

Kevin Miller
Project Sponsor
Network Rail Infrastructure Limited
Western House
1 Holbrook Way
Swindon
SN1 1BD

Your Ref:
KM/KW 157172

Our Ref:
PRM-IOP-0382

IN Number
UK/61/2023/0006

Date:20/06/2023

Rachel McDonnell
Civil Engineer
Office of Rail and Road
25 Cabot Square
London
E14 4QZ

Dear Kevin

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED MARSH BARTON STATION

I refer to your application for authorisation received on the **26th May 2023** and technical file reference **157172-MBS-Tech File-01** dated **25/05/2023**. 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 the following:

- Two flanking platforms of NR standard crosswall and plank design, each 124m long and 4.265m wide. Step-free access is provided to both platforms.
- Steps at each end of each platform to provide access to the lineside for maintenance staff. A fence and locked gate prevent public access to the lineside at each platform end.
- Step-free access is provided to both platforms, and there is passive provision for lifts in the centre of each platform as requested by Network Rail.
- LED lighting on columns on the platforms, ramps and station accesses. Energy saving controls to reduce lighting levels when no trains are running.
- CCTV security coverage of station and approaches to platforms
- Equipment on each platform including:
 - Waiting shelter with seats and space for a wheelchair
 - Ticket Vending Machine (TVM)
 - Help Point
 - Public address (PA)
 - Next Train Indicator (NTI)
 - Information and direction signage
- A cycle rack alongside the approach to each platform.



- Platform drainage

Marsh Barton Station between Exeter St Thomas and Star Cross (**ELR: MLN1 195m 77ch to 196m 04ch**) with two 124m platforms, designed for 5-car trains, with a line speed of 100mph (160kph) inclusive. The station will be classified as a **Category F** station and will be unstaffed.

There are no restrictions or limitations of use on the structural subsystem as described in the Declaration of Verification, reference: **157172_MARSH_BARTON_DoV V2**, dated **20/06/2023** and described in the Approved Body and Designated Body Technical File Reference Report reference **767520-6422-ApBo_DeBo**, version **3.0**, dated **20/05/2023**.

The Wales & Western Region System Review Panel have endorsed this project and are satisfied that any identified hazards, both legacy and residual, have been adequately closed and/or transferred to the appropriate body before placing in service in accordance with the Declaration of Control of Risk Reference: **NR_L2_RSE_100_02_F09 Marsh Barton DoCoR**, version **A2.0**, dated **06/06/2023**.

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 '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 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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| 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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