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| **Observation; TII "Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022"** | | | | |
| 1 | Introduction | 1 | The Metrolink Railway Order 2022 highlights possible strategic gaps that could be considered vital for the development and future connectivity with Irelands Premier Gateway - Dublin Airport.<br><br>Treated in isolation, this RO has the potential to curtail the development and expansion of Dublin Airport. | The proposed project is identified as a key infrastructure project to serve Dublin Airport in National, Regional and Local policy. MetroLink will integrate transport and land use planning as set out in Chapter 4 (Description of the Metrolink Project) to allow for the future development and expansion of the airport. MetroLink will not curtail future development at Dublin Airport, rather it will enable future development potential. TII will work closely with daa to encourage development over and adjacent to the MetroLink alignment to the benefit of Dublin Airport and the MetroLink scheme. |
| 2 | Executive Summary | 1 | 1 . Long term Western Airfield Campus development has been overlooked. | The proposed Dublin Airport station will be located within the ground transportation hub area in the airport campus. The station entrance will be located close to both Terminal 1 and Terminal 2, which will facilitate rapid connections between the terminals and the Metro service.<br><br>The MetroLink station location is consistent with the Metro stop identified in the Dublin Airport Masterplan, prepared by daa for the growth and expansion of its facilities into the future, which specifically identifies the station location at the Ground Transportation Hub.<br><br>Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals and the Proposed Project would not inhibit the ability to connect to this area of the airport. |
| 3 | Executive Summary | 1 | 2. The Dublin Airport Station and platforms may not meet future demand. | Dublin Airport station was sized to accommodate peak future AM and PM weekday flows. These were forecast for 2057/2060, and assumed up to 55 mppa scenario at the airport (with a defined split between transfer and local access and distribution of airport demand across the day). Forecasts were then uplifted by +25% to allow for potential growth beyond the forecast year, up to the 20,000 passenger per hour per direction capacity of the line<br><br>In addition, Bentley's Legion Spaceworks was used to review the potential passenger movements for 2057/2060 to identify if there was any potential for congestion at the proposed station. The analysis identified that the proposed layout is shown to offer acceptable performance levels for both the 2057 during both the AM and PM peak hours. |
| 4 | Executive Summary | 1 | 3 . MetroLink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | As noted in response item (2) above, the station location is entirely consistent with the proposals as set out in the Dublin Airport Masterplan and will not restrict Terminal expansion. The daa's Masterplan does not include for an Automatic People Mover. |
| 5 | 1) Long term Western Airfield Campus development | 1 | However, the fact remains that the Metrolink Planning Report gives absolute clarity with respect to "proposals for the western parts of the airport campus". The FCC Local area development plan objective PT6 "is not applicable" - therefore by deduction, airport capacity expansion plans have not been addressed. | OBJECTIVE PT06 of the Dublin Airport Local Area Plan 2020 states the following "Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals."<br><br>Integrated connections from the MetroLink station to the existing airport terminals does not form part of this Railway Order application. However, should a future terminal be developed at the Western Campus of Dublin Airport, then the current alignment and design does not preclude a connection to that site as needs arise. TII will work with daa re. integrated connections to the terminals to accommodate potential connections in the future as may be required. |

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| 6 | 1) Long term Western Airfield Campus development | 2 | In both our TII Metrolink submissions we highlighted a requirement to future proof a Metrolink connection to the Western Campus. However, this 2022 RO lacks such future proofing connectivity between the Eastern & Western Campus. The East shall be served by an in line Metrolink whilst the West will be served by the existing road network.<br>An oral hearing could explore the content of the "49 consultations" held between the DAA and TII and determine if a future proofing omission linking both Campuses is indeed an anomaly or deliberate? | Please refer to response item (5) above in relation to the western part of the airport campus. Should a future terminal be developed at the Western Campus of Dublin Airport, then the current alignment and design does not preclude a connection to that site as needs arise. |
| 7 | 1) Long term Western Airfield Campus development | 2 | S&T believe a Park & Ride adjacent to Dardistown, with future proofed local link (to the western campus) would alleviate pressure on the M5 0/M 1 /Airport Roundabout. | Provision of park and ride facility is governed by the NTA Park and Ride Strategy: Greater Dublin Area 2021 which does not recommend a P&R location at Dardistown - hence is not deemed suitable for this area. |
| 8 | 2) The Dublin Airport Station and platforms may not meet future demand? | 3 | The DAA long term airfield masterplan (known to FCC) caters for 50mppa.<br>The DAA assumes all 50 million passengers will be processed from the Eastern Campus which, is currently capped at 32mppa by ABP.<br>Therefore, it's not unreasonable to ask at what stage in DAA expansion does TII anticipate when the 65m Dublin Airport Station platform length could become limiting?<br>As TII and the NTA are unaware of Western Campus development (incorporating a large-scale satellite Pier), an Oral Hearing could determine the suitability of Dublin Airport Station with respect to platforms, internal capacity limits, connections with current and future terminals, and interference with surface vehicular traffic within the GTC (Ground Transport Centre). | Please refer to response to Item (3) in relation to the capacity of the proposed station at Dublin Airport. |
| 9 | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 3 | To enable increased passenger processing, the DAA shall have a requirement to expand or replace existing ageing Terminals. As stated, the DAA masterplan has a requirement to process up to 50mppa from the Eastern Campus. Therefore, will TII Metrolinks RO alignment curtail DAA development plans? | The Proposed project will not curtail the future development potential within the airport campus, as noted in response item (1) and (2) above. |
| 10 | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 3 | In our submission to ABP PL06F.247299, we sought to protect future Terminal expansion and an APM between T1 and T2 by proposing a Metrolink Station East of the T2 MSCP.<br>However, the Metrolink alignment now rests adjacent to and within the GTC. This alignment may now pose challenges or restrict DAA Terminal expansion and screened passenger APM movement.<br>Prior to any notional T3 development, both our Metrolink submissions and indeed the DAA masterplan show a requirement for a satellite Pier on the Western campus. To link a satellite Pier to T1&T2, an APM (Automatic People Mover) shall be required. Therefore, Metrolink cannot be allowed to impede this vital link, otherwise Airport expansion shall be in peril. | The Proposed project will not curtail the future development potential within the airport campus, as noted in response item (1) and (2) above. |
| 11 | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 3 | Gaining knowledge from Zurich Airport APM (from the main terminal to its Satellite Dock E), S&T T1&T2 subterranean station is perpendicular to the current Metrolink line with turn back crossing over the Metrolink Line. Whilst The DAA concept drawing has a subterranean station with turn back running under terminal 1.<br>Either way, DAA Pier and terminal replacement and expansion to 50mppa and APM construction shall be required on top of the proposed Metrolink tunnel. | This is an issue relating to future extensions to Terminal 1 for DAA and cannot be addressed by TII |

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| 12 | 3) Metrolink should not restrict Terminal expansion nor the subterranean APM (Automatic People Mover) adjacent to the Metrolink Line. | 4 | Enabling works to protect Charlemont Station have already been carried out by Haines. Therefore, enabling works maybe required by the DAA to allow Terminal expansion on top of and without damaging the RO Metrolink alignment? To mitigate against these additional costs, should the DAA and TII reconsider the S&T's Station proposal East of T2 MSCP? | The MetroLink station box can facilitate oversite and adjacent development to allow for future terminal expansions.<br>TII will work closely with daa to facilitate such expansion plans when they emerge. |
| 13 | ABP request | 4 | We refer TII and ABP to Alignment Drawing ML-RO-302 D-E specifically cross section drawing AA.<br>Similar to Zurich Airports APM design, in order to ensure a subterranean APM station box between T1&T2 at LEVEL-1 (perpendicular to and on top of the Metrolink line) we request that ABP safeguards this critical future APM. TII could therefore be asked to deepen the southbound tunnel (from the Dublin Airport station) towards section AA. | The MetroLink will not constrain the development of a subterranean APM. TII will work closely with daa when plans for such a service emerge. |
| 14 | Conclusion | 4 | Metrolink when operational, will in theory ease current vehicular access pressures to the Eastern Campus. However, an in-line Dublin Airport Station lacking a local Metro link network link (between both campuses) does not bode well for increased additional congestion on the M1/M50. | TII would like to note that the Dublin Airport station has been designed with sufficient capacity to meet future passenger demands (based on DAA passenger growth predictions). TII are not in a position to comment on internal connections between the proposed MetroLink station and other areas of the airport. |
| 15 | Conclusion | 4 | In the absence of an airport planning TSAR an ABP oral hearing could address some of our concerns to ensure a successful Metrolink design that complements and doesn't restrict Airport Pier and Terminal Development towards 50mppa. | Please refer to response items (1) and (2) in relation to the provision of Dublin Airport. An overview of the Oral Hearing process is provided in the EIAR Chapter 8.9.2. An Bord Pleanála may, at its absolute discretion, hold an oral hearing on the Railway Order application and has indicated its intention to do so. The purpose of the oral hearing will be to allow issues relevant to an application for approval be examined. The oral hearing can be attended by anyone, and will be managed by the An Bord Pleanála. IALPA will be entitled to be represented at that oral hearing. Please refer to our previous responses relative to the issue raised concerning restricting future development, see 1 and 2 above. |
| 16 | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Status - Dublin Airport Station | 6 | It would appear that at "Emerging Route Stage" the NTA seeks no changes to this crucial Airport Station, in that Ireland's International Gateway Hub Airport shall be designated an in line station.<br><br>Consequently International passengers will experience serious restrictions and barriers in accessing rail transport by having to initially compete with passenger disembarking Trams. Thereafter enter occupied Trams with luggage to avail of whatever remaining tram space remains if:<br><br>A) Heading Northbound - Compete with Commuter Belt customers exiting the City.<br>B) Heading Southbound - Compete with Commuters originating from Irelands most populous/ expanding region (Fingal), a 3000 Space Park and ride facility at Estuary, and possibly with a long term interchange/ transfer to the commuter Northern Line (Thus allowing NE Coast and Northern Ireland residents a Heavy Rail / Metrolink interchange connection to Dublin Airport).<br><br>As Metrolink is supposedly comparable to Barcelona Airport Line 9, we trust that Dublin Airport Station should have, in addition to Estuary, a Terminus Status. Therefore, an opportunity may be lost by the NTA (At Emerging Route Stage) to upgrade this Station to, in IALPA's view, to Terminus Status.<br><br>However we deem it important to highlight that at Emerging Route Sheet 6 "Northern Tunnel Portal and Intervention Shaft" there may still be an NTA opportunity to add a tram storage/ Turnback facility because presently this is not detailed (at Sheet 6). We respectfully ask that the NTA review this suggestion. | Please refer to response item (3). As noted, the capacity of MetroLink and the Dublin Airport Station has been designed to facilitate passenger demand from the Airport up to 2060. Appendix A9.2-D presents a Traffic and Transportation Assessment of Dublin Airport Station. In recognition of the potentially complex routing and road crossing behaviour at this site, a pedestrian VisWalk model was produced for the area surrounding the station for the Opening Year. In summary, the microsimulation model for Dublin Airport performs well with no areas of excessive congestion or bottlenecks for pedestrians.<br><br>As detailed in Chapter 6 (MetroLink Operations and Maintenance), due to the significant difference in passenger demand north of Dublin Airport, a double-loop system may be in operation combining a long loop and a short loop as follows:<br>* Long Loop - Estuary to Charlemont; and<br>* Short Loop - Dublin Airport to Charlemont.<br><br>During off-peak periods a double loop service will be provided. This will result in a greater frequency of trains serving Dublin Airport. This flexibility in the service pattern allows for the more efficient operation of the system with trains running more frequently where and when demand is greatest. The terminus station for MetroLink is located at Estuary where all of the activities normally associated with a terminus take place. As above, a short loop service is proposed, and therefore it is true to say that the MetroLink trains will 'terminate' and turn back at Dublin Airport station. However, Dublin Airport Station does not have the associated infrastructure and services associated with a terminus location. Therefore, Dublin Airport station will not be acting as a terminus station. |

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| 17 | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Tunnel Design | 7 | Since the NTA has elected to develop a single Bore Tunnel design we recommend the following simple split North of the Dublin Airport Station or Alternatively construct a Turn back at Emerging Route "Sheet 6" with an additional Mine for future expansion capability just North of the Airport Station to eventually serve the Western Campus / T3 Terminus? | MetroLink has been designed as submitted in the RO to facilitate predicted passenger capacity up to 2060. The design does not require a turn back at Dublin Airport station. In addition should a future terminal be developed at the Western Campus of Dublin Airport, then the current alignment and design does not preclude a connection to that site as needs arise. |
| 18 | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Station Platform design - Egress & Entry | 9 | Trams should therefore provide:<br>• An efficient design providing maximum passenger safety,<br>• Efficiency of operation at the design rate of 30 trams per hour.<br>• Minimum Station way-finding restrictions for impaired passengers and those unfamiliar with Dublin Airport.<br>• Ideally designated "Airport only Trams" should have dedicated Luggage storage facilities akin to the dedicated Dublin Bus Airport service.<br><br>In order to safely provide for both egress and entry at this in line station then segregation of passengers (Predominately with luggage) may require reconsideration to the adoption of an Island (Exit Only) platform. This safety stratagem of using the outer platforms for Tram entry shall obviously alter the fundamental design/track structure within the Airport Station box.<br><br>Were this additional Island (triple platform) ease of Tram access / egress proposal be deemed impractical then the NTA may have to consider:<br>A) Our Proposed Terminus Status, whereby airport passengers could avail of empty trams on the platform thus allowing a comfortable one way entry flow onto trams<br>Or<br>B) Make no changes to the Standard in line Platform design, make no provision for Terminus Status and acknowledge that airport passengers with luggage, shall have to endure a contra flow platform melee. | Please refer to Chapter 4 (Description of the MetroLink Project) and Chapter 6 (MetroLink Operations and Maintenance) of the EIAR where the design for MetroLink is presented including details on measures for efficiency, safety, and passenger movement and wayfinding both within and outside the stations. Passenger forecasts together with 'Access for All' design guidelines have been used to design the size and layout of the public areas used by passengers, including the entrances; the escalators, lifts and stairs and the platforms.<br><br>As detailed in response item (2), the station layout is appropriate for the passenger demand up to 2060. Please refer to response item (16) in relation to the comfort of passenger movements around the station.<br><br>Please also refer to response item (16) in relation to the frequency of services at Dublin Airport. As above, a short loop service is proposed, and therefore it is true to say that the MetroLink trains will 'terminate' and turn back at Dublin Airport station. However, Dublin Airport Station does not have the associated infrastructure and services associated with a terminus location. Therefore, Dublin Airport station will not be acting as a terminus station.<br><br>As detailed in Chapter 6 (MetroLink Operations and Maintenance) section 6.4.1, the operation strategy of the proposed Project is driven by the forecasted passenger demand. The peak passenger demand profiles have informed the layout and designs of the stations, ensuring safe and comfortable movements of all users at locations such as the station platforms. Therefore, Dublin Airport station has been designed to accommodate peak passenger profiles, and as such an additional island platform is not required. Please refer to response item (3) in relation to Dublin Airport's capacity |
| 19 | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Security Considerations | 9 | Stating the obvious we trust that:<br>• The Automated Tram system can be independently securely controlled from both Main and remote back up locations.<br>• The secure Metrolink control centre shall have full control of automated Trams, overriding in an emergency, any action initiated on board the Tram.<br>• The Automatic transport signalling system shall be protected from cybercrime. | As outlined in Chapter 6 (MetroLink Operations and Maintenance) of the EIAR, the system will be managed from an Operational Control Centre (OCC) at Dardistown with a backup OCC also proposed at Estuary. It should be noted that all trains are fully automatic and will be controlled from the OCC. The system will be protected by a high quality IT security system. |
| 20 | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Interface with the Airport Complex | 10 | Whilst Terminals / Metrolink interface is a matter for the DAA we trust that pedestrian access to/from Metrolink shall not restrict nor thwart surface vehicular drop off transport flows entering the Airport Complex. | The pedestrian modelling undertaken by TII demonstrates that the current proposed at-grade connection between the Station and terminals 1 and 2 permits adequate capacity for vehicles and does not cause unacceptable delays or excessive vehicle queuing for traffic using the Airport, and that such connection provides an acceptable, functioning , efficient and safe Level of Service and route for pedestrians with no excessive queuing or pedestrian crowding or corralling evident for pedestrians travelling to and from the Station. |

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| 21 | Public Consultation: Metrolink "Emerging Preferred Route March 2019", Expansion capabilities | 11 | We submit that the combined outstanding decision for both the DAA and the NTA is to define now the eventual location of T3.<br>Given the foregoing we have reviewed our long term integrated transport vision having decided to segregate the traveling public from security screen airline passengers who shall avail of the APM. Hence we now propose that Metrolink should eventually only Link T3 to the Dublin Airport Station.<br><br>As the DAA shall eventually develope the Western Campus it would be remiss of the NTA not to future proof Metrolink expansion opportunities with the potential of finally developing an airport Terminus i.e On the Western Campus. | Please refer to response item (1) and (2) in relation to the proposed location for the Dublin Airport Station. TII cannot comment on future expansion plans at Dublin Airport. However it should be noted that MetroLinks current design does not preclude future connections to a Terminal 3 (west campus) location. |
| 22 | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 1, Comment Sheets 7-10 | 15&16 | Sheet 7 - Dublin Airport North: Alternative Option B: Northwood and Airport indicates a "Depot & Stabling" facility at Dardistown. Were Dardistown designated an underground station then the relocation of the "Depot & Stabling" facility to ideally the construction site at Sheet 7, could allow for a designated Airport Terminus turnaround facility (see Part 2).<br><br>Sheet 8 - Dublin Airport: Its integration with MetroLink is by far one of the most critical stations on the network. Whilst originally designated as a Metro terminus, this station has over time subtly morphed into an in-line station. We outline our MetroLink concerns for this critical in-line station at Part 2.<br><br>Sheet9 - Dublin Airport South: In order to alleviate existing M1 access pressure to the Airport, consideration could be given to aligning the Metro at surface grade in the central meridian of the re-aligned dual carriageway. A cost benefit analysis may provide both infrastructures for the same cost to the stand alone bored tunnel option from Dublin Airport South to Northwood.<br><br>Sheet 10 - Dardistown (Future Station): Whilst a cost benefit study may dictate the ultimate design, we deduce that the indicative "Depot & Stabling" is a moveable piece of associated infrastructure. Hence our comment at Sheet 7 to facilitate an Airport Terminus. | Please refer to response items (1) and (2) in relation to the proposed location for the Dublin Airport Station.<br><br>Please refer to the MetroLink alignment and details in Chapter 4 (Description of the MetroLink Project) of the EIAR. Chapter 7 (Consideration of Alternatives) provides an overview of the alternatives assessment that has led to the current alignment and design. TII are confident that the alignment and station location at Dublin Airport are the optimum location to service Dublin Airport. It should be noted that a station is being proposed as part of MetroLink at Dardistown which will become an active public station in the future when demand requires. As above in response item (16), a short loop service is proposed, and therefore it is true to say that the MetroLink trains will 'terminate' and turn back at Dublin Airport station. However, Dublin Airport Station does not have the associated infrastructure and services associated with a terminus location. Therefore, Dublin Airport station will not be acting as a terminus station. |
| 23 | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 2, Analysis Dublin Airport Station | 17&18 | Presently, two very important report/plans relating to the Dublin Airport gateway are expected during 2018.<br>1) The government commissioned "Irish Airports Capacity Review report* undertaken by Oxford Economics and Cambridge Economic Associates and.<br>2) The Dublin Airport Authority (DAA) Airport Campus Masterplan.<br><br>IALPA stress to TII and to the "separate study group' the paramount importance of these reports and for TII to take cognisance of their findings in order to dovetail MetroLink with Ireland's premier gateway towards 2050.<br><br>In relation to 2) above one could look on MetroLink as either an asset or indeed a liability to the DAA. An asset, whereby MetroLink delivers domestic and international travellers efficient access io the Airport Campus inner core. Conversely, a DAA liability whereby MetroLink has the potential to i) severely impact on revenues associated with DAA operated car parks and ii) given the predictability of MetroLink travel time reduce planned passenger loiter shopping time airside at the Airport. | TII are very much of the view that MetroLink will provide an efficient and sustainable link to the core of Dublin Airport thereby improving access to this key gateway. The development of the design for the proposed MetroLink station has been designed to meet future predicted demand arising from Airport growth predictions, as noted in response item (2) and (3).<br><br>Chapter 3 (Background to the MetroLink Project) details the proposed Project will enhance international connectivity. The proposed Project will improve international connectivity as tourists will be able to arrive at Dublin Airport and then access the rest of the rail network efficiently and effectively, confident in the time their journey will take and when they will arrive. Business travellers will be able to access Dublin City Centre more easily, increasing and improving the likelihood that international businesses will continue to make Ireland their European base of operations. |
| 24 | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 2, International trends | 17 | We recommend that TII study the London Piccadilly and Paddington service to London's Heathrow and thereafter strike a balance between the requirements for a Northbound Estuary and /or an Airport service e.g, does an Airport express service from Sandyford have to stop at all enroute stations?.<br><br>In keeping with international norms we recommend that Dublin Airport Station should be designated a terminus stop with select express route from Sandyford to the Airport. Such trams on this service must cater for larger pieces of luggage as Airport Passenger access to MetroLink (with associated luggage) must be provided for in a safe spacious unrushed platform.<br>The Airport interchange requires extensive scrutiny to ensure its viability to cater as a dedicated Airport service, in that City bound passenger should not compete with Park and ride passenger from Estuary nor the population from north of the airport stop.<br>One must not forget that passenger numbers are expected to increase significantly in the coming decades which further enforced the argument to safeguard a dedicated Airport Terminus. | It should be noted that MetroLink will not progress as far south as Sandyford and instead will terminate at Charlemont.<br><br>Please refer to response item (16) in relation the operational strategy and frequency of services at Dublin Airport. Please also refer to response item (16) and (20) in relation to the assessment of pedestrian movements around Dublin Airport Station. MetroLink has been designed as submitted in the RO to facilitate predicted passenger capacity up to 2060.<br><br>However, that is not to say that when the system becomes operational that express services to and from the airport could not be facilitated. |

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| 25 | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, Part 2, International trends | 18 | IALPA suggested MetroLink shunt to provide a four track dedicated Airport North I Southbound priority carriageway. Use of the TII on-site Tunnel Boring Machine (TBM) could facilitate a long overdue stand- alone DAA funded link to the western Campus. This strategically located DAA link has the potential to feed passengers from Terminal 1 and Terminal 2 to the IALPA proposed satellite Pier 5. | Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals. The Proposed MetroLink Project would not inhibit any future connection to a potential western campus of Dublin Airport should it be required in the future. |
| 26 | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, DAA Declared position | 18&19 | IALPA confidentially expects the capacity report to endorse our prophesise that there is an immediate requirement for an additional satellite pier 5 to cater for wide bodied long haul airport in order for Dublin airport to develop as a secondary hub towards 2050.<br><br>Airport expansion to the Western Campus can only be achieved via an access tunnel under the existing operational cross Runway 16/34. | This is an issue for DAA, and is not within the remit of TII to comment on it. MetroLink has been designed as submitted in the RO to facilitate predicted passenger capacity up to 2060. |
| 27 | IALPA Safety & Technical, Initial Metrolink Submission, May 2018, DAA Declared position | 19 | Finally, cost efficiency for the DAA and TII can be obtained by integrating in tandem these two strategic infrastructure projects, (Metro and Terminal/Pier). In addition further boring out West could ensure long term Terminal 3 and T1 T2 link. | The optimum station location has been identified for MetroLink to serve the existing airport terminals. The station entrance will be located close to both Terminal 1 and Terminal 2, which will facilitate rapid connections between the terminals and the Metro service.<br><br>Please refer to response items (1), (2) and (3) in relation to the chosen location for Dublin Airport, and the anticipated passenger demand.<br><br>Development at the western side of the airport is considered within the Dublin Airport Masterplan as part of the long term expansion proposals. As noted in the responses above, the proposed MetroLink Project would not inhibit any future connection to a potential western campus of Dublin Airport should it be required in the future. |