

fig 1.1 plan view of proposed changes

view over site from state highway 6

view over site from state highway 6

Work with ontrack to develop safer crossing at entrance by incorporating judger bars, better signage, more defined parking and low planting regime.

view west down to grey river mouth and northwest to cobden

view north to runanga

An opportunity exists in the long term to facilitate the development of an interest group who through fund-raising develops a multi-use single track along bank edge, which connects to grey mouth south stop-bank / town centre.

This could be contained within 20 metre riverside buffer zone margin allowing for pedestrians, mountain bikers and dog walkers, as well as vehicle access to 3 viewpoints and parking bays. There is the opportunity to link or incorporate other trails nearby, should sufficient interest exist.

weststone operational area

view east to taylorville

view over site from state highway 7

grey district council pumping station

weststone operational area

view over site from state highway 7

weststone operational area

view downstream towards brunner

Weststone operational area grows over time by removal of existing vegetation and development of gently sloped terracing using clean fill from other sites.

To be contained at north face by bund/raised mounding which acts as natural barrier between operational area and public access road / 20 metre buffer zone.

Bund to be progressively planted in native species from ground covers through to medium sized trees to help soften intersection between public and industrial space. Consultation with DOC and local/regional council is recommended to confirm vegetation specification.

Develop 5-10 metre hillside native planting margin between on-track railway line and operational area to help foster a more natural viewpoint. Consultation with DOC and local/regional council is recommended to confirm vegetation specification.

As outlined in the Weststone Development Plan, there are a number of benefits to be gained from operating this site for the purposes of gravel processing.

Through the license holders obligations of responsible management, they have identified several land-use objectives which benefit the district, tenure stakeholders and the general public.

In particular, there are 3 objectives which guide this landscape plan. They are:

- 1/ maintain unrestricted public access
- 2/ responsibly manage the land
- 3/ make the river edge accessible and attractive as a community asset.

Further to these, this plan also aims to :

- 1/ provide a better natural aesthetic within the local environment and enhance the overall visual experience
- 2/ promote a greater range of activities available on site and subsequently develop a wider range of user groups
- 3/ encourage a native vegetation regime to gain natural dominance on site, controlling problem flora and fauna and enhancing ecological diversity

Would suggest renaming area as "RIVERSIDE RECREATIONAL AREA" to assist in encouraging greater public participation and sense of ownership.



fig 1.2 aerial view of site prior to new railway bridge construction

legend		
multi use single track	public sealed road	rest area/ view station
20 metre buffer zone	new shingle access road	important vista
on-track railway	planting bund	
existing track edge		



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fig 2.1 detailed plan view of proposed changes

Revise and raise gravel road and paths to avoid infiltration from tide, and to allow ease of loading in dedicated parking bays for other gravel extraction permit holders.

Prepare 15 car parks for general public and plant bund with native vegetation to soften entrance.

Provide a generic signage regime in conjunction with other tenure holders including general site map and lay out throughout site.

Raise existing gravel road at north face by 500mm to prevent high tide flooding and to allow for all year usage.

Prepare roundabout crossover for sale of extraction vehicles and general public.

Working in conjunction with other interest groups, prepare a gravel single track for mountain biking, pedestrian, recreational fishing and dog walkers.

This pathway could work in with existing Grey town centre heritage trails and riverbank walks.

Prepare open space zones along path where users can have direct access to the river, and views.

Encourage rubbish bins, and seating, to be incorporated by local and regional authorities.

Widen gravel road at various positions adjacent to single track for vehicle parking.

Terminate gravel road around and parking area.

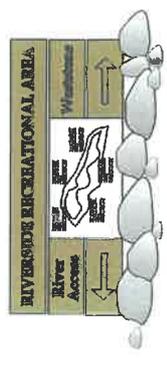
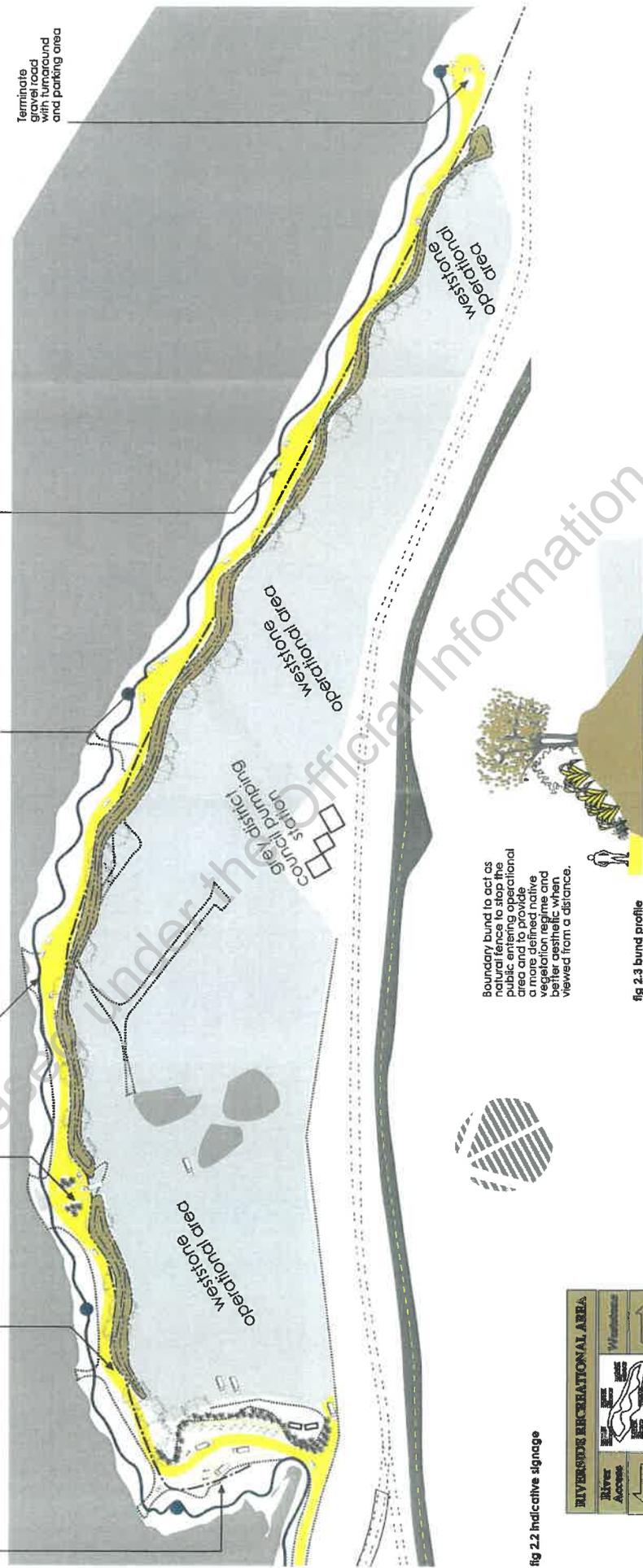


fig 2.2 indicative signage

Boundary bund to act as natural fence to stop the public entering operational area and to provide a more defined native vegetation regime and better aesthetic when viewed from a distance.

fig 2.3 bund profile

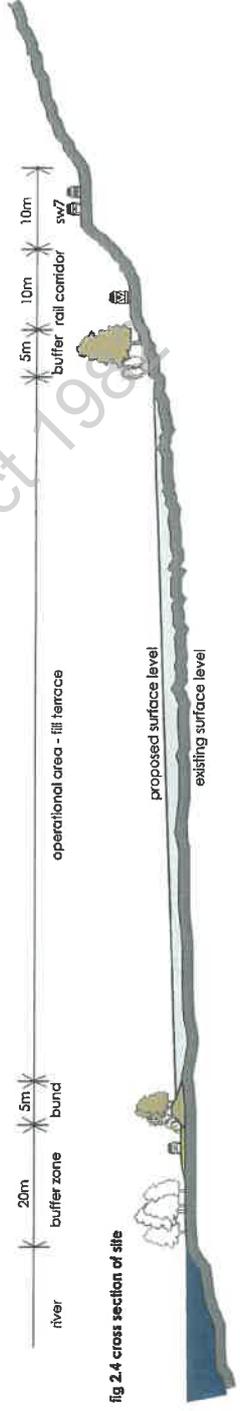


fig 2.4 cross section of site

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