

**BEFORE THE INDEPENDENT HEARING PANEL APPOINTED BY THE
QUEENSTOWN LAKES DISTRICT COUNCIL**

UNDER the Resource Management Act 1991 (RMA)
IN THE MATTER of the Te Pūtahi Ladies Mile Plan Variation in accordance
with section 80B and 80C, and Part 5 of Schedule 1 of the
Resource Management Act 1991.

**JOINT STATEMENT OF URBAN DESIGN & TRANSPORT EXPERTS IN
RELATION TO TE PŪTAHI LADIES MILE PLAN VARIATION**

DATED 24 NOVEMBER 2023

Introduction

- 1 This joint witness statement (**JWS**) records the outcome of further discussions of urban design and transport expert witnesses in relation to the Te Pūtahi Ladies Mile Plan Variation (**TPLM Variation**).
- 2 The expert witness conferencing was held on Wednesday, 15th November 2023; Tuesday, 21st November; and Thursday, 23rd November 2023, all were held as an online Zoom calls.
- 3 Attendees at the conference were:

| | ATTENDEE | EXPERTISE | 15/11 | 21/11 | 23/11 |
|-----|-------------------|------------------|--------------|--------------|--------------|
| (a) | Bruce Harland | Urban Design | ✓ | ✓ | ✓ |
| (b) | Michael Lowe | Urban Design | ✓ | ✓ | – |
| (c) | Stuart Dun | Urban Design | ✓ | ✓ | ✓ |
| (d) | Tim Church | Urban Design | ✓ | ✓ | ✓ |
| (e) | Bruce Weir | Urban Design | ✓ | ✓ | ✓ |
| (f) | Dave Compton-Moen | Urban Design | ✓ | – | ✓ |
| (g) | Jane Rennie | Urban Design | ✓ | ✓ | – |
| (h) | Dave Smith | Transport | – | ✓ | ✓ |
| (i) | Don McKenzie | Transport | ✓ | – | ✓ |
| (j) | Jason Bartlett | Transport | ✓ | ✓ | ✓ |
| (k) | Colin Shields | Transport | ✓ | – | ✓ |

Code of Conduct

- 4 This JWS is prepared in accordance with sections 9.4 to 9.6 of the Environment Court Practice Note 2023.
- 5 We confirm that we have read the Environment Court Practice Note 2023 and agree to abide by it.

Key information sources relied on

- 6 The following material has been reviewed by and/or relied upon by all attendees when coming to our opinions¹:
- (a) Joint Statement of Transport Experts, dated 30 October 2023
 - (b) Joint Statement of Urban Design Experts, dated 1 November 2023
 - (c) The rebuttal evidence of Jeff Brown, dated 10 November 2023
 - (d) The rebuttal evidence of Bruce Harland, dated 10 November 2023;
 - (e) The rebuttal evidence of Stuart Dun, dated 10 November 2023;
 - (f) The rebuttal evidence of Michael Lowe, dated 10 November 2023;
and
 - (g) The rebuttal evidence of Colin Shields, dated 10 November 2023;
 - (h) Hearing Panel Minute: Preparation for the hearing and responding to various memoranda (paragraphs 1.13 - 16), dated 13 November 2023;
 - (i) Hearing Panel Minute: Pre-Hearing questions, dated 21 November 2023

Purpose and scope of conferencing

- 7 The purpose of conferencing was to identify, discuss, and highlight points of agreement and disagreement in relation to urban design and transport matters relevant to the TPLM Variation, as identified in the Hearings Panel Minute, dated 13 November 2023, where all experts are strongly encouraged to engage their counterparts to seek to engage with each other, as far as practicable to try and resolve, or at least narrow the issues in dispute.
- 8 In particular, the Hearings Panel especially encourages experts to consider the following questions that have come from the Mr Fletcher's Facilitation Report (Planning Conferencing), including:
- (a) What are the urban design implications of the SH6 Corridor speed limit of 60kmh?

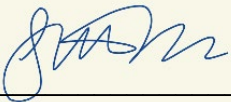
¹ Note that experts have read and relied on those documents that relate to their area of expertise and have only agreed to those matters that fall within their areas of expertise.

- (b) How does this affect/frame the Queenstown eastern gateway/entrance experience?
 - (c) What are the urban design implications of the SH6 eastern corridor (Threepwood to Frankton and into Queenstown) becoming a Rapid Transit Service corridor?
 - (d) Given the 60kmh speed limit and the Rapid Transit Service corridor what is the appropriate setback for building/development along the TPLM SH6 corridor? Does it change the road cross section requirements? Building height restrictions?
 - (e) What are the traffic safety and public transport implications of the shift to 60kmh? e.g. location and nature of crossings, bus stops etc.
- 9 **Attachment A** records the agreed issues, areas of disagreement and the reasons, along with any reservations, and technical drafting changes to the proposed District Plan provisions (and the reasons for those changes).
- 10 **Attachments B and C** illustrates potential amendments to the SH6 Cross Section notified in the TPLM Variation, including Cross Section Options by Council Experts and Alternate Cross Sections by Submitter Experts respectively.
- 11 **Attachment D** illustrate Precedent examples for similar One Network Framework (ONF) Urban Connector's with a high movement and high place functions provided by Mr Harland.
- 12 **Attachment E** illustrates a local examples of native planting character along SH6 in Te Kirikiri / Frankton and ~20m deep setback along Kawarau Road (SH6), Te Kirikiri / Frankton.

Dated: **24 November 2023**



Bruce Harland



Stuart Dun



Michael Lowe



Bruce Weir



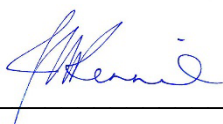
Tim Church



Dave Compton-Moen




Jason Bartlett



Jane Rennie



Dave Smith



Don McKenzie



Colin Shields

ATTACHMENT A – EXPERT CONFERENCING ON URBAN DESIGN

Participants: Bruce Harland (BH), Stuart Dun (SD), Michael Lowe (ML), Bruce Weir (BW), Mr Cameron Rossouw (assisting) CR, Tim Church (TC), Dave Compton-Moen (DCM), Jane Rennie (JR), Dave Smith (DS), Don McKenzie (DMK), Colin Shields (CS), Jason Bartlett (JB)

| Issue | Agreed Position | Disagreements or reservations, with reasons |
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| <p>Purpose and Key Objectives for SH6</p> | <p>Agreed that we need to adapt the Frankton-Ladies Mile Highway (SH6) from rural road to an ONF Urban Connector with a high movement and high place functions, including key objectives of:</p> <ol style="list-style-type: none"> 1. Maintaining a freight, service and visitor movement routes with wider region, as one of two critical road links into Queenstown. 2. Servicing the sustainable mobility needs of Te Pūtahi / Eastern Corridor users. 3. Achieving transport and land use integration to support accessibility, vitality and mode shift. 4. Integrating northern (new) and southern sides (existing) of Te Pūtahi / Eastern Corridor. 5. Creating a more hospitable and safer 'people-orientated' place within a lower speed environment. 6. Maintaining a sense of place / identity and good landscape amenity, accepting that there will be a change from rural to urban character. | <p>Mr Shields outlined the assumptions around the design of the road corridor perspective, including:</p> <ul style="list-style-type: none"> • signalised intersections at Lower Shotover / Stalker Rd and Howards Drive; • 60km/hr speed limit between intersections supported by some form of friction on either side of the corridor to manage the design speed; • four traffic lanes with a dedicated bus lanes in the eastbound and westbound direction; and • to protect the corridor as an oversize route. <p>Some localised widening may be required at intersections for turning lanes and for transit stop infrastructure along the route. Although, in-lane bus stops are the assumption.</p> <p><u>Cross Section Options by Council Experts</u></p> <p>At the second conferencing, Council Experts pre-circulated two cross-section options for the mid-block section of SH6 that propose amendments to the TPLM Variation (Attachment B), including:</p> |

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| | | <p>Council Option 1 - SH6 (20m Amenity Access Area):</p> <ul style="list-style-type: none">• 70m between building faces (no change on south side)• 20m SH6 Road Reserve with 4 lanes (i.e. one travel lane and one bus lane in each direction) and median strip• 20m Amenity Access Area on north side, including slip lane and car parking (with second footpath removed) with 6m feature tree width.• 25m Building Restriction distance with 5m road boundary setback with 3m 'build to zone' <p>Council Option 2 - SH6 (18m Amenity Access Area):</p> <ul style="list-style-type: none">• 65m between building faces (no change on south side)• 20m SH6 Road Reserve with 4 lanes (i.e. one travel lane and one bus lane in each direction) and median strip• Reduced 18m Amenity Access Area on north side, removing slip lane and increasing feature tree (8.4m) and front berm (3.6m) widths.• Reduced the 25m Building Restriction distance to 20m with 2m road boundary setback with 3m 'build to zone'. <p>No changes were proposed or sought to the south side (25m) area.</p> |
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| | | <p><u>Alternate Cross Sections by Submitter Experts</u></p> <p>During the second conferencing, Mr Weir, Mr Rossouw (assisting Mr Weir) and Mr Bartlett presented three alternative options representing different conditions along the SH6 corridor (i.e. QCC Clubhouse mid-block, typical mid-block and urban node) in Attachment C.</p> <p>Both options illustrate 20m SH6 Road Reserve with 4 lanes and landscaped median strip.</p> <p>The comparable typical mid-block cross section, includes:</p> <ul style="list-style-type: none">• 60m between building faces (no change on south side)• Reduced 12m Amenity Access Area, removing slip lane with two 3m tree berms.• Reduced 14m Building Restriction distance with 2m road boundary setback. <p>The urban node (signalised intersections) cross section, includes:</p> <ul style="list-style-type: none">• 57m between building faces• Reduced 12m 'Urban Amenity' Area on north side with bus stop and piazza.• No Building Restriction distance or road boundary setback. |
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| | | <ul style="list-style-type: none"> • Detail that intersection upgrade requirements would be accommodated on south side. <p>No agreement was reached as to what cross section(s) were preferable between the Council Option 2 - SH6 (18m Amenity Access Area) and Alternate Concepts by submitters.</p> <p>Mr David Compton-Moen was not able to attend the second conferencing, but indicated that the cross section should be as efficient and small as possible to create a relationship between the northern and southern sides.</p> |
| <p>Urban design implications of the SH6 Corridor speed limit of 60kmh</p> | <p>All agreed that a built form and / or landscape response that helps safely manage the 60km/hr design speed is appropriate. Generally, agreed that urban design / landscape features can create the side friction as an important part of this.</p> | <p>Mr Bartlett noted the design operating volume 17,000vmd (two way vehicle movements per day) and that other Urban Corridors have greater volumes, like Memorial Ave / Fendalton Road (Christchurch) at 22,000–26,000vmd with a 50km/hr design speed and 30m corridor and similar signal spacing of 500m-800m.</p> <p>No agreement was reached on the type of friction appropriate to support the 60 km/hr design speed of SH6. Discussion ranged between use of building edges closer to the road reserve, encouraging increased activity levels in the corridor and addition of street features (e.g. street trees, street furniture, etc.).</p> <p>Mr Smith noted that there are other design solutions within the carriageway, such as raised intersections / crossing points and threshold treatments that could further support the design speed.</p> |

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| <p>Effect on the Queenstown eastern gateway/entrance experience</p> | <p>All agreed that the urban gateway / entrance experience starts at eastern roundabout and extends west to and around the Lower Shotover Road / Stalker Road intersection and incorporates and integrates Spence Road as part of the urban Active Travel network.</p> <p>All agreed that a high quality landscape treatment is an important component of the gateway / entrance experience.</p> <p>It was agreed that it is appropriate to have a more urban character around the two signalised intersections for increased legibility of transit stops, visibility of community infrastructure and to slow approaching vehicles from east and west.</p> <p>It was agreed by all that:</p> <ul style="list-style-type: none"> • Some differentiation would be appropriate between northern and southern edges of SH6, based on existing trees, aspect, character, views and accessibility; and • Design guidance should be developed to achieve a consistent landscape treatment between public and private realms along the SH6 corridor, as both are likely to contribute to the gateway / arrival experience. <p>We agreed to recommend to Waka Kotahi / Council that further landscape design development is required, including engagement with Kai Tahu, considering the</p> | <p>Notwithstanding the urbanisation of the corridor, Council UD experts want to achieve a consistent, green filtered, urban edge with a sense of spaciousness along SH6, as part of the gateway / entrance experience. Mr Harland reiterated that we are looking for consistency along the north side for the whole length from the eastern roundabout to Stalker Road, including recognition of a filtered urban edge.</p> <p>Mr Lowe noted that there was strong community feedback during the masterplan engagement on maintaining a sense of place and openness, that could be lost through expert conferencing.</p> <p>It was also noted by Mr Weir that the northern edge could be more urban in character along the medium density interface where residences have higher value views to the Remarkables and north-facing / quieter rear yards. Equally, there are existing trees worthy of retention to the south that could soften this edge and provide filtered views along the corridor.</p> <p>It was discussed that, if the Panel were minded to amend the western end of TPLM Structure Plan, the urban character of the western intersection may require associated boundary realignments / road closures to achieve this outcome.</p> <p>No agreement was reached as to how to best differentiate landscape treatments on each side of the corridor. Experts' disagreement mainly focused on the</p> |
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| | <p>balance between recognising Ara Tawhito (traditional trails) / stormwater treatment of SH6 and rural pastoral heritage / retention of the existing trees on the south side.</p> | <p>width provided for large, 'Feature Trees' on the northern side. Council UD experts provided precedents from Toronto, Canada and Waihi SH2 (Attachment D).</p> <p>Mr Smith indicated that there is likely be a loss of continuity in the landscape treatments along SH6, due to the large intersection footprints. He was concerned about the visual screening effect of vegetation in obscuring an urban environment (i.e. friction) and was further concerned about the impact of large trees on shading (i.e. ice formation) and debris falling from trees onto the carriageway.</p> <p>Mr Harland noted that the slower speed urban nature of the corridor is not dissimilar to many towns and that management of leaf litter is normal practice in urban environments. Mr Harland showed an example of Waihi Beach where mature trees had clear views underneath their canopy to the 'urban' edges with circa 60m legal corridor and 70m building to building. Use of deciduous trees could also reduce frost related risks. Mr Church queried who the large scale amenity planting was intended for, SH6 or TPLM users. He noted that larger trees could have an impact on residents' likely expectation of views of the natural landscape context (e.g. Remarkables) from within the TPLM Variation Area. Mr Weir considered they would overly 'domesticate' buildings behind them and would create further visual severance between north and south communities. Both were seeking more relativity between existing trees to the south.</p> |
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| | | <p>Discussion was had on the landscape character anticipated along the corridor and if large, exotic trees are an appropriate cultural response. Mr Church queried if Kai Tahu had been engaged on this and had a native palette been considered, such as that along SH6 in Te Kirikiri / Frankton (Attachment E). Council experts noted that not specific cultural engagement had been carried out on this issue and that a 'blended' approach had been used for the landscape character throughout the TPLM Variation area. No agreement was reached.</p> <p>Precedent examples for similar ONF Urban Connector's with a high movement and high place functions were discussed, including those provided by Mr Harland (Attachment D).</p> |
| <p>Urban design implications of the SH6 eastern corridor (Threepwood to Frankton and into Queenstown) becoming a Rapid Transit Service corridor</p> | <p>It was agreed that:</p> <ul style="list-style-type: none"> • The highest priority is to support west-bound services, and; • It is important to safeguard a fourth traffic lane for a dedicated east bound transit lane that could form part of a future rapid transit system in both directions for reliability and frequency of service. <p>That one dedicated transit lane in each direction could also future proof alternative transit modes in the longer term.</p> | <p>Mr Church noted that we should also make allowances for future infill intensification of Lake Hayes and Shotover Country over the long term.</p> <p>There was some discussion regarding centralised transit lanes, which was generally considered as less preferable based on the likely lower amenity for passengers waiting in the middle of heavy traffic.</p> <p>Mr Smith noted that kerb and channel and lighting would be expected and that 4.2m bus lanes should be provided on all cross sections to accommodate cyclists that may wish to use the carriageway. He did not consider there would be much to gain from the</p> |

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| | <p>It was agreed that direct / straight transit lane alignments along the SH6 corridor was preferable and that the positioning of transit stops on the western side of entry roads (on both sides) was most optimal.</p> <p>It was also agreed that there should be consideration of other mid-block active travel crossings (e.g. TPLM Transport Strategy section 5.1, page 61) to enhance connectivity, mode split and contribute to a more urban character along the corridor to support slower vehicle speeds.</p> | <p>eastbound bus lane at this location with most congestion along Ladies Mile in the westbound direction. Although, Mr Shields considers that an eastbound bus lane is required to provide positive bus priority and reliability.</p> <p>Discussion was also held on the relative ease of providing additional traffic lanes to the south and utilising existing tree planting within the road corridor.</p> <p>Ms Rennie considered that the location of the mid-block connection between Lower Shotover / Stalker Roads and Howards Drive could ideally be coordinated with the existing QCC Clubhouse.</p> |
| <p>Appropriate setback for building / development along the TPLM SH6 corridor, given the 60kmh speed limit and the Rapid Transit Service corridor, including road cross section requirements and building height restrictions.</p> | <p>All agreed that:</p> <ul style="list-style-type: none"> • Tightening up the cross section as much as possible was advantageous to utilise land efficiently, reduce walking distance across the corridor and to achieve a positive built interface with the corridor, while still maintaining the unique sense of place, landscape amenity and recognising the importance of this gateway into Queenstown. • It is appropriate to have 10m minimum building setback from the carriageway on the north side adjacent to the two intersections to maximise accessibility, increased legibility around transit stops, visibility of community infrastructure and to slow approaching vehicles from east and west. | <p>As noted above, Council UD experts want to achieve a consistent, green filtered edge with a sense of spaciousness along SH6, as part of the gateway / entrance experience.</p> <p><u>North Side</u></p> <p>Some discussion was had regarding placing more intensive development along the corridor with the ability to mitigate noise and vibration through good construction techniques. Concerns were expressed by Council UD experts about exposure of more residents to potential noise effects from the corridor and that higher buildings may block views for those positioned deeper into the master plan area.</p> |

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| | <p>Agreed that the building setback on the south side could be reduced from 25m, to differentiate from mid-block cross section, but no distance was agreed.</p> <ul style="list-style-type: none"> • All agreed that the intersection setbacks could extend up to 50m along SH6 based on land use, anchoring / defining corners, bus stop location and side friction. We also agreed that bus stops should be located as close as possible to the signalised intersection. • All agreed that the proposed slip lane within the Amenity Access Area is not required. <p>Consequently, all agreed that a 'build to zone' along the northern boundary with the SH6 was important to establish a strong built edge and to activate the corridor.</p> <p>It was agreed that District Plan provisions (e.g. Build to line, access and activation) and / or design guides need to be considered to ensure development positively addresses the SH6 corridor.</p> <p><u>South Side</u></p> <p>All agreed that:</p> <ul style="list-style-type: none"> • 25m is an appropriate <u>maximum</u> setback (aligned with Landscape Planning expert JWS), but that: • We are not looking for symmetry between the north and south sides. | <p>Council UD experts clarified that access to the slip lane within the 'Amenity Access Area' was not intended to be via SH6, to avoid private vehicle crossing points over bus lanes and active travel routes. They were also included to help bring more activity into the corridor for CPTED reasons.</p> <p>Mr Church questioned inclusion of the slip lane, noting this would be incompatible with the Rapid Transit Service / active travel corridor outcomes, adds a barrier to pedestrian access and doubles-up on infrastructure / land take. Relocation of the slip lane deeper within development lots would reduce associated private accessways and garaging and would likely achieve more continuity of active frontages along (and closer) to the SH6 corridor. This would help address CPTED concerns and reduce the likelihood of creating a 'no man's land' in the deep landscape setback.</p> <p>Council Urban design experts have indicated that the Council Option 2 -SH6 (18m Amenity Access Area) mid-block cross section represents the minimum acceptable cross section to deliver on the objectives of the TPML Variation. This assumes that the proposed bus lanes, travel lanes and upgrade of SH6 fits within the existing legal corridor. Should the upgrade to the SH6 require additional space beyond its current legal boundaries then the 18m Amenity Access Area would become compromised.</p> |
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| | | <p>Mr Church raised the need to consider space for the management of stormwater, given swales may require a large land take. If this cannot be accommodated in the median or shoulder, then this may need to be integrated into the Amenity Access Area (if required). Mr Harland indicated that there had also been conferencing by Stormwater experts that SH6 should not be used as a secondary flow path in 100yr events.</p> <p>The potential maintenance liability for deeper setbacks was discussed. Mr Smith understood that Waka Kotahi maintains the berms on state highways where the speed limit is greater than 70km/h and that 70km/h or less is maintained by Council. Mr Church referenced a local example of ~20m deep setback along Kowarau Road, Te Kirikiri / Frankton (Attachment F), that is currently maintained by Council as a very basic landscape treatment (i.e. grass / trees). He noted that expectations of landscape quality will likely need to be moderated for deeper setbacks and is an important factor to consider.</p> <p><u>South Side</u></p> <p>Council experts acknowledged there was less emphasis in preparing the cross sections on the southern setback, given previous landscape conferencing, and were not looking for symmetry.</p> |
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| | | <p>No agreement was reached as to how deep the building setbacks needed to be around the intersections on the southside to achieve this outcome.</p> <p>Ms Rennie considered there was still more opportunities to define the urban edge, refine the setback and consider deeper setbacks around the QCC Clubhouse from an urban design perspective, including provision of a dedicated cycle lane between the trees to better service southern communities (supported by Mr Dun).</p> |
| <p>Traffic safety and public transport implications of the shift to 60kmh (e.g. location and nature of crossings, bus stops etc.)</p> | <p>It was agreed by all that multiple-cross sections are required, given wider intersections, reduced setbacks around transit nodes and more generous mid-block landscape treatments / active travel crossing points.</p> <p>We agreed that:</p> <ul style="list-style-type: none"> • Current plans feature significant expanse of paved area and would not be desirable; and; • A one movement pedestrian crossing concept would be advantageous to provide greater convenience for pedestrians crossing between north and south (rather than waiting for multiple phases in a pedestrian refuge). <p>It was agreed by all that:</p> <ul style="list-style-type: none"> • A width allowance for a central median should be incorporated into cross section(s) to provide | <p>Mr Shield noted that additional turning lanes would be required at intersections and that his preference is for a 'one movement crossing' at intersections for pedestrians. Mr Smith noted that intersections (with up to 25m crossing width) are too big for those crossing with accessibility issues and that median refuges (ie safety zones in the median) are likely to be required that would enable a two stage crossing to be provided.</p> <p>There was discussion around the merits of a central median for amenity, friction and pedestrian refuge with the potential to reduce the median width at intersections. There was a range of opinions around this in relation to the desire for tree / boulevard planting vs low / frangible planting, delaying pedestrians between phases, the need to protect the oversized route for freight and ongoing maintenance requirements. No agreement was reached on the</p> |

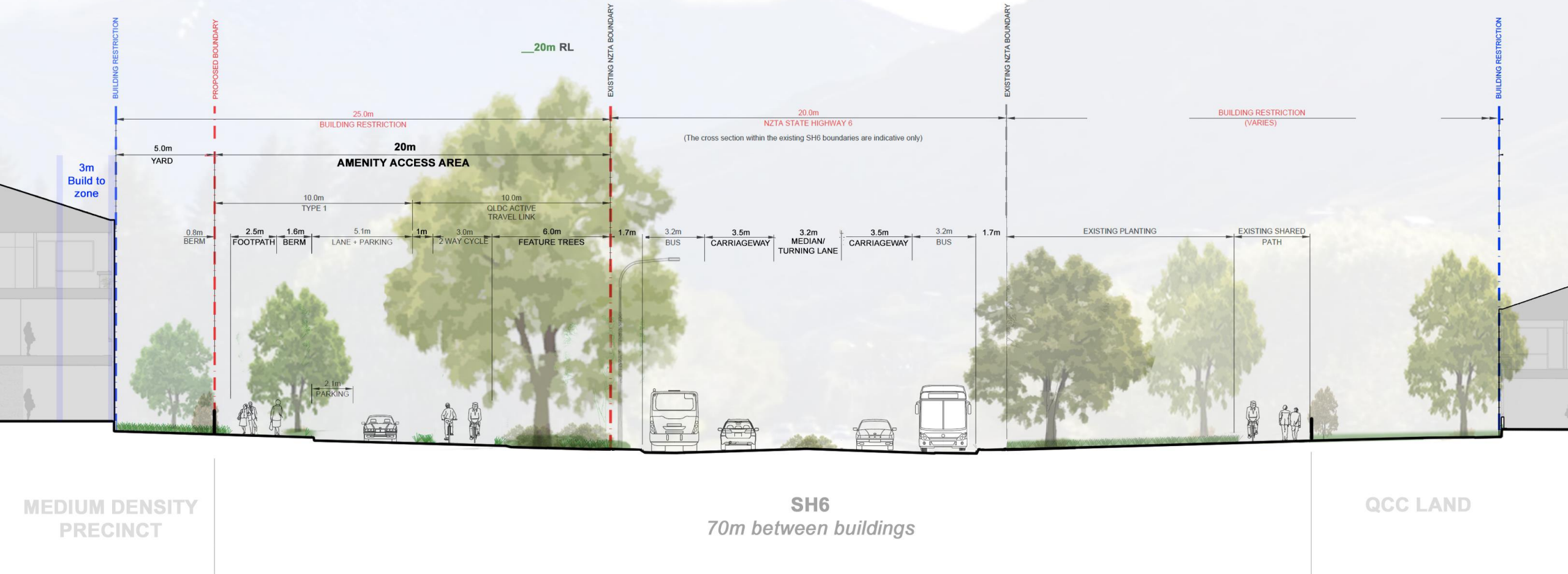
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| | <p>amenity, friction and pedestrian safety zones for less accessible users.</p> <ul style="list-style-type: none"> • That there could be flexibility in the width of this median but that a 2m minimum should be provided allow for pedestrian safety zones at intersections. | <p>design or width of the median, but ranged between 2m – 5.2m (excluding any allowances for stormwater management).</p> <p>We discussed the potential for dual use of the median and / or Amenity Access Area to help manage stormwater runoff from the highway and widths required to achieve this could inform the cross section width.</p> <p>The discussion continued about the best way to optimise the width of SH6 corridor to support walkable catchments, reduce severance and increase the perceived convenience for pedestrians (and cyclists) moving between north and south parts of the Te Pūtahi / Eastern Corridor. No agreement was reached as to a required width.</p> |
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| Drafting changes proposed to the District Plan provisions and the technical reasons for those changes (9.11(e) Hearing Panel Minute) | |
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| Change proposed | Technical Reasons |
| NA | NA |

ATTACHMENT B – CROSS SECTION OPTIONS BY COUNCIL EXPERTS

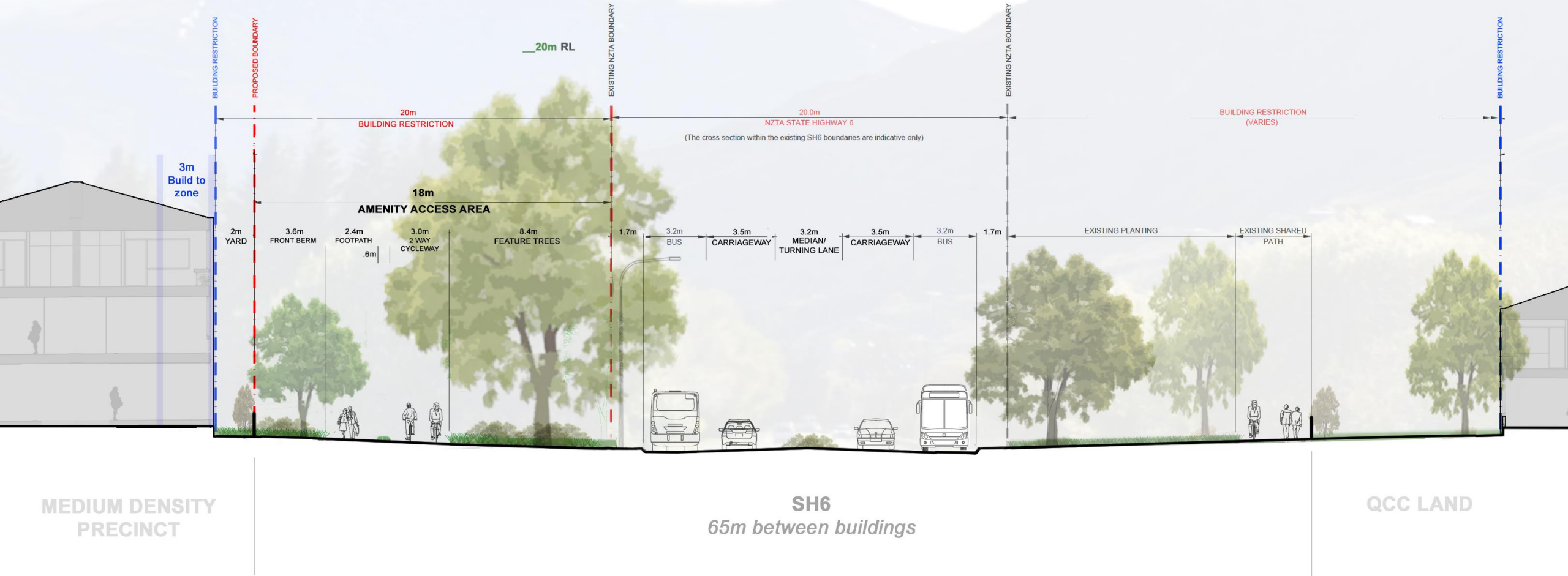
SH6 (20m Amenity Access Area)

Te Pūtahi Ladies Mile Structure Plan - Roading Sections



SH6 (18m Amenity Access Area)

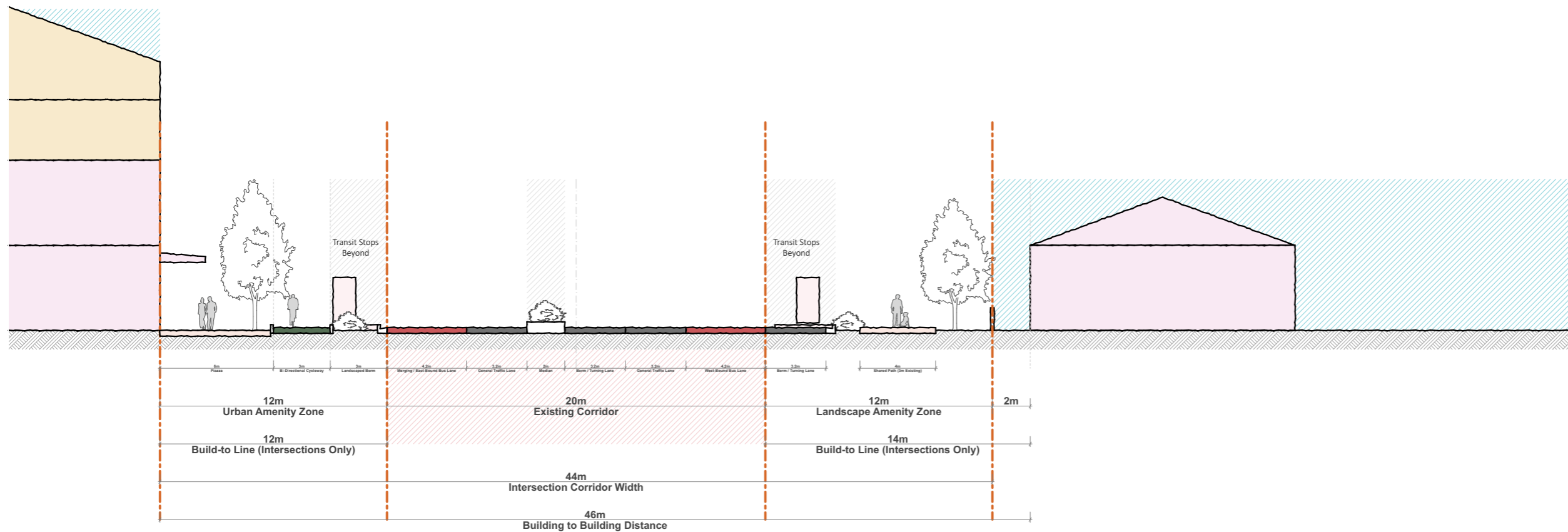
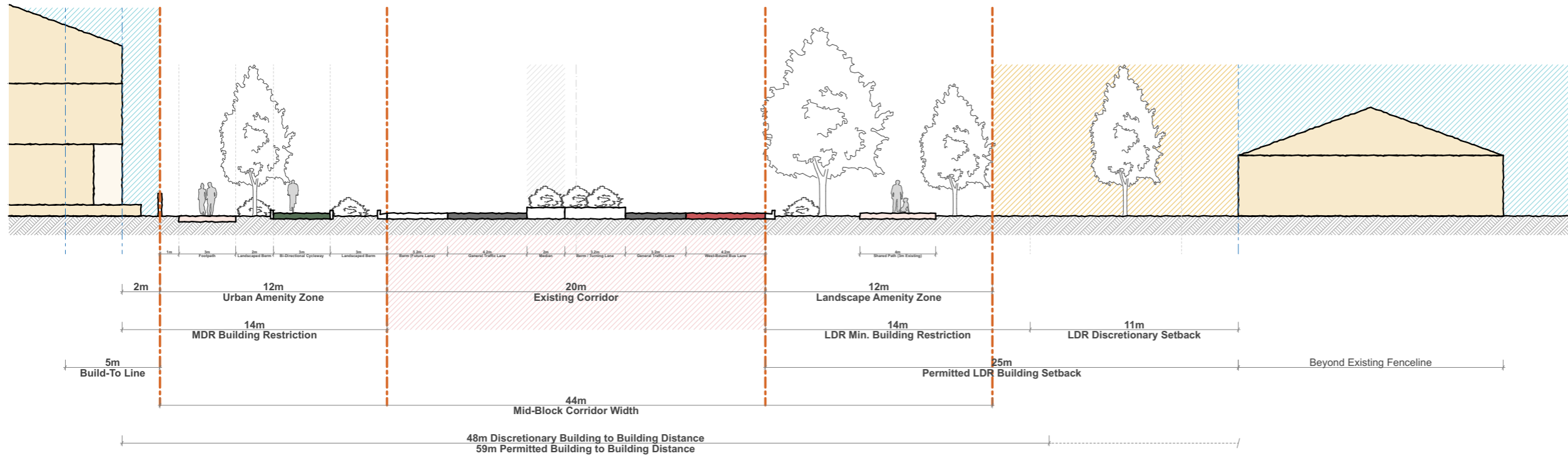
Te Pūtahi Ladies Mile Structure Plan - Roading Sections



ATTACHMENT C – ALTERNATE CROSS SECTIONS BY SUBMITTER EXPERTS



SH6 Ladies Mile Cross Sections



PROJECT
Ladies Mile Urban Environment

Rev A Date 21/11/2023

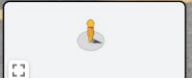
ATTACHMENT D – URBAN CONNECTOR PRECEDENT EXAMPLES FROM MR HARLAND

Ninth Line
Markham, Ontario
Google Street View
May 2021 See more dates

Ninth Line – Markham, Toronto

20m setback from kerb to buildings

Landscape berm is 15.5m to fence

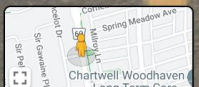


Merlin Gate
Markham, Ontario
Google Street View
Jul 2018 See more dates

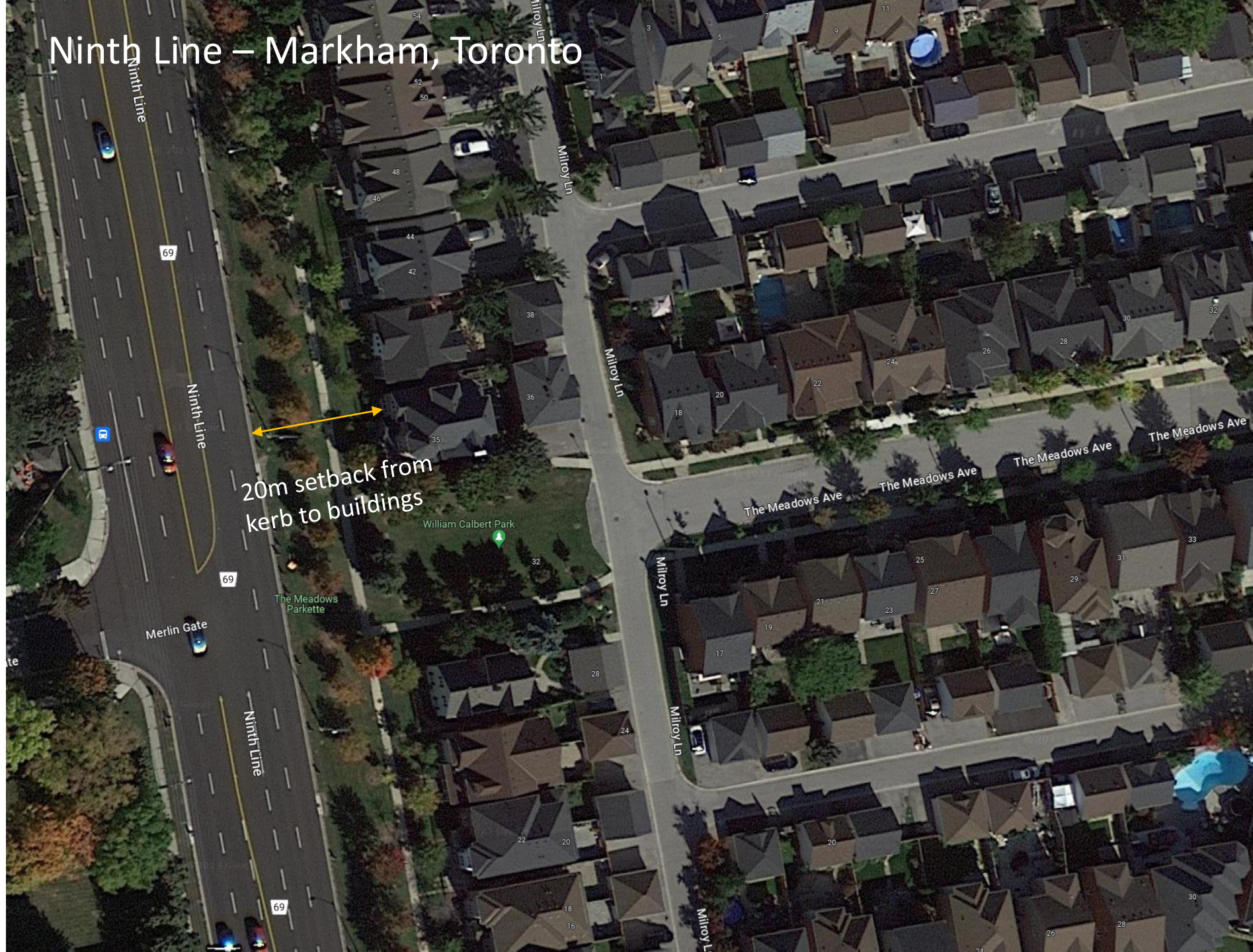
Ninth Line – Markham, Toronto

20m setback from kerb to buildings

Landscape berm is 15.5m to fence



Ninth Line – Markham, Toronto



20m setback from
kerb to buildings

Ninth Line

Merlin Gate

Ninth Line

Mitroy Ln

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Mitroy Ln

The Meadows Ave

The Meadows Ave

The Meadows Ave

The Meadows Ave

Search Google Maps

6230 York Regional Rd 73
Markham, Ontario

Google Street View

Jun 2023 See more dates

York Regional Rd 73 Markham, Toronto

14.5m setback from curb to buildings

Landscape berm is 12.3m to fence



York Regional Rd 73 Markham,
Toronto

14.5m setback from curb to buildings
Landscape berm is 12.3m to fence



Waihi SH2

- Circa 70m separation between buildings
- 10m berm on right
- 18m berm on Left



Waihi SH2

- Circa 70m separation between buildings
- 10m berm on right
- 18m berm on Left



ATTACHMENT E – LOCAL STATE HIGHWAY 6 EXAMPLES

Southern Scenic Route (October 2022)



Saddleback

Strategy | Planning | Design



150 State Highway 6, Queenstown (October 2022)



Saddleback

Strategy | Planning | Design

