

Karla Telford
Property Project Lead
Northern Trains Limited
Manchester Square One
4 Travis St
Manchester
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Your Ref: ---

Case Ref: PRM-IOP-00505

IN Number UK/61/2025/0006

Date 07 August 2025

Contact: Cherry Lam

Dear Karla

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
LEA GREEN STATION UPGRADE, INCLUDING NEW STATION BUILDING, MULTI-
STORY CAR PARK (MSCP) AND EXTENDED CAR PARK**

I refer to your application for authorisation received on 21 July 2025 and the subsequent revision of technical file (Reference: RA-LGS-TF-10478) documentation received on 1 August 2025. 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 changes at Lea Green Station, which includes:

- New station building
- New multi-story car park (MSCP) integrating the drop-off and pick-up point
- Extended surface level car park at the west of MSCP
- New station forecourt and public realm
- New lighting, signages, public address systems and passenger information systems

The location details of Lea Green Station are as follows:

Location	ELR	Mileage
Lea Green Station	DSE	6m 08ch

The limits of authorisation are defined by the red boundary as following:



There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference: 2007-VEX-XX-XXRP-R-00019, Version 3.0, dated 5 August 2025), and the ApBo File and Conformity Assessment Report (Reference TRUK/B 25/101-TF, Version 1.0, dated 7 July 2025) contained in your technical file.

The Safety Assessment Report (SAR) (Reference: TRUK/B 23/149-V4, Version 4.0 dated 30 July 2025) undertaken by the Assessment Body (AsBo) concludes that CSM RA has been suitably applied to Lea Green Station Upgrade project. Assessment findings and associated conditions are closed, and the AsBo supports the change proposed by the project. 2 recommendations have been made in the SAR.

Your Declaration of Control of Risk (DoCoR) (Reference: 2007-VEX-XX-XX-RP-R-00017, Version 5.0 dated 1 August 2025) states that all identified hazards and associated risks, safety requirements and safety measures resulting from the risk assessment have been controlled to an acceptable level. The 2 recommendations from the SAR have been acknowledged and responded in the DoCoR.

The North West & Central System Review Panel (NW&C SRP) has endorsed this project in accordance with your DoCoR with a letter dated 4 August 2025. The project is required to satisfy themselves and NW&C SRP that the recommendations in the SAR are managed in accordance with your DoCoR, and requirements in SRP's endorsement letter have been sufficiently addressed before and after entry into passenger service.

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 '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, they 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 infrastructure subsystem(s).

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

Yours sincerely

Steve Fletcher

Deputy Director, Engineering & Asset Management

Cc

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David Galloway	Head of System Compatibility, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
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