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**2 Zodiac Drive, Alkimos**  
Proposed Residential Development  
**TRANSPORT IMPACT STATEMENT**



Prepared for:  
**Seacrest Homes**

November 2023

# 2 Zodiac Drive, Alkimos

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# 1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **Seacrest Homes** with regards to the proposed residential development, located at **2 Zodiac Drive, Alkimos**.

The subject site is situated at the corner of Zodiac Drive and Portside Promenade, as shown in Figure 1. The site is presently vacant with Waterfront Park located to the west and residential properties to the east (Figure 2). Spray Lane runs along the rear (eastern) boundary of the site. It is proposed to develop the site into a residential development, delivering 31 apartment dwellings.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.



Figure 1: Subject site



**Figure 2: Existing site**

Source: Google Streetview Image dated August 2023

## 2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “Moderate Impact” (Figure 3). A Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the City with demonstration of traffic impact.

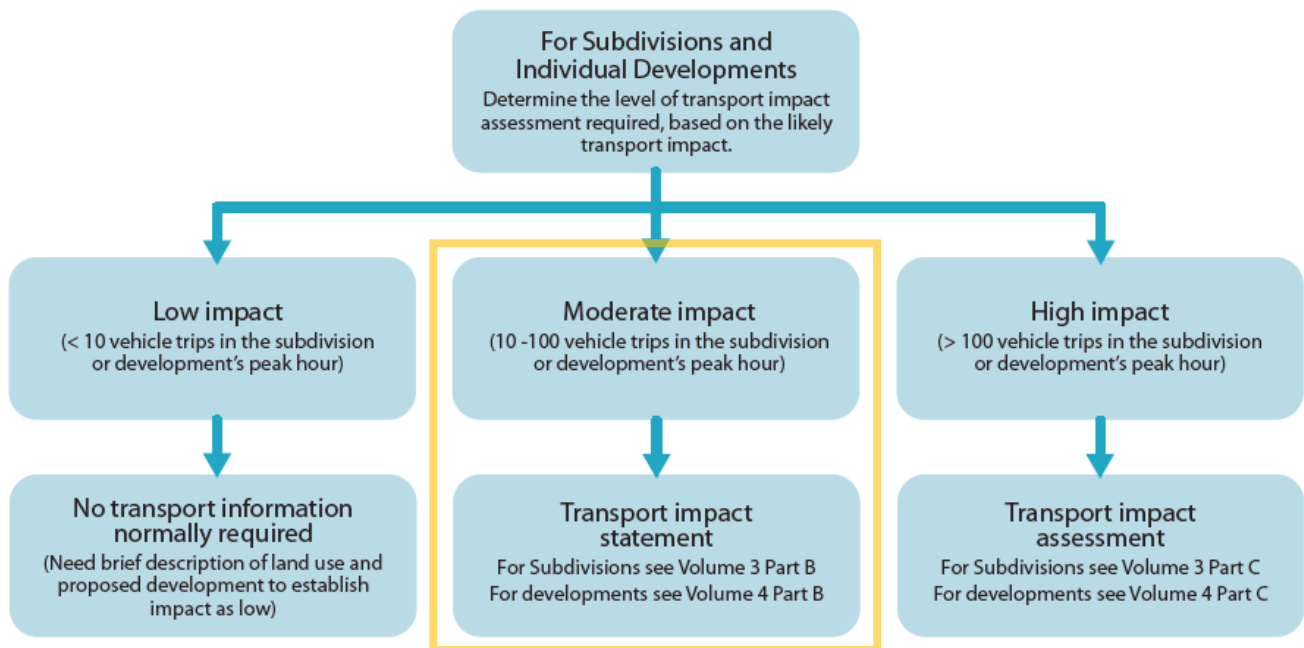


Figure 3: WAPC Transport Assessment Guidelines – reporting requirements

## 3 Proposed development

**The proposal for the subject site is for a multiple dwelling residential development, comprising:**

- 4 x 1-Bed dwellings
- 16 x 2-Bed dwellings;
- 11 x 3+-Bed dwellings;
- 54 car parking bays allocated to residents;
- A bicycle storage room with an estimated parking capacity of 19 bicycles;
- Parking for 2 motorcycles/scooters; and,
- Bin storage.

Vehicle access to the site is proposed via one crossover on Spray Lane. Waste will be collected via private waste collection from the rear laneway.

People walking and cycling will access the development from the external path network near the site.

The proposed development plans are included for reference in Appendix A.



# 4 Vehicle access and parking

## 4.1 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

Vehicle access to the site is via one crossover on Spray Lane, as shown in Figure 4. The crossover is oriented perpendicular to the laneway and is over 7.5m in width (wall to wall). 1.5m x 1.5m sightline truncations are provided in accordance with R-Codes requirements.



Figure 4: Proposed vehicle access

## 4.2 Parking supply and demand

Reference was made to Residential Design Codes for applicable parking requirements. The subject site is Location B and the following parking rates apply:

**Table 1: SPP 7.3 R-Codes: Residential parking requirements**

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking <sup>1</sup>	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking <sup>1</sup>	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking <sup>2</sup>	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		
<sup>1</sup> Calculations of parking ratios shall be rounded up to the next whole number. <sup>2</sup> For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.  <b>Definitions:</b> <b>Location A:</b> within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre. <b>Location B:</b> not within Location A.			

The parking requirements for the development are presented in Table 2. A total of 44 car parking bays and 20 bicycle parking spaces are required.

**Table 2: Development parking requirements**

Land use	Quantity	Car bays	Short term bicycle	Long term bicycle
Residential	31	38	0	16
Residential visitor	31	6	4	0
<b>Total</b>		<b>44</b>	<b>4</b>	<b>16</b>

The proposed development provides the following parking allocation:

- 54 car parking bays provided onsite for residents (exceeds requirements).
- Bicycle storage for residents with an estimated capacity of 19 bicycles (exceeds requirements).
- 11 on-street car parking bays adjacent to the site on three street frontages (exceeds requirements).
- 2 Motorcycle parking spaces.

For visitor bicycle parking, consideration should be given to the provision of 2 x double-sided parking rails in the verge. The location should be confirmed and approved by the City of Wanneroo.

## 5 Provision for service vehicles

The proposed development is residential in nature and will not generate significant delivery and other service vehicle traffic. Waste will be collected via private waste collection on designated days. Bins will be transferred to the rear laneway on designated collection days.



## 6 Hours of operation

**For most residential developments, the peak traffic hours typically coincide with the weekday AM and PM peak hours on the surrounding road network.**

In the Perth Metropolitan Area, the weekday AM peak hour typically occurs sometime between 7am to 9am and the weekday PM peak hour occurs between 4pm to 6pm. The peak hours for the proposed development are anticipated to coincide at around these times.

# 7 Daily traffic volumes and vehicle types

## 7.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)*; and
- RTA TDT 2013/ 04a.

The trip generation rates adopted are detailed in Table 3.

**Table 3: Adopted trip rates for traffic generation**

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Residential	RTA NSW - Medium density residential building	5	0.5	0.5	25%	75%	65%	35%

The estimated traffic generation of the proposed development is detailed in Table 4. The proposed development is estimated to generate a total of 155 vehicles per day (vpd), with 16 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

**Table 4: Traffic generation – Weekday AM and PM peak hours**

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	31	155	16	16	4	12	10	6



## 7.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

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*“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”*

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The proposed change of use of development will increase traffic flows on adjacent roads to the site but will not warrant further analysis by the quoted WAPC threshold of +100vph. Therefore, the impact on the surrounding road network is minor.

## 8 Traffic management on the frontage roads

**Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.**

### 8.1.1 Zodiac Drive

**Zodiac Drive** near the subject site is an approximately 7m wide, two-lane undivided road with on-street parking on both sides. Footpaths are also provided along both sides of the road. Zodiac Drive forms a T-intersection with Spray Lane and with Portside Promenade. The intersection of Zodiac Drive and Portside Promenade features a raised platform treatment with a paved road surface. This helps to slow down traffic travelling through the intersection.

Zodiac Drive is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 5) and operates under a built-up area speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 7).

The City of Wanneroo has advised that no traffic data is available at the time of preparation of this report.

### 8.1.2 Portside Promenade

**Portside Promenade** near the subject site is an approximately 7m wide, two-lane undivided road with on-street parking on both sides. A footpath is provided along the eastern side of the road. Portside Promenade forms a T-intersection with Cardinal Approach to the south of the site, as well as Zodiac Drive to the north of the site.

Portside Promenade is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 5) and operates under a built-up area speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 7).

The City of Wanneroo has advised that no traffic data is available at the time of preparation of this report.

### 8.1.3 Cardinal Approach

**Cardinal Approach** near the subject site is an approximately 6m wide, two-lane undivided road with on-street parking on both sides. Footpaths are provided along both sides of the road. Cardinal Approach forms a T-intersection with Portside Promenade to the west, with brick pavement threshold approaching the intersection as well as Spray Lane to the north.

Cardinal Approach is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 5) and operates under a built-up area speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 7).

The City of Wanneroo has advised that no traffic data is available at the time of preparation of this report.

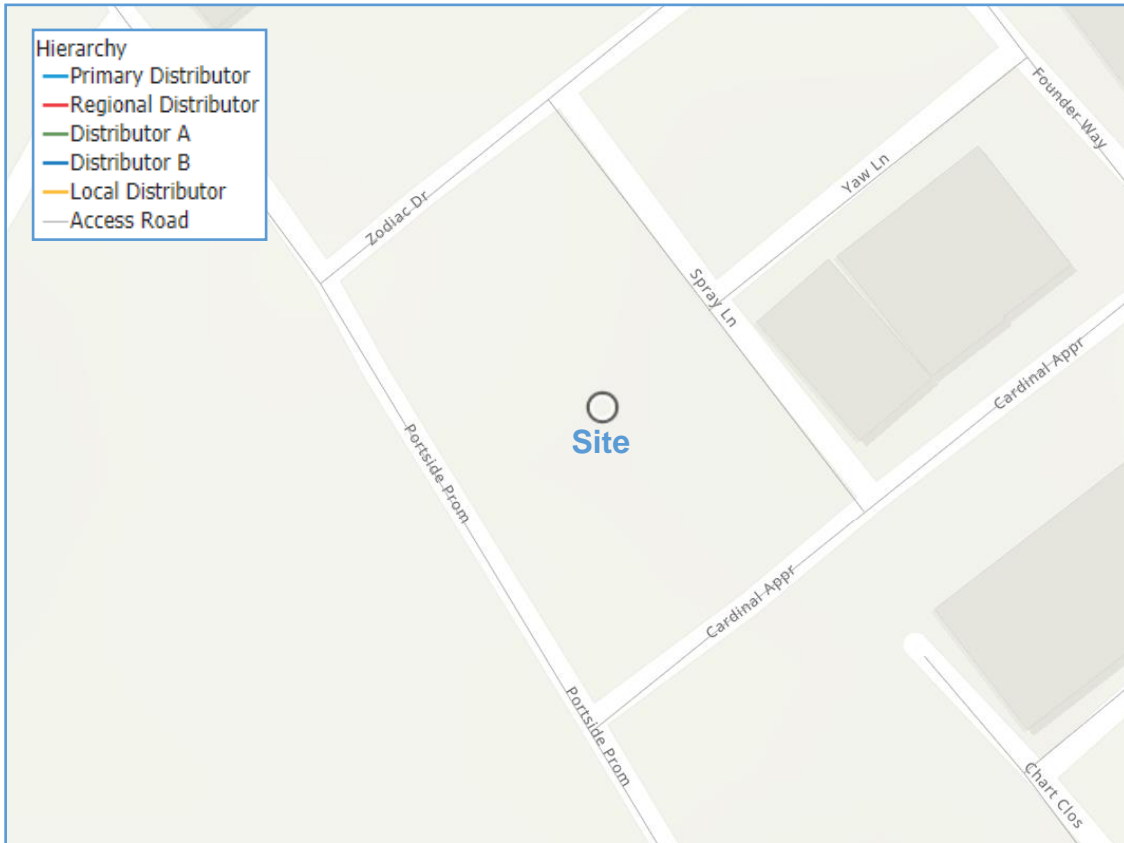


#### 8.1.4 Spray Lane

**Spray Lane** near the subject site is an approximately 5m wide laneway with red asphalt surface treatment. Spray Lane forms a T-intersection with Cardinal Approach to the south and Zodiac Drive to the north.

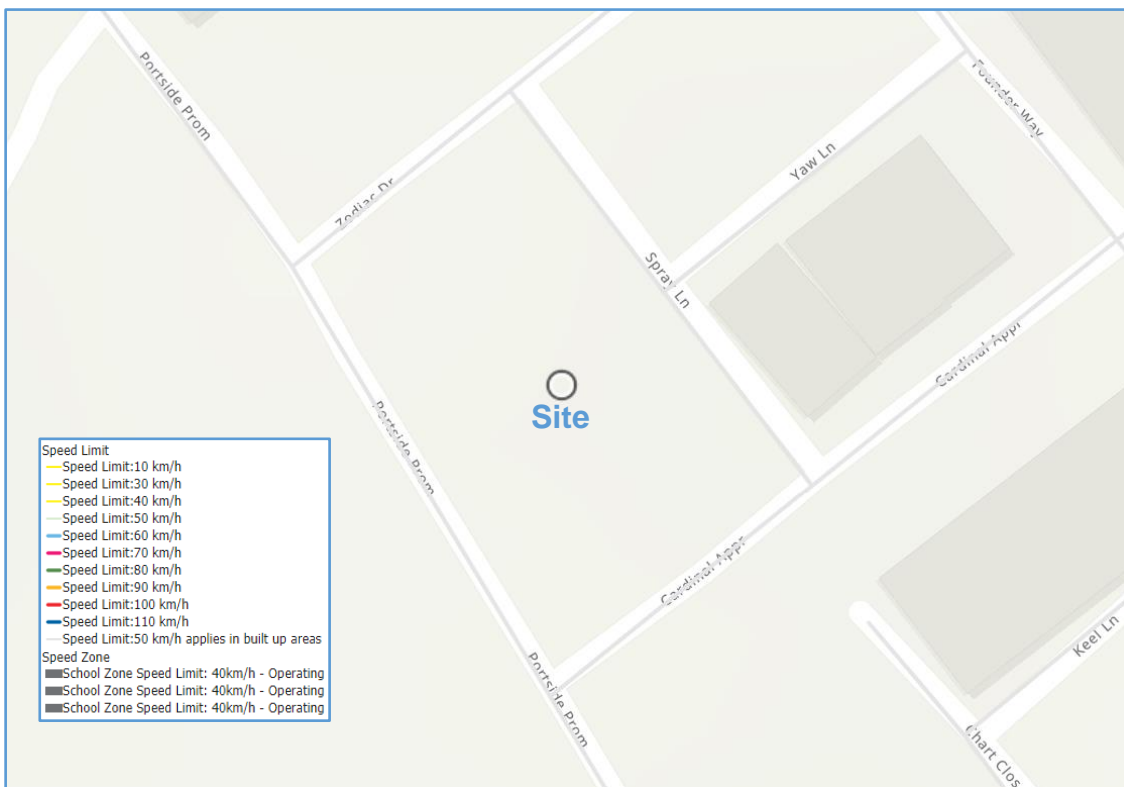
Spray Lane is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 5) and operates under a built-up area speed limit of 50km/h (Figure 6). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 7).





**Figure 5: Main Roads WA road hierarchy plan**

Source: Main Roads WA Road Information Mapping System (RIM)



**Figure 6: Main Roads WA road speed zoning plan**

Source: Main Roads WA Road Information Mapping System (RIM)



**ROAD HIERARCHY FOR WESTERN AUSTRALIA  
ROAD TYPES AND CRITERIA (see Note 1)**

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

**Figure 7: Road types and criteria for Western Australia**

Source: Main Roads Western Australia D10#10992

# 9 Public transport access

Information was collected from Transperth, PTA and site visits to assess the existing public transport access to and from the site.

Public transport accessibility is presently limited for the locality. The nearest bus services are routes 490 and 491, which are 2.5km walking distance from the site. The limited connectivity will make public transport less desirable in comparison to walking and cycling in the interim.

The Yanchep Rail Extension is being planned as part of METRONET as shown in Figure 8. Once the rail extension is constructed and the surrounding vacant lots are developed, the PTA will run extra feeder buses in the locality which will connect to the train station.

In the medium to long term, bus accessibility for the development is expected to be good.

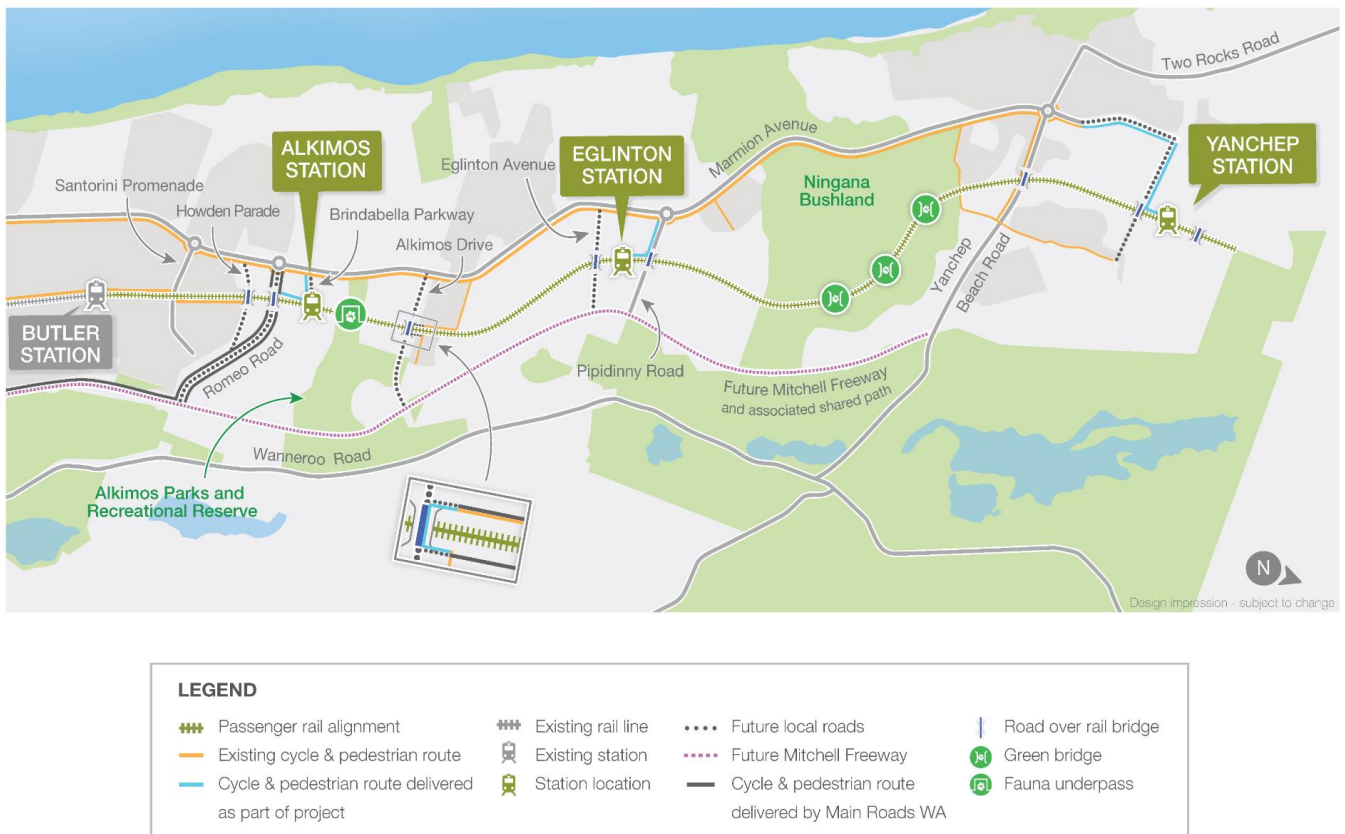


Figure 8: Yanchep rail extension plan

Source: Yanchep Rail Extension METRONET

# 10 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

## 10.1 Pedestrian facilities and level of service

Footpaths are provided along both sides of Zodiac Drive and Cardinal Approach as well as the east side of Portside Promenade. Pedestrian crossing facilities including kerb ramps are provided for crossing to and from Zodiac Drive, Portside Promenade, Cardinal Approach, and Spray Lane which promotes improved access for bicycles, wheelchairs, and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 5.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

**Table 5: Traffic volume thresholds for pedestrian crossings**

Broad cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

# 11 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

## 11.1 Bicycle network

There is no cycle-specific infrastructure provided adjacent to the subject site. People may choose to cycle on the road with wide lanes shared with general traffic. Alternatively, people are legally permitted to cycle on footpaths. Bicycle lanes are provided on Shorehaven Boulevard and Commander Drive near the site.

The Long Term Cycle Network (LTCN) plan for the Perth and Peel Region shows a Primary Route along the coastline and a Local Route along Shorehaven Boulevard (Figure 9).

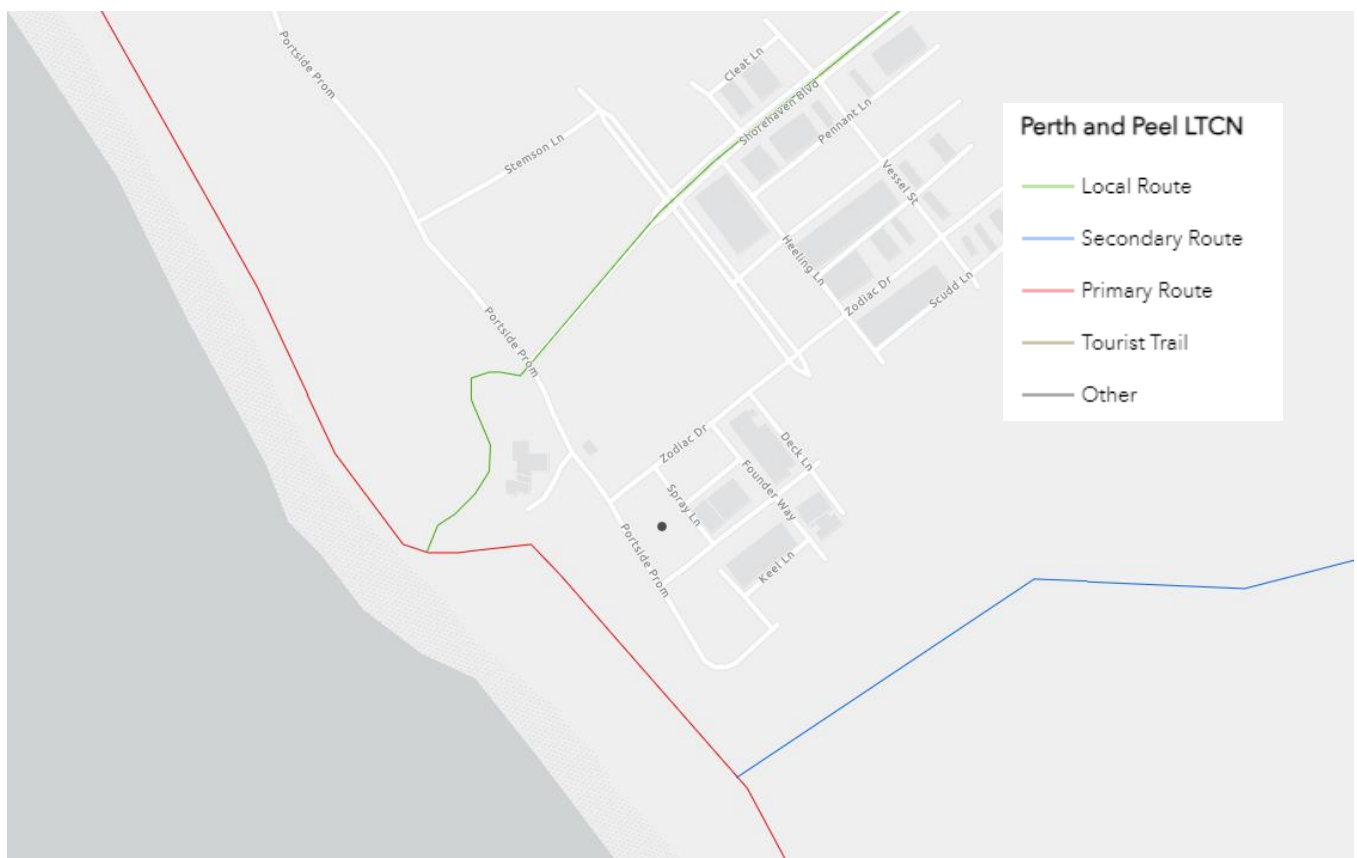
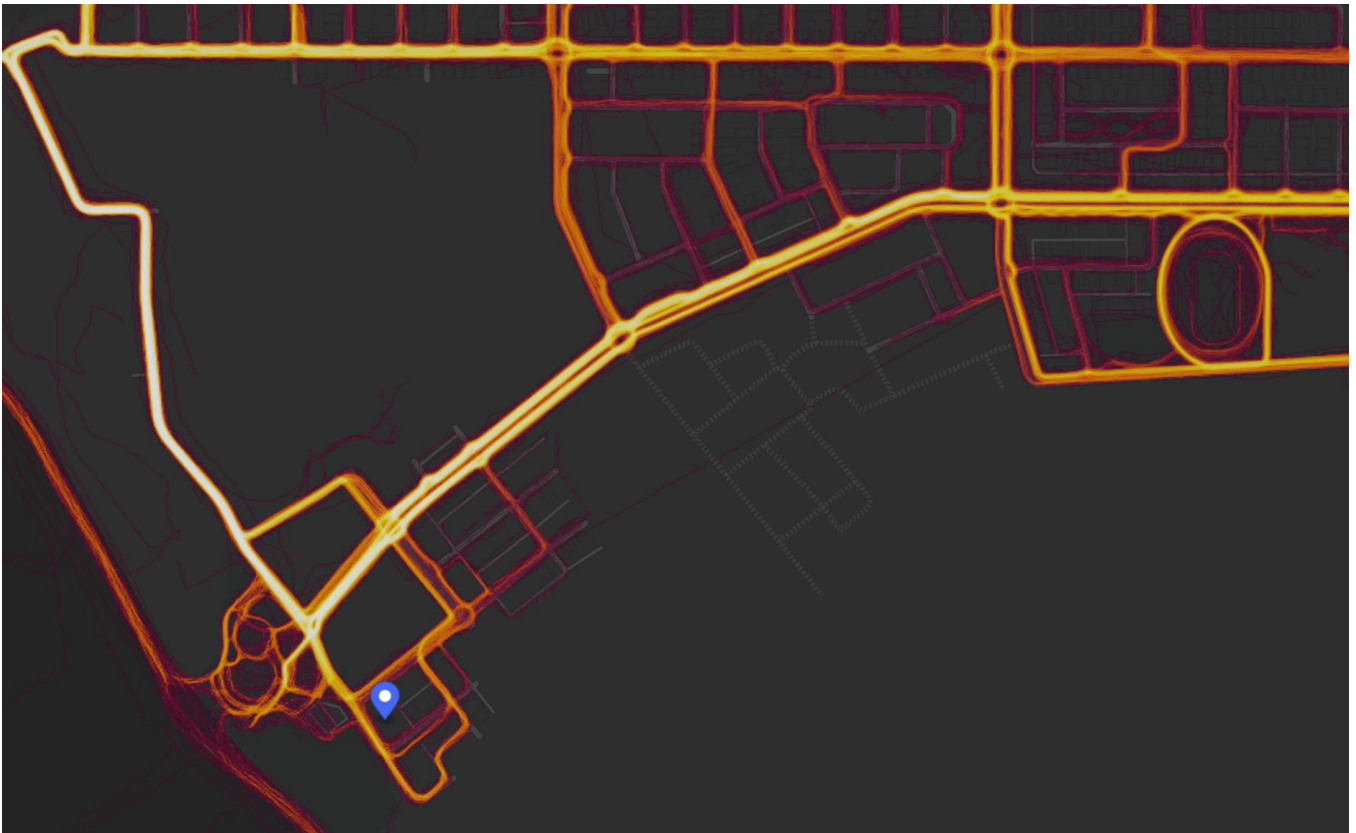


Figure 9: Long Term Cycle Network Plan – Alkimos

The Strava cycling heatmap tool shows that Shorehaven Boulevard and Portside Promenade are popular cycling routes near the site (Figure 10).



**Figure 10: Strava cycling heatmap**

## **11.2 Bicycle parking and end of trip facilities**

A secure bicycle storage room is provided in the basement for residents. Wall mounted bicycle racks are proposed, with an estimated capacity of 19 bicycles.

For visitor bicycle parking, consideration should be given to the provision of 2 x double-sided parking rails in the verge. The location should be confirmed and approved by the City of Wanneroo.

### 11.3 Sustainable transport catchment

As detailed in Figure 11, the subject site is well placed for residents and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide the development with a large catchment from Yanchep to Butler.

This range can be further increased through a combination of micro-mobility and train travel with future close access to train stations.

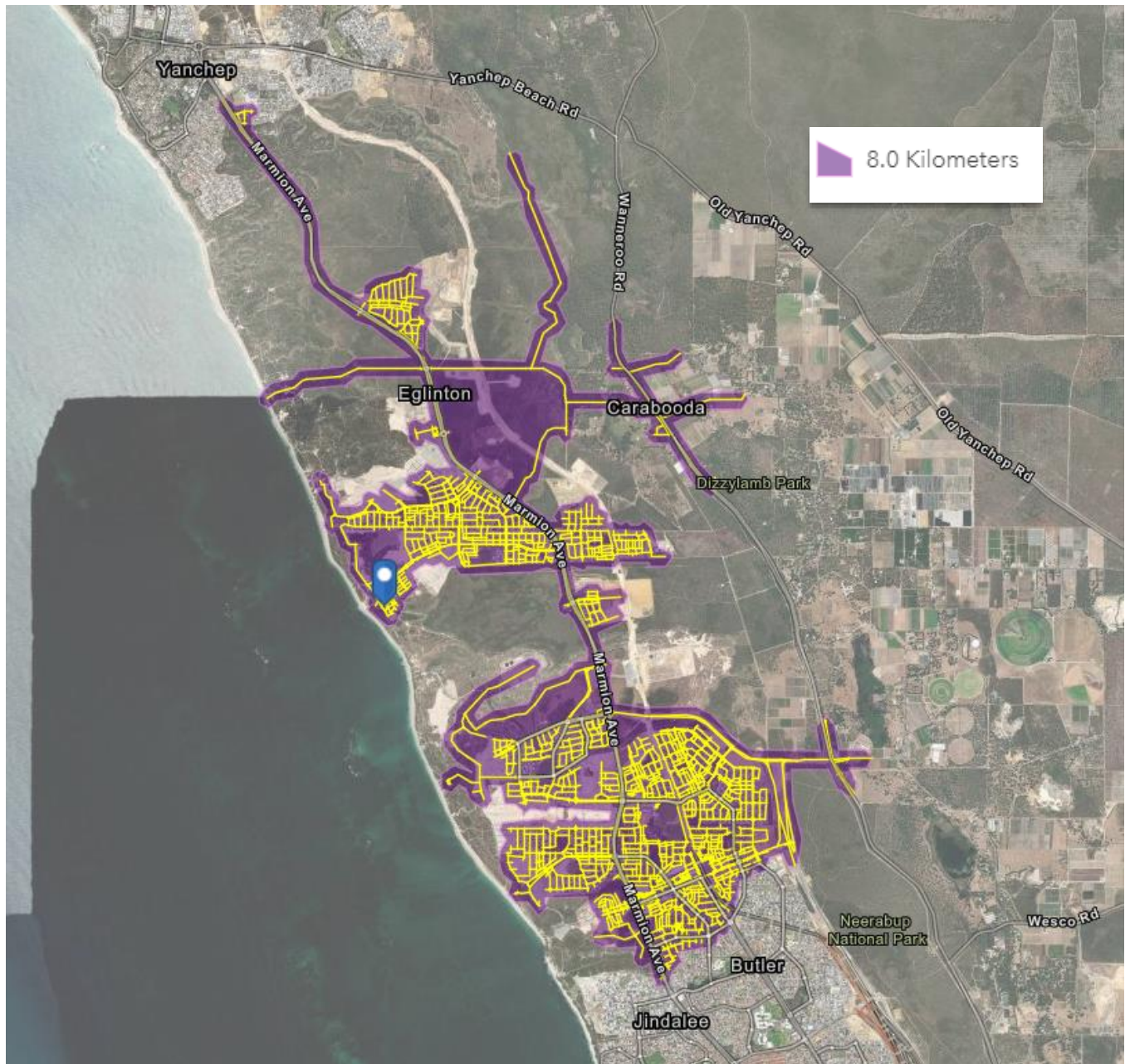


Figure 11: Cycling and micro-mobility catchment

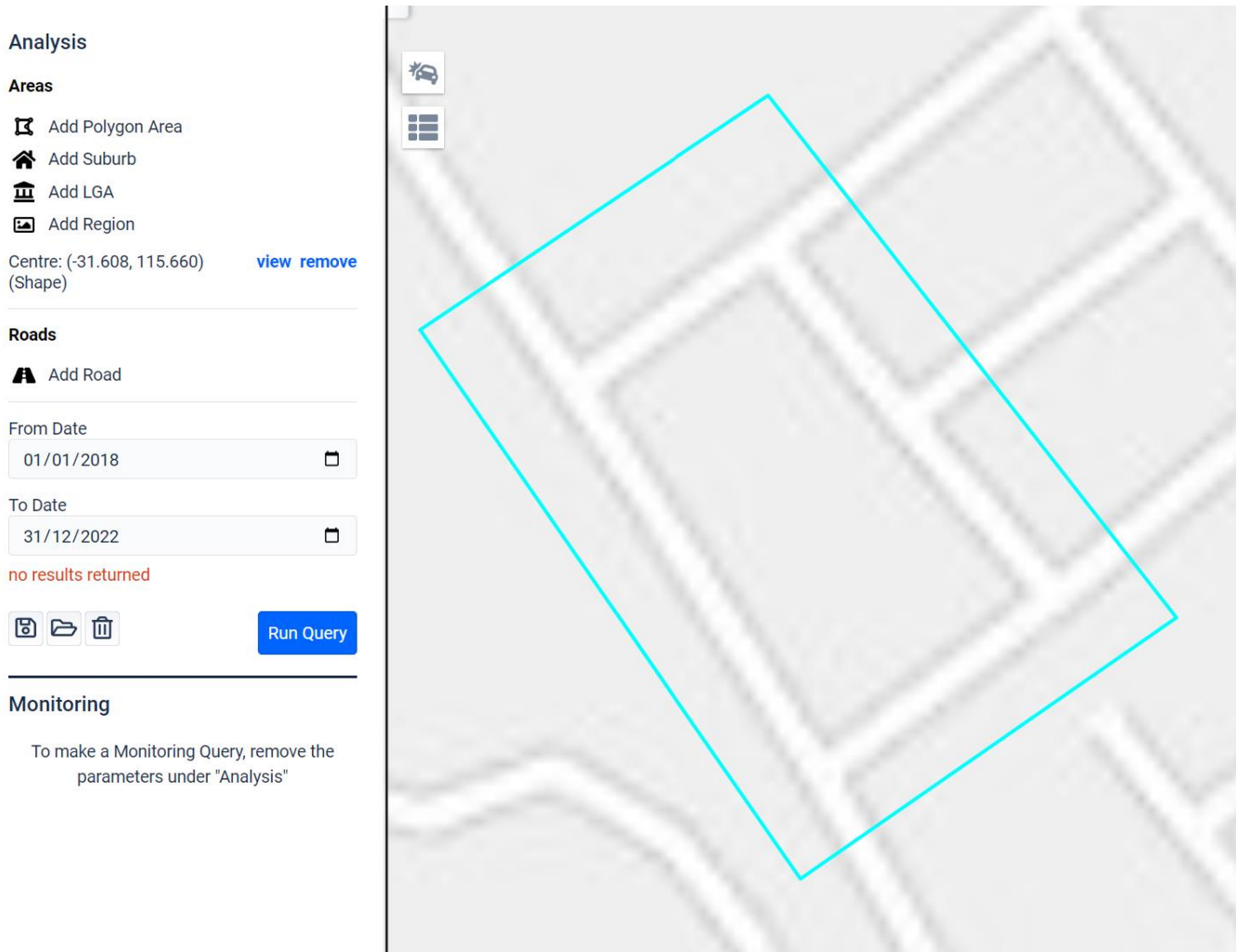
## 12 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.



# 13 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 12, no crashes were recorded in the immediate locality in the last five years.



**Figure 12: 5-year crash map in the locality (2017-2021)**

Source: MRWA crash mapping tool

# 14 Conclusion

**This Transport Impact Statement has been prepared by Urbii on behalf of Seacrest Homes with regards to the proposed residential development, located at 2 Zodiac Drive, Alkimos.**

The subject site is situated at the corner of Zodiac Drive and Portside. The site is presently vacant with Waterfront Park located to the west and residential properties to the east.

It is proposed to develop the site into a residential development, delivering 31 apartment dwellings.

The site features good connectivity with the existing road, walking and cycling network. Once the Yanchep rail extension is constructed and the surrounding vacant lots are developed, the PTA will run extra feeder buses in the locality which will connect to the train station.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

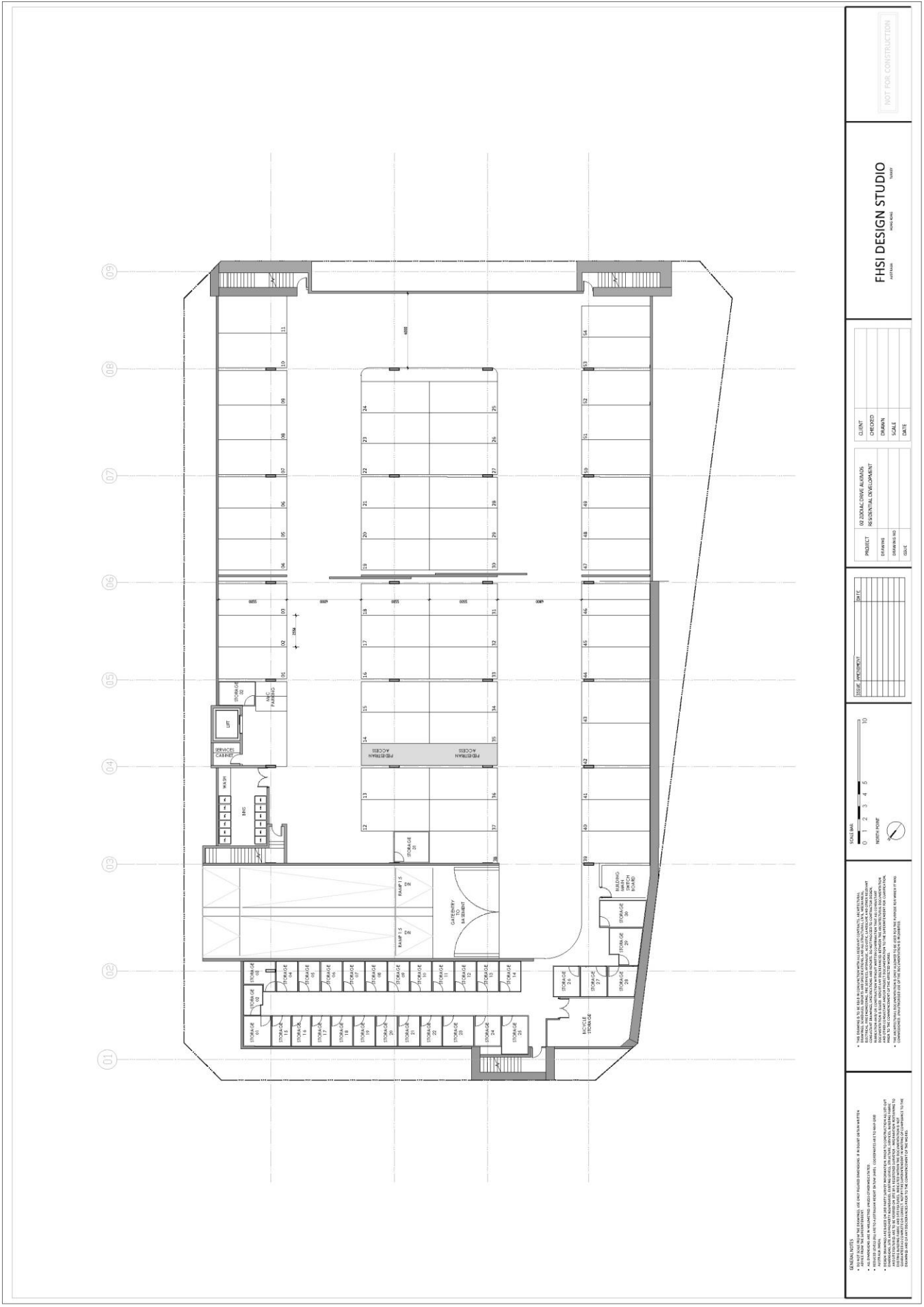
The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

# 15 Appendices

## Appendix A: Proposed development plans





NOT FOR CONSTRUCTION

**FHSI DESIGN STUDIO**  
ARCHITECTS

PROJECT	02 ZODIAC DRIVE ALKIMOS RESIDENTIAL DEVELOPMENT	CLIENT	CHECKED
DRAWN	DATE	SCALE	

DATE	
REVISION	
REVISION	
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REVISION	



**GENERAL NOTES**

- 1. THIS DRAWING IS TO BE USED FOR THE PRELIMINARY DESIGN OF THE STRUCTURE. IT IS NOT TO BE USED FOR THE FINAL DESIGN OF THE STRUCTURE. THE ARCHITECT IS NOT RESPONSIBLE FOR THE STRUCTURAL DESIGN OF THE BUILDING. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ELECTRICAL, MECHANICAL, OR PLUMBING DESIGN OF THE BUILDING.
- 2. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OF THE FOUNDATION OR THE RETENTION WALLS.
- 3. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OF THE ROOFING SYSTEM OR THE CLADDING SYSTEM.
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- 8. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OF THE CONSTRUCTION PROGRAM.
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- 10. THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESIGN OF THE DECOMMISSIONING PROGRAM.

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4 X 1 BED  
10 X 2 BED

GROUND FLOOR PLAN  
SCALE 1:250

GENERAL NOTES

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6 X 2 BED  
4 X 3 BED

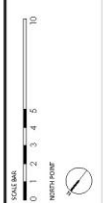
FIRST FLOOR PLAN  
SCALE 1:250

**GENERAL NOTES**

- ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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• THE ARCHITECT'S DRAWINGS SHALL BE USED TO OBTAIN ALL NECESSARY PERMITS, LICENSES, AND REGULATORY APPROVALS. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, LICENSES, AND REGULATORY APPROVALS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR OBTAINING ANY PERMITS, LICENSES, OR REGULATORY APPROVALS.

- THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR OBTAINING ANY PERMITS, LICENSES, OR REGULATORY APPROVALS.
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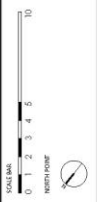


7 X 3 BED

**SECOND FLOOR PLAN**  
SCALE 1:250

**GENERAL NOTES**  
• ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.  
• ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
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**GENERAL NOTES**  
• THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.  
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Suite 100  
Atlanta, GA 30309  
404.525.1234  
www.fhsi.com

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SECTION  
SCALE 1:250

GENERAL NOTES

- THIS PLAN IS FOR THE DESIGNER'S USE ONLY. THE ARCHITECTURAL DRAWING IS NOT TO BE USED FOR CONSTRUCTION.
- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE STRUCTURAL DESIGN OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE ELECTRICAL, MECHANICAL, AND PLUMBING DESIGN OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE LANDSCAPE DESIGN OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE INTERIORS OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE FINISHES OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE FURNITURE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE EQUIPMENT OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE UTILITY OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE SAFETY OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE LIABILITY OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE NEGLIGENCE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE MAINTENANCE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE REPAIRS OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE RENTALS OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE OCCUPANCY OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE DEMOLITION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE RECONSTRUCTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE RENOVATION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE EXPANSION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE DESTRUCTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE ABANDONMENT OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE DISAPPEARANCE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE LOSS OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE THEFT OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE FIRE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE COLLAPSE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE EXPLOSION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE TERRORISM OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE NUCLEAR ACCIDENT OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE BIOLOGICAL HAZARD OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE CHEMICAL HAZARD OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE PHYSICAL HAZARD OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE ENVIRONMENTAL HAZARD OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE CLIMATE CHANGE OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE AIR POLLUTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE WATER POLLUTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE SOIL POLLUTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE NOISE POLLUTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE LIGHT POLLUTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE HEAT POLLUTION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE OZONE DEPLETION OF THE BUILDING.
- THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACID RAIN OF THE BUILDING.
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- THE ARCHITECT IS NOT RESPONSIBLE FOR THE GLOBAL WARMING OF THE BUILDING.



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PROJECT	CLIENT
02 ZODIAC DRIVE ALKIMOS RESIDENTIAL DEVELOPMENT	
DATE:	CHECKED:
SCALE:	DRAWN:

**FHSI DESIGN STUDIO**  
ARCHITECTS  
1057 TOWN  
1058-1060

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