

Hastings Boat Ramp Parking WPAC Proposal May 2018

WPAC proposes a Ramp Parking Layout as per attached sketch with the following features:-

- The WPAC building & Public Toilet facility to remain in the current location.
- Four double row bays (24m wide with 8.0m access between) based on the existing car park design will give a capacity of 80 trailers on bitumen.
- An overflow grass parking area with an approx. capacity of 130 trailers.
- An additional 4 trailer disabled parking bays, plus 2 Single spaces adjacent to the ramp for Emergency Vehicles, also four 30 minute trailer parking bays for fish cleaning.
- Single parking for 29 cars, and 20 minute disabled park area for a mini bus adjacent to the Public Toilet.
- One only double lane Entry road from the Mullet St./Marina entry that runs parallel to the Marina boundary. This would be approx. 200 metres long with a queue lane, though lane & a pre launch rigging lane to accommodate at least 10 or more vehicle trailer rigs.
- One only double lane Exit road that meets Skinner St. at the intersection of Herring St. which allows vehicles to turn Left or Right into Skinner St. or head West via Herring St. This road could also serve as an exit for an extended car park for the Pelican Facility.
- A defined (perhaps gravel) track to service the overflow parking areas, routed between the existing large trees at the Northern end and looping back on to the Entry road at the Southern end. A branch track at halfway would allow access to the Entry road.
- The one way road forming the Western boundary of the 4 double row bays would use the kerb (& drains) of the existing entry road and would be reduced in width to 5.0m to allow for a few extra parking places at the Western ends.
- The roadway that forms the single queue to launch plus a through lane, forming the Eastern end of the existing double row of parking bays would be reduced in width to 10.0m to allow for a few extra parking places at the Eastern end.

The benefits of this layout are:-

- One way roads throughout the area minimise confusion and allow for orderly conduct of drivers particularly on busy days.
- There are minimal number of tight turns less than 90° to negotiate.
- The lengthy Entry road allows for large queues on busy days, minimising the effect to traffic on public roadways.
- Having plenty of places for pre rigging and de-rigging will minimise hold-ups to the launching and retrieval throughput flow.
- The complete area is more efficiently utilised to maximise and increase the total parking capacity.
- The proposed Entry road would allow for improved drainage through that area which is currently not well drained during wet periods.
- Having a more defined overflow parking layout allows for a relatively wide strip adjacent to Skinner St. which could be landscaped to improve the views across the car park and also allow for the Bay Walking Trail to meander through with minimal pedestrian crossings.
- All existing trees are retained and there is provision for many more to be planted along the Skinner St. boundary for screening as required.
- The new Exit road location would allow for an approx. 20 metre extension to the car park for the Pelican Facility plus a shared exit to Skinner St.
- There is no need to reinvent the wheel. The existing layout has worked well for decades other than not having the capacity for current and future growth in recreational boating.

