

5 Surface Access and Parking

5.1 Access

Access to SCA is by way of Friendship Avenue off David Low Way. The Department of Main Roads has proposed building a new link road, shown at Figure 5-1, from the Sunshine Coast Motorway direct to David Low Way, with an intersection adjacent to Runway Drive.

Additionally SCA has proposed the development of a realigned main entry road running along the airport western boundary parallel to Runway Drive, also shown at Figure 5-1. This would enable the land to the south of the existing commercial precinct to be developed for commercial and other uses.



FIGURE 5-1 AIRPORT ACCESS ROAD

5.2 Road Network

The existing internal road network consists of Friendship Drive and a number of supplementary access roads.

The proposed internal road system, shown at Figure 5-2 would enable the development of additional GA sites between the existing developed area and the southern airport boundary, and when the new airport

access road is constructed the airport internal road network which serves the southern GA hangars and commercial area is able to be segregated from the terminal access system.



FIGURE 5-2 AIRPORT INTERNAL ROAD NETWORK

Figure 5-2 shows the proposed road system serving the commercial sites and GA area, including future expansion to the south. The commercial and GA area road is linked to the main airport access road at a single intersection.

5.3 Parking

The existing car park has a total capacity of 715 paved spaces with grassed areas to cater to peak periods. Parking areas include long and short term, rentals, staff and coaches/shuttles. The long term facilities are currently filled to overflowing during peak periods, with overspill parking being accommodated in the short term car park.

Forecast parking demand, based on typical current peak parking demand and demand increasing at the same rate as annual passenger movements, is shown at Table 5.1.

TABLE 5-1 PARKING DEMAND FORECAST

Year	Short-term ⁽¹⁾	Long-term ⁽¹⁾	Rental ⁽²⁾	Staff	Coaches / Shuttles ⁽³⁾
2007 ⁽⁴⁾	321	166	140	80	8
2010	300	200	165	62	10
2015	400	270	190	75	12
2020	490	320	210	85	14

Note:

1. Forecasts include a factor of 0.9 to allow for circulation searching for a car parking space
2. Relatively high current capacity retained (NB Gold Coast Airport with current 3.2 million passengers per annum and 143 dedicated car rental spaces, with eight companies having dedicated spaces)
3. Set down and pick-up spaces (remote storage additional)
4. Estimated current peak demand; assumes current modal split and rates of usage remain constant throughout the forecast horizon; additional parking areas are required to meet anticipated increases in demand.

A concept for layout of the car park and terminal access road system to accommodate the 2020 demand, is shown at Figure 5.1. The car park concept assumes that the control tower remains within its compound throughout the planning horizon. Space suitable for car parking is very constrained within the airport boundaries; to cope with demand through 2020 the following structures are required:

- ◆ Short term 2 level car park
- ◆ Long term 3 level car park

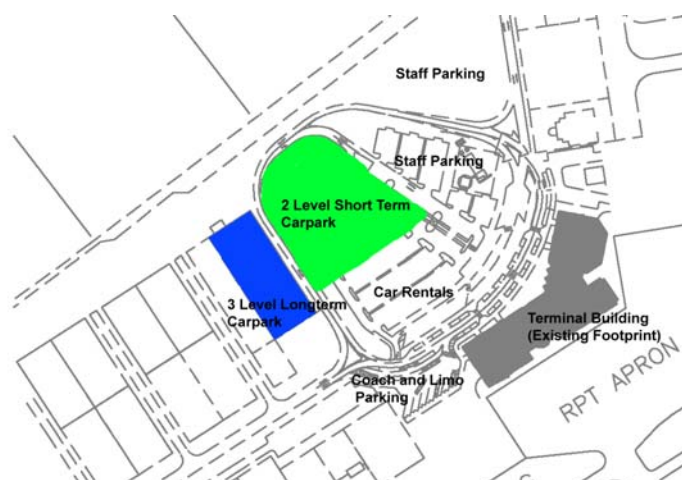


FIGURE 5-3 CARPARK CONCEPT