Claire Reed
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Network Rail
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Toft Green
York
YO1 6JT

Your Ref 169087-NWR-REP-DEL-000002

Case Ref PRM-IOP-00467

IN Number
UK/61/2026/0009

05/05/2026

Contact: Morwenna Corry

25 Cabot Square
London
E14 4QZ

Dear Claire,

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
DARLINGTON STATION IMPROVEMENTS

I refer to your application for authorisation received on the 2nd April 2026 and final technical file reference 169087-NWR-REP-DEL-000002 dated 21st April 2026. 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 the following:

- 1 new bay platform
- 1 through platform
- New covered link bridge connecting existing station/new platforms and new station building
- New concourse building (internal fit-out excluding LNER waiting room) and associated route to external PRM drop off
- Associated telecommunications equipment infrastructure on the new platforms and new routes to same
- New OTP/OTM access point and RRAP
- Obstacle free routes from PRM spaces within the MSCP
- Obstacle free routes from PRM spaces and drop off areas within the SSCP

The authorisation limits are as follows:

Line	Start Miles	Start Chains	Finish Miles	Finish Chains
Platform 5	43	64.1	44	23.5
Platform 6	0	22.4	-0	0.63
Down Dinsdale	0	43.7	0	22.4
Up Dinsdale	0	43.6	0	22.4

There are no restrictions or limitations of use on the structural subsystem described in the Declaration of Verification (Reference: 169087-NWR-REP-DEL-000001) dated 2nd April 2026, the ApBo/DeBo File (Reference: 770288-2758, dated 1st April 2026), and the ApBo DeBo Assessment Report (Reference: 770288-2735, dated 31st March 2026) contained in your technical file.

The Safety Assessment Report (SAR) (Reference: 770288-6323, dated 2nd April) undertaken by the Assessment Body concludes that the project has applied a risk management process as defined in CSM RA regulation up to the end of GRIP 6 stage. The SAR is conditional upon the project satisfactorily fulfilling the conditions before commissioning and putting the station into entry into service.

Your Declaration of Control of Risk (DoCoR) (Reference: 169087-NWR-REP-DEL-000001) states that all hazards and associated risks, safety requirements and safety measures resulting from the risk assessment have been controlled to an acceptable level. Your DoCoR acknowledges and states that the SAR's conditions are addressed in accordance with the timescale as required by the SAR.

The Eastern System Review Panel (SRP) has conditionally endorsed this project with a letter (Reference: EAS-EC-SRP-0211) dated 20th March 2026. The project and the Proposer under CSM RA regulation are required to satisfy themselves and Eastern SRP that the conditions in the SAR are managed in accordance with your DoCoR, and the requirements in SRP's endorsement letter have been sufficiently addressed before and after entry into passenger service.

Additionally, the project provided an updated Hazard Record (HR updates 05_05_26) states that the remaining hazards (signed Form E's) will be closed prior to entry into service and that hazard D216 will be closed post entry into service following the two-week run in period.

The infrastructure subsystems 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

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
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