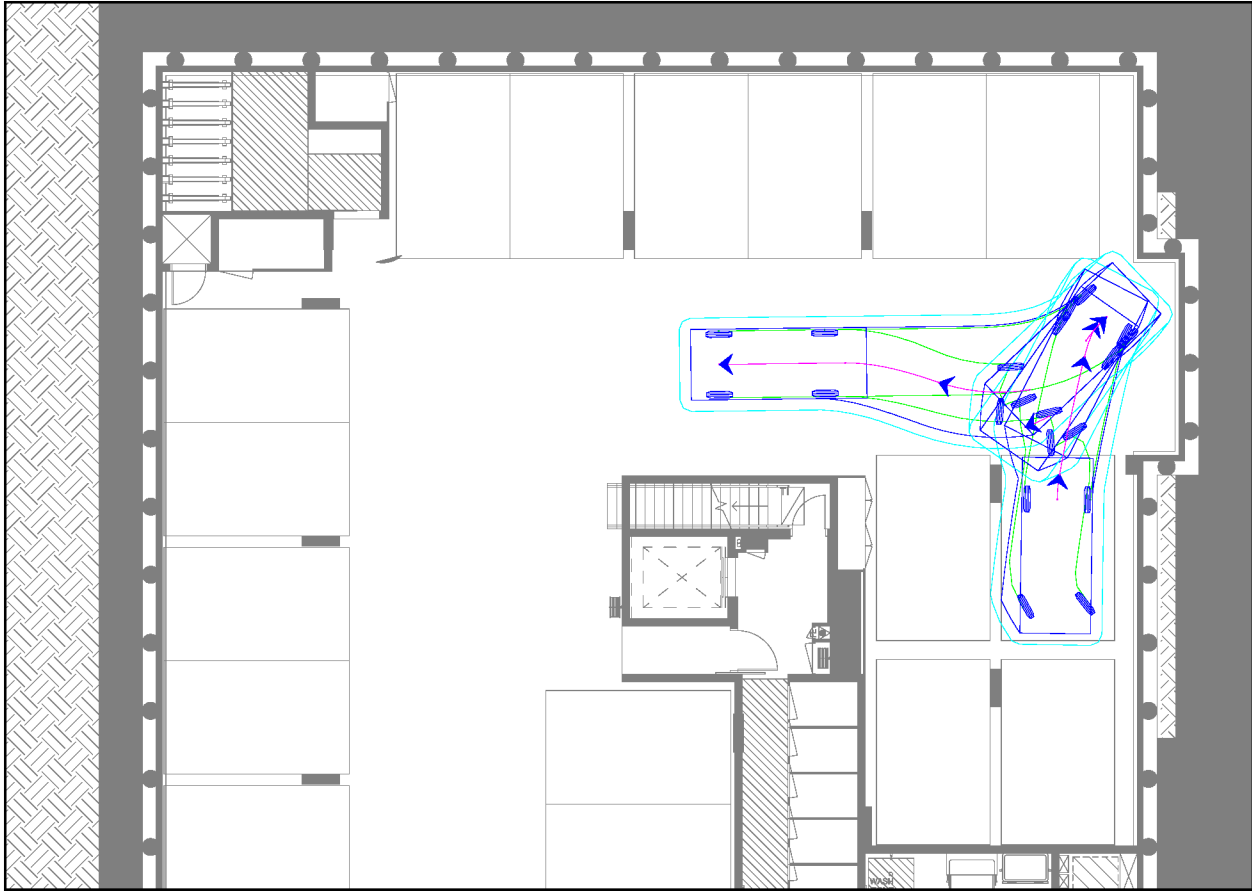
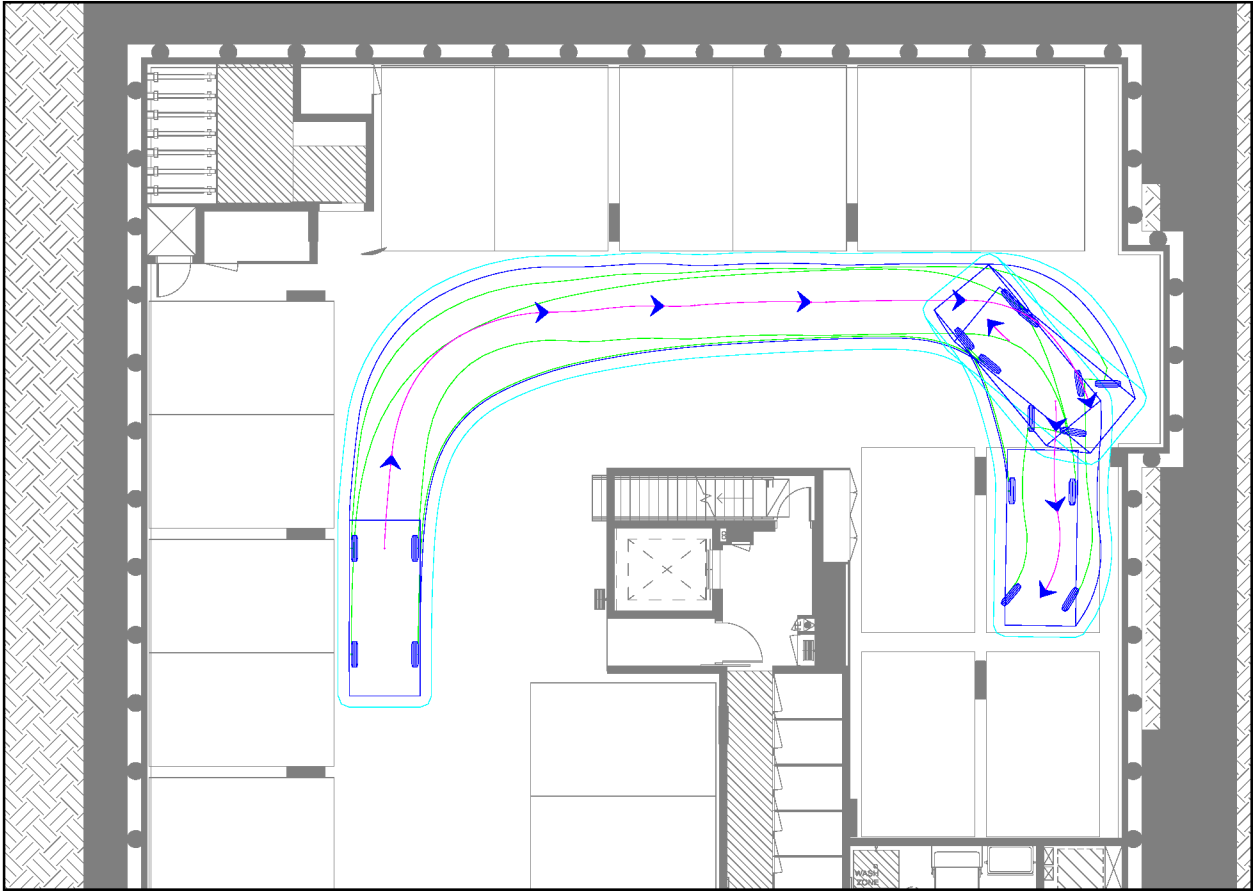
LEGEND

REAR WHEELS

FRONT WHEELS

VEHICLE BODY

BODY CLEARANCE



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

| REV | DATE       | NOTES          | DESIGNED BY | CHECKED BY |
|-----|------------|----------------|-------------|------------|
| A   | 08/07/2025 | ORIGINAL ISSUE |             |            |
| B   | 05/09/2025 | RFI RESPONSE   |             |            |
| C   | 16/02/2026 | UPDATED ISSUE  |             |            |
| D   | 25/05/2026 | UPDATED ISSUE  |             |            |

16 MURRAY STREET, ELSTERNWICK  
PROPOSED RESIDENTIAL DEVELOPMENT

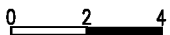
GENERAL NOTES:  
BASE PLANS PREPARED BY STUDIO MCCUE  
RECEIVED 21/05/2026.

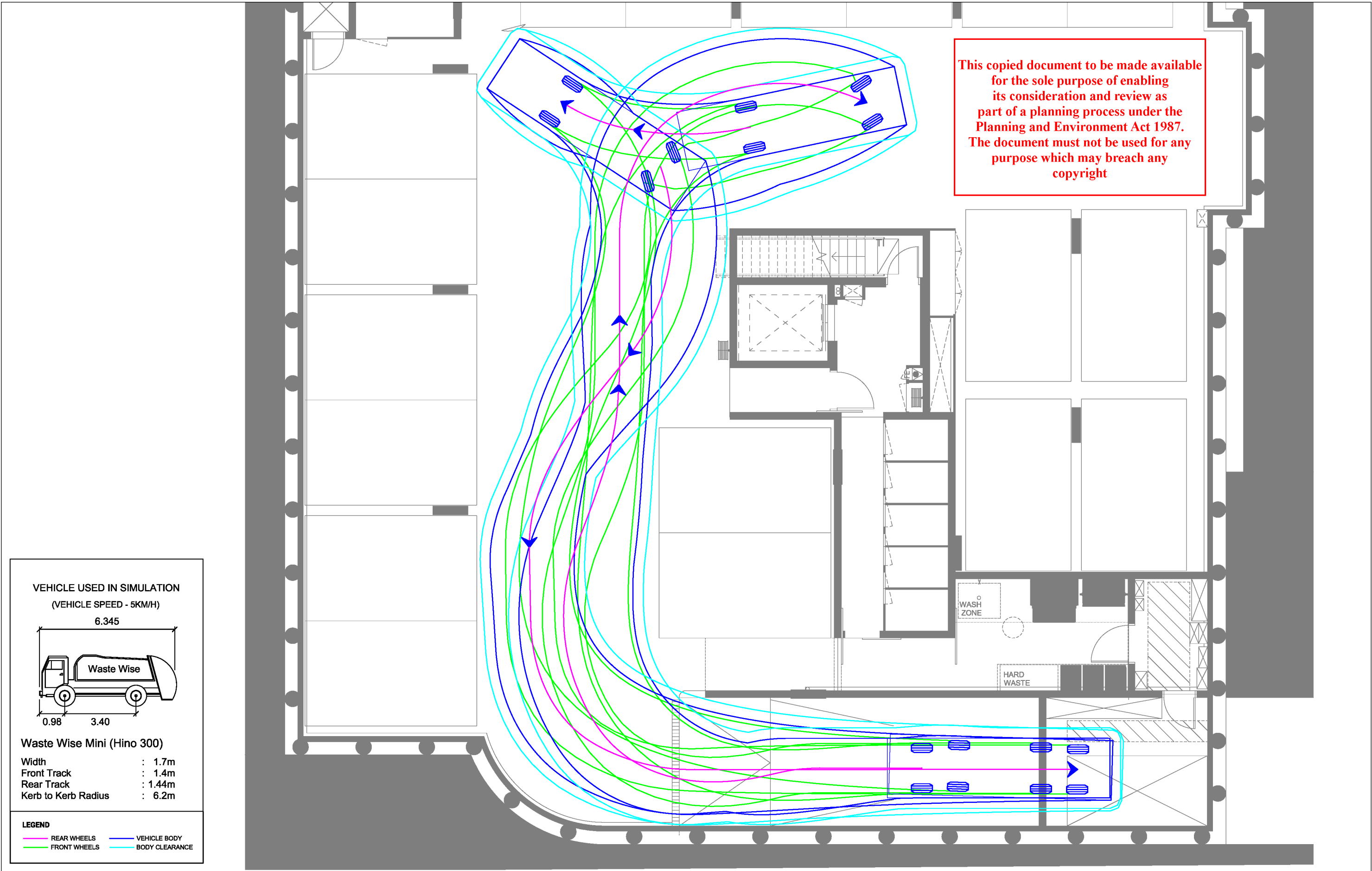
FILE NAME: G36784-01  
SHEET NO.: 02



SCALE:  
1:200 (A3)

COPYRIGHT: The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd - ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.





| REV | DATE       | NOTES          | DESIGNED BY | CHECKED BY |
|-----|------------|----------------|-------------|------------|
| A   | 08/07/2025 | ORIGINAL ISSUE |             |            |
| B   | 05/09/2025 | RFI RESPONSE   |             |            |
| C   | 16/02/2026 | UPDATED ISSUE  |             |            |
| D   | 22/05/2026 | UPDATED ISSUE  |             |            |

16 MURRAY STREET, ELSTERNWICK  
PROPOSED RESIDENTIAL DEVELOPMENT

GENERAL NOTES:  
BASE PLANS PREPARED BY STUDIO MCCUE  
RECEIVED 21/05/2026.

FILE NAME: G36784-01  
SHEET NO.: 01



SCALE:  
1:100 (A3)

0 1 2

COPYRIGHT: The ideas and material contained in this document are the property of Traffix Group (Traffix Group Pty Ltd - ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffix Group constitutes an infringement of copyright.

**Traffix Group**

Level 28, 459 Collins St, MELBOURNE VIC 3000  
T: (03) 9822 2888  
www.traffixgroup.com.au