

Stephen Diplock,
Network Rail,
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Castle Baynard,
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Greater London
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Your Ref:142637/SD/APIS/FINAL20112023

Case Ref PRM-IOP-0369

IN number UK/61/2023/0016

20th November 2023

Contact: Adam Green

3rd Floor, Mallard House, Kings Pool
1-2 Peasholme Green
York
YO1 7PX

Dear Stephen,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
GATWICK STATION PROJECT**

I refer to your application for authorisation, received on the 20th November 2023. Following review of your application, I can confirm that ORR grants authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended.

This authorisation is for the placing in service of Gatwick Airport Station, which covers:

- A new station concourse above platforms 5, 6 & 7 with increased space for passengers and improved connection to Gatwick Airport South Terminal via refurbished existing over bridge connections.
- Additional lift and stairs constructed on the high mileage end of platform 3-4 linking into the existing concourse.
- Additional exit points from the rear of Platform 7 used during construction for passenger exits which revert to emergency exits in final operation.
- New “back of house” (BOH) building to be occupied by staff following relocation from platforms/existing concourse & over bridge.
- Improved vertical circulation between the new concourse and the platforms below.
- Additional provision of escalator canopies.
- Widening of Platform 6 to enable installation of new additional vertical circulation.

This is for placing into service under Passengers of Reduced Mobility (PRM) NTSN requirements.



There are no restrictions or limitations of use on structural subsystem as described in the UK Declaration of Verification (Reference 142637-NWR-00000-ZZ-REP-EMG-500163, version 4, dated 20/11/2023) and the Approved Body and Designated Body Technical File Reference Report (Reference NCB_N04957_CAR5581, version 1, dated 17/11/2023) contained within your technical file.

The Safety Assessment Report (Reference NCB_N04957_SAR_5636, version 1.0, dated 02/11/2023) undertaken by the Assessment Body concludes your suitable application of CSM-RA.

The Declaration of Control of Risk (Reference 142637-NWR-00000-ZZ-FRM-EMG-500168, version 2.0, dated 03/11/2023) states that the safety requirements and safety measures resulting from the risk assessment have been fulfilled and that all identified hazards and associated risks are controlled to an acceptable level. Recommendations raised by the Assessment body have been acknowledged and addressed.

The Southern System Review Panel has endorsed this project (SRP endorsement letter dated 03/11/2023).

The infrastructure subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a further 'renewal' or an 'upgrade' as defined in Regulation 2.

If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required. Should DfT decide that an authorisation is not required they must consult with ORR whether authorisation is required on safety grounds.

As the project entity you are responsible for retaining the technical file, keeping it up to date and making it available to the ORR in accordance with Regulations 18 and 19.

If you are not the owner of the authorised subsystem you shall within 60 days, in accordance with Regulation 19(3), transfer the technical file, certificate of verification and verification declaration to the owner of the subsystem and the owner shall then be regarded as the project entity. If the owner, in accordance with Regulation 19(4), disposes of his interest in the authorised subsystem, he shall within 60 days of the disposal transfer the technical file, certificate of verification and verification declaration to the person acquiring that interest and that person shall be regarded as the project entity.

Please note that the person who applied for the authorisation shall send particulars to the owner of the infrastructure to enable the owner of the infrastructure to enter the items on the Register of Infrastructure in accordance with Table 1 of Commission



Implementing Decision 2019/777 as amended by Regulations 21 to 30 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit) Regulations 2020. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

The person who applied for the authorisation to place in service may apply to the ORR for a determination of type. You will receive the type authorisation after providing the relevant data to the ORR.

If you are the operator, may I remind you of the need to have adequate arrangements within your Safety Management System to control the risks associated with this upgraded infrastructure subsystem(s).

This decision letter will be published on ORR's website.

Yours sincerely

Steven Fletcher
Deputy Director, Engineering & Asset Management

Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
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