

# Lower Thames Crossing

## 9.47 Schedule of Changes to the Draft Development Consent Order during Examination

Infrastructure Planning (Examination  
Procedure) Rules 2010

Volume 9

**DATE: December 2023**  
**DEADLINE: 9**

Planning Inspectorate Scheme Ref: TR010032  
Examination Document Ref: TR010032/EXAM/9.47

**VERSION: 9.0**

# Lower Thames Crossing

## 9.47 Schedule of Changes to the Draft Development Consent Order during Examination

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**Table 1.1 Explanation of Changes to the draft Development Consent Order during Examination**

Provision	Changes made to the draft Development Consent Order	Explanation for Change
<b>Deadline 1 – 18 July 2023</b>		
Article 2(1)	The following definition has been added: “begin” means beginning to carry out any material operation (as defined in section 56(4) (time when development begun) of the 1990 Act) forming part of the authorised development including preliminary works (as defined in Schedule 2 of this Order);’	This change has been made to include a definition for when development has begun. This is to explicitly distinguish it from ‘commence’. The justification for this has been provided in the Explanatory Memorandum <a href="#">[APP-057]</a> at paragraph 6.10.2.
Article 2(8)	The reference to article 8 has been changed to ‘consent to transfer <del>the</del> benefit of Order’	Amendment of a typographical error. This amendment now accurately reflects the title of article 8.
Article 2(10)	‘In this Order, references to materially new or materially different environmental effects in comparison with those reported in the environmental statement <del>must shall</del> not be construed so as to include the avoidance, removal or reduction of an adverse environmental effect that was reported in the environmental statement as a result of the authorised development’	This change from ‘shall’ to ‘must’ reflects the Office for Parliamentary Counsel guidance on the use of the word ‘shall’.
Article 6(2)(g)	‘laterally’ has been changed to ‘vertically’.	Amendment of a typographical error. The relevant subparagraph refers to heights so should refer to vertical limits of deviation, rather than lateral limits of deviation.
Article 6(2)(o)	The words ‘ <del>subject to paragraph 99(1) of Schedule 14 of this Order,</del> ’ has been inserted at the start of the provision.	This change ensures that the limits of deviation in connection with the tunnels will take effect subject to, and without limitation to, the agreed depth of the tunnels (see further commentary on paragraph 99(1) of Schedule 14 below). This amendment removes any residual doubt that the limits of deviation would conflict with the agreed depth of the tunnels, and therefore the ability of the Port of London Authority (PLA) and others to use the navigable channel. Please see further the Applicant’s response to matters raised in Annex A of the Agenda for Issue Specific Hearing 2 submitted on 6 July 2023 [Document Reference 9.49], as well as its written submission in respect of Issue Specific Hearing 2 [Document Reference 9.11].
Article 6(2)(p)	The words ‘ <del>subject to paragraph 99(1) of Schedule 14 of this Order,</del> ’ has been inserted at the start of the provision.	

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Article 8(5)	Changes to company details for organisations listed therein.	This reflects updated information obtained from Companies House in respect of the organisations named in article 8(5).
Article 8(6)	Without limitation on paragraph (5), the consent of the Secretary of State under this article is not required where the powers of article 28(1) (compulsory acquisition of rights and imposition of restrictive covenants) are, with the consent of the undertaker given under article 28(3), proposed to be exercised by a statutory undertaker <del>or any other person</del> rather than by the undertaker.	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1. In particular, the change ensures consistency between article 28 and article 8, and ensures that only statutory undertakers are able to benefit from the exemption provided in article 8(6).
Article 8(8)	Insertion of new paragraph (8): <b>The Secretary of State must consult the MMO before giving consent under paragraph (1) to the transfer or grant to another person of the benefit of the provisions of the deemed marine licence.</b>	This amendment requires consultation with the Marine Management Organisation (MMO) prior to the transfer of the benefit of any provision of the Order. This amendment is made following discussions with the MMO.
Article 10(2)	Subject to paragraphs (3) and (4), where a highway (other than a trunk road or special road) is altered or diverted under this Order, the altered or diverted part of the highway must, when completed to the reasonable satisfaction of the <b>local</b> highway authority in whose area the street lies and, unless otherwise agreed in writing with the local highway authority, that part of the highway, including any culverts or other structures laid under it, must be maintained by and at the expense of the local highway authority from its completion.	This change makes clear that the altered or diverted part of a highway must be completed to the satisfaction of the local highway authority.
Article 15(1)(f)	the public rights of way and permissive paths described in Part 6 (other public rights of way and permissive paths) of Schedule 5 will be of the type described in column (1) to the extent described in column unless otherwise agreed with the <b>relevant planning local highway</b> authority.	This change specifies that any agreement in relation to public rights of way and permissive parts as set out in the provision must be with the local highway authority as it is the local highway authority that will have responsibility for such matters.
Article 28(4)	Where in consequence of paragraph (3), a <b>person statutory undertaker other than the undertaker</b> exercises the powers in paragraph (1) in place of the undertaker, except in relation to	This change ensures consistency with article 28(3) which only refers to statutory undertakers. This change has been made in

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	the payment of compensation the liability for which must remain with the undertaker, that person is to be treated for the purposes of this Order and by any person as being the undertaker in relation to the acquisition of the rights and the imposition of the restrictive covenants in question.	response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1.
Article 33(2)(b)	The words ' <del>subject to paragraph (8),</del> ' have been inserted at the start of the sub-paragraph.	Following discussions with the PLA, this provision has been agreed. The provision qualifies the ability to acquire easements and restrictive covenants in, on, over or under the river Thames which are outside of the tunnels under paragraph (2)(b) of this article on the basis that article 48 (Protection of the tunnel area) provides the necessary protections. This does not prejudice the acquisition of the subsoil for the tunnels. Paragraph (8) has been agreed with the PLA.
Article 33 (8)	A new sub-article (8) has been inserted: <del>(8) The undertaker may not acquire easements or other new rights or impose restrictive covenants under paragraph (2)(b) on, over or under the river bed of the river Thames for the protection of the tunnels.</del>	Following discussions with the PLA, this provision has been agreed. The provision qualifies the ability to acquire easements and restrictive covenants in, on, over or under the river Thames which are outside of the tunnels under paragraph (2)(b) of this article on the basis that article 48 (Protection of the tunnel area) provides the necessary protections. This does not prejudice the acquisition of the subsoil for the tunnels. Paragraph (8) has been agreed with the PLA.
Article 40	The word ' <del>specified</del> ' has been inserted before 'special category land' (in article 40(1), (2)(a)-(b), (3), (6) and (8)).	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1 for additional clarity. The definition provides further clarity, and is intended to make clear that the 'specified special category land' encompasses those plots in respect of which reliance is placed on sections 131(4) and 132(4) of the Planning Act 2008.
Article 40(6)(a)	must <del>not conflict comply</del> with outline LEMP; and	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1. Please note plot changes which reflect updated plots have given rise to updated references in article 40.
Article 43(1)	Nothing in this Order affects prejudicially any estate, right, power, privilege, authority or exemption of the Crown and in particular, nothing in this Order authorises the undertaker or any licensee to <del>take,</del> use, enter upon or in any manner interfere with any land or rights of any description—	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1.

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Article 43(1)	All references to ‘Her Majesty’ have been replaced with ‘His Majesty’.	This change has been made following the coronation of Charles III.
Article 44(1)	(1) The undertaker may operate and use the tunnel area <b>in its capacity, and for the purposes of its functions, as a highway authority.</b>	This ensures that the power to operate and use the tunnels is exercised in relation to this capacity, and for the purposes, of its role as a highway authority. This provision has been requested and agreed with the PLA.
Article 46 (7)	In this article “emergency” means any circumstance whether existing or imminent, which the <del>undertaker</del> <b>Secretary of State</b> considers is likely to cause danger to persons or property, or the environment.	The definition of emergency in this article has been amended so that it is the Secretary of State, rather than the undertaker, as the Secretary of State is the charging authority for the purposes of article 45 and 46.
Article 55	The heading of article 55 has been amended to add ‘etc.,’ to the end so it reads: ‘Application of local legislation <b>etc.,</b> ’	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1 as the article relates to both local legislation, and other byelaws.
Article 56 (4)	Any development or any part of a development within the Order limits which is constructed or used under the authority of a <b>permission</b> granted under section 57 of the 1990 Act including permissions falling under sub-paragraph (1) or (3) or otherwise, is deemed not to be a breach of, or inconsistent with, this Order and <del>does shall</del> not prevent the authorised development being carried out or used or any other power or right under this Order being exercised	Amendment of typographical error. This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1.  In addition, the change from ‘shall’ to ‘does’ reflects the Office for Parliamentary Counsel guidance on the use of the word ‘shall’.
Article 64 (2)	A new sub-article 64 (2) has been inserted: <b>‘Any matter for which the consent of approval of Secretary of State is required under any provision of this Order is not subject to arbitration.’</b>	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 1. This provision ensures that any matter for which the consent or approval of the Secretary of State is required is not subject to arbitration.
Schedule 1: Works No. 1C	<b>Work No. 1C</b> – as shown on sheets 3 and 4 of the works plans and being the construction of the new A2 eastbound link road, to include—	This ensures consistency between Schedule 1 and the Rights of Way and Access Plans [ <a href="#">APP-024</a> , <a href="#">APP-025</a> and <a href="#">AS-032</a> ] in connection with the proposed work.

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	<p>the construction of a new section of highway of two-lane link road, between the eastbound carriageway of the existing A2 mainline and the northbound carriageway of the existing A289, approximately 2,580 metres in length, as shown on sheets 3 and 4 of the rights of way and access plans (reference points 2/11 and A5);</p> <p>the construction of a new section of local road, single carriageway, approximately 75 metres in length, as shown on sheet 3 of the rights of way and access plans (reference points 4/4, <del>to 4/6 and 4/10</del>);</p>	
<p>Schedule 1: Work No. 5V</p>	<p><del>Work No. 5V – as shown on sheets 3 and 4 of the works plans and being the construction of an improved section of the existing M2 and the improvement works to the A2, to include</del> – as shown on sheet 23 of the works plans and being the diversion of an existing public right of way, to include—</p>	<p>Amendment of typographical error. The deleted text is not relevant to Work No. 5V.</p>
<p>Schedule 1: Work No OHT5</p>	<p>The repeated word ‘and’ is deleted.</p>	<p>Amendment of typographical error. The erroneously repeated word has been deleted.</p>
<p>Schedule 2 – Requirements Paragraph 1 (1)</p>	<p>The definition of “preliminary works” has been amended as follows: “preliminary works” means operations consisting of archaeological investigations and pre-construction ecological mitigation (<del>including in connection with those investigations or mitigation</del> vegetation clearance), environmental surveys and monitoring, investigations for the purpose of assessing and monitoring ground conditions and levels, erection of any temporary means of enclosure, receipt and erection of construction plant and equipment for advanced compound areas, diversion and laying of underground apparatus (except any excluded utilities works) for advanced compound areas, <del>vegetation clearance</del> and accesses for advanced compound areas (<del>and vegetation clearance in connection with those accesses</del>), and the temporary display of site notices or information;</p>	<p>The text has been amended to make clear that vegetation clearance can only be carried out in connection with the specific works (i.e. in connection with the surveys, mitigation and access for advanced compound areas).</p>



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Schedule 2 – Requirements Paragraph 3 (1)	The authorised development must be designed in detail and carried out in accordance with the design principles document and the preliminary scheme design shown on the engineering drawings and sections, and the general arrangement drawings, unless otherwise agreed in writing by the Secretary of State following consultation by the undertaker with the relevant planning authority <b>and, in respect of the authorised development comprising highways other than a special road or a trunk road, the relevant local highway authority</b> on matters related to its functions, provided that the Secretary of State is satisfied that any amendments to those documents showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.	This ensures that where the local planning authority and local highway authority are different, any amendments to the preliminary scheme design which involve a local road would be the subject of consultation with the local highway authority.
Schedule 2 – Requirements Paragraph 8 (1)	Surface and foul water drainage 8.—(1) No part of the authorised development is to commence until for that part written details of the surface and foul water drainage system, reflecting the mitigation measures set out in the REAC including means of pollution control, have been submitted and approved in writing by the Secretary of State following consultation by the undertaker with the relevant planning authority <b>and the relevant highway authority</b> on matters related to <del>its</del> <b>their</b> functions.	This requires consultation with a local highway authority on matters related to their functions, in addition to the local planning authority. This change is made at the request of Transport for London.
Schedule 2 – Requirements Paragraph 12	Fencing 12.—(1) Any permanent and temporary fencing and other means of enclosure for the highway works comprising the authorised development must be constructed and installed in accordance with Volume 1, Series 0300 of the Manual of Contract Documents for Highway Works unless— (a) otherwise specified in the REAC; or	This requires consultation with the local highway authority instead of the local planning authority where fencing in connection with local roads is proposed to be constructed and installed contrary to the Manual of Contract Documents for Highway Works. This change is made following representations from Transport for London at Issue Specific Hearing 2.



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	(b) any departures from that manual are agreed in writing by the Secretary of State in connection with the authorised development, following consultation by the undertaker with the relevant planning authority <b>or, in respect of the authorised development comprising highways other than a special road or a trunk road, the relevant local highway authority on matters relateds to its</b> their functions.	
Schedule 2 – Requirements Paragraph 13 (1)	The replacement of the <b>Gammon Field</b> travellers’ site in Thurrock (Work No. 7R) must not commence until details of its layout and design have been submitted and approved in writing by the local planning authority, such approval not to be unreasonably withheld or delayed, following consultation by the undertaker with the <b>local planning authority and any persons it considers appropriate the occupiers of the existing Gammon Field travellers’ site.</b>	This change has been made in response to a question raised by the Examining Authority in Annex A of the Agenda for Issue Specific Hearing 2. It ensures that the occupiers of the existing site, as well as the local planning authority, are consulted prior to the submission of the details for approval to the local planning authority. In addition, it adds the name of the travellers’ site.
Schedule 2 – Requirements 14 (1)	Before the tunnel area is open for traffic, the undertaker must submit written details of an operational traffic impact monitoring scheme substantially in accordance with the wider network impacts management and monitoring plan for approval by the Secretary of State following consultation by the undertaker with highway authority and where different, the relevant planning authority and other bodies identified in Table 2.1 of the <b>outline traffic management plan for construction wider network impacts management and monitoring strategy.</b>	Amendment of typographical error. The relevant document for the purposes of this Requirement is the Wider Network Impacts Management and Monitoring Plan [ <a href="#">APP-545</a> ].
Schedule 2 – Requirements 16 (4)	A CEP (Third Iteration) must be <b>submitted to and approved in writing by the Secretary of State as soon as reasonably practicable at developed and completed by</b> the end of the construction, commissioning and handover stage of any part of the authorised development, in accordance with the process set out in the CEP (First Iteration).	This amendment ensures consistency between the provisions of the draft Development Consent Order and paragraph 3.9.2 of the Carbon and Energy Management Plan [ <a href="#">APP-552</a> ]. In effect, the ‘third iteration’ would be the subject of an approval by the Secretary of State.

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Schedules 3 and 5	Updates to references to specified rights of way and their related points on the Rights of Way and Access Plans.	Amendment of typographical errors and the amendments ensure consistency between Schedule 1 and the Rights of Way and Access Plans in connection with the proposed work.
Schedules 8, and 11	Plot updates	These changes comprise changes to plots where these have been the subject of an update in the Book of Reference <a href="#">[AS-042]</a> . These amendments do not connote any new use, but merely reflect plot changes following the provision of the updated Book of Reference.
Schedule 14 – Protective Provisions Paragraph 97 and 98.	The following definition has been inserted: <span style="color: red;">“begin” means beginning to carry out any material operation (as defined in section 56(4) (time when development begun) of the 1990 Act) forming part of the authorised development including preliminary works (as defined in Schedule 2 of this Order) and any ground investigations in the river Thames;’</span>	These amendments confirm that ground investigation works in the river Thames are caught by the provisions in Paragraph 98(1). This amendment has been agreed with, and is made at the request of, the PLA.
Schedule 14 – Protective Provisions Paragraph 99 (1)	Paragraphs 99(1)-(2) have been deleted and replaced with the following text: <span style="color: red;">‘The detailed design and construction of the tunnelling works in the river Thames must—                      provide for a protected dredged navigational channel depth of 12.5m below chart datum with an additional 0.5m to allow for over-dredging attributable to standard dredging methodology; and                      ensure that that channel depth can be maintained where scour protection is required.</span>	This provision ensures that the tunnels forming part of the Project are constructed in a manner to ensure and provide for protected dredged navigational channel depth of 12.5m below chart datum with an additional 0.5m to allow for over-dredging attributable to standard dredging methodology (even where scour protection is required). Please see responses to Annex A of the Agenda for Issue Specific Hearing 2 (submitted on 6 July 2023) for further information.
Schedule 14 – Protective Provisions Paragraph 104(4)	New provision: <span style="color: red;">(4) The undertaker’s powers of temporary possession and compulsory acquisition of rights and imposition of restrictive covenants under this Order above the river bed of the river Thames in connection with the temporary outfall, permanent outfall, the new water inlet with self-regulating valve and</span>	This provision provides additional assurance that temporary possession and the acquisition of rights for those works above the river bed of the river Thames will be limited to what is reasonably necessary to safely construct the authorised development.

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	<p>ground investigation works is limited to what is reasonably necessary for the undertaker safely to construct the authorised development.</p>	<p>The wording in this provision is based on article 30(2) of the Silvertown Tunnel Order 2018 except that (i) it does not refer to a prohibition on taking possession of the ‘entire width of the river Thames’ as, unlike that Order, there are no powers to take temporary possession of the entire width of the river Thames under the draft Development Consent Order and (ii) it extends this to permanent rights which are sought in connection with works above the river bed of the river Thames.</p> <p>At the time of writing this document, the PLA have been provided with the proposed provision but have not responded.</p>
<p>Schedule 14 – Protective Provisions Paragraph 120 (1)</p>	<p>The reference to sub-paragraph 6 has been amended to refer to sub-paragraph 5.</p>	<p>This has been updated to refer to the correct sub-paragraph.</p>
<p>Schedule 14 – Protective Provisions Environment Agency</p>	<p>Various amendments.</p>	<p>With the exception of paragraph 116(5), the Applicant can now confirm that the Protective Provisions (as amended) are now agreed between the Environment Agency and the Applicant. The amendments reflect the agreement reached between the parties.</p>
<p>Schedule 15 – Deemed Marine Licence</p>	<p>Minor updates and insertion of the following at paragraph 24:                      “(3) The provisions of sections 72 (variation, suspension, revocation and transfer) of the 2009 Act apply to this licence except that the provisions of section 72(7) and (8) relating to the transfer of the licence only apply to a transfer not falling within article 8 (Consent to transfer benefit of Order).”</p>	<p>These updates have been made following comments by the MMO on the Deemed Marine Licence. The newly inserted provision confirms that transfers of the benefit of the Deemed Marine Licence are dealt with under the 2009 Act except insofar as explicitly addressed in article 8.</p>
<p>Schedule 16 – Documents to be Certified</p>	<p>Updates to document references which are proposed to be certified.</p>	<p>These update the relevant documents referenced to ensure they are aligned with the most recent iteration of the relevant documents.</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
<b>Changes associated with Change Notification 1 (August 2023)</b>		
Schedule 1 Authorised Development Work No MUT6	“Work No MUT6 - as shown on sheets 20, 22, 23 and 24 of the works plans and being the temporary installation of multi-utilities, to include the installation or diversion of underground utilities connections for the construction area Work No. CA5 within a multi-corridor located to the west of East Tilbury and Linford, for approximately 3,184132 metres in length.”	This change gives effect to MRC03.
Schedule 1 Authorised Development Work No. E2	<del>“Work No. E2 – as shown on sheet 2 of the works plans and being the implementation of environmental works to create a compensatory habitat site for nitrogen deposition not used.”</del>	This change gives effect to MRC01. That change means that Work No. E2 will not be delivered.
Schedule 1 Authorised Development Work No. ULH 11	“ <b>Work No. ULH 11</b> – as shown on sheet 24 of the works plans, the establishment of an utility logistics hub, located south of Muckingford road, of approximately <del>14,300</del> 9,618 square metres.”	This change gives effect to MRC03.
Schedule 1 Authorised Development Work No. ULK 12	“ <b>Work No. ULH 12</b> - as shown on sheets <del>23 and 24</del> of the works plans, the establishment of an utility logistics hub, located west of the new Tilbury viaduct, of approximately <del>14,300</del> 8,380 square metres.”	This change gives effect to MRC03.
Schedule 8 Land of which only new rights etc. may be required	Plots 02-01 and 02-03 have been deleted in connection with the provision for access for environmental works to create a compensatory habitat site for nitrogen deposition, and the rights for access to maintain those environmental works”	This change gives effect to MRC01.
Schedule 8 Land of which only new rights	Plots 23-121, 23-128, 23-129, 23-130, 23-132, 23-135, 23-136, 23-139, 23-150, 23-151, 23-153, 23-161, 23-162, 23-169 and 23-171 have been deleted in connection with utility works,	This change gives effect to MRC03.

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etc. may be required	including the installation or diversion of underground utilities within a multi utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works.	
Schedule 8 Land of which only new rights etc. may be required	Plots “23-123, 23-129, 23-130, 23-132, 23-135, 23-136, 23-139, 23-150, <del>23-151, 23-153, 23-161, 23-162, 23-169, 23-175, 23-176, 23-177, 23-178 and 23-179</del> ” have been inserted in connection with the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works.	This change gives effect to MRC03.
Schedule 8 Land of which only new rights etc. may be required	Plot 24-116 has been removed in connection with utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works; and overhead lines diversion works, including the removal of existing overhead lines and pylons, construction of new overhead lines and pylons and works to existing overhead lines and pylons, and the rights and restrictive covenants to construct, protect, operate, access and maintain those overhead lines diversion works.	This change gives effect to MRC03.
Schedule 8 Land of which only new rights etc. may be required	The following plot reference numbers have been inserted/amended in connection with utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works: <del>“24-133, 24-148, 24-150, 24-152, 24-165, 24-68 24-174 and 24-176 24-192 and 24-193</del>	This change gives effect to MRC03.
Schedule 8 Land of which only new rights	Plot 24–191 has been inserted in connection with utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain	This change gives effect to MRC03.

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etc. may be required	those utility works; and overhead lines diversion works, including the removal of existing overhead lines and pylons, construction of new overhead lines and pylons and works to existing overhead lines and pylons, and the rights and restrictive covenants to construct, protect, operate, access and maintain those overhead lines diversion works	
Schedule 11 Land of which temporary possession may be taken	Plots 02-01 and 02-03 have been removed in connection with Work No. E2	This change gives effect to MRC01.
Schedule 11 Land of which temporary possession may be taken	Plot 23-144 has been removed connection with Work No. CA5.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 23-124, 23-126, 23-137, 23-140, 23-141, 23-149 have been removed in connection with Work No. CA5.	This change gives effect to MRC03
Schedule 11 Land of which temporary possession may be taken	<p>The following change has been made in respect of the purposes for which temporary possession can be taken over Plot 23-47:</p> <p>Modification of an existing irrigation reservoir and the diversion and modification of irrigation infrastructure, including possible provision of a new groundwater abstraction well; construction of a new flood compensation area; and utility works, including the installation or diversion of underground utilities within a multi-utility corridor; and overhead lines diversion works, including the removal of existing overhead</p>	This change gives effect to MRC03.

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	<p>lines and pylons, construction of new overhead lines and pylons and works to existing overhead lines and pylons; <del>and the establishment of a temporary utilities logistics hub for the facilitating logistics works.</del></p> <p>[In connection with] Works Nos. 5K, FCA1, MU33 <del>and OH4 and ULH12</del></p>	
<p>Schedule 11 Land of which temporary possession may be taken</p>	<p>The following change has been made in respect of the purposes for which temporary possession can be taken over Plot 23-50:</p> <p>Construction of a new flood compensation area; and utility works, including the installation or diversion of underground utilities within a multi-utility corridor; and overhead lines diversion works, including the removal of existing overhead lines and pylons, construction of new overhead lines and pylons and works to existing overhead lines and pylons; <del>and the establishment of a temporary utilities logistic hub for facilitating utility works.</del></p> <p>[In connection with] Works Nos. FCA1, MU33, OH4, OH5, <del>and OHT2 and ULH12</del></p>	<p>This change gives effect to MRC03.</p>
<p>Schedule 11 Land of which temporary possession may be taken</p>	<p>Plot 23-96 has been removed in connection with Works Nos MU28, OH3 and OH4.</p>	<p>This change gives effect to MRC03.</p>
<p>Schedule 11 Land of which temporary possession may be taken</p>	<p>These plots have been removals/insertions have been made in connection with Work No. MU28:</p> <p><del>“23-98, 23-99, 23-102, 23-103, 23-115, and 23-116 and 23-180</del></p>	<p>This change gives effect to MRC03.</p>



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Schedule 11 Land of which temporary possession may be taken	Plots 23-178 and 23-179 have been inserted in connection with Work No. MU33.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 23-121, 23-169 and 23-171 have been removed in connection with Work No. MUT6.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 23-131 and 23-152 have been removed in connection with Work No. MUT6.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 23-169 23-175, 23-176 and 23-177 have been inserted in connection with Work No. MUT6.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	The following amendments have been made to the references in connection with Work No. OH5: "24-53, 24-63, 24-67, 24-69, 24-80 and <del>24-81 and 24-82</del>	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plot 24-82 has been inserted in connection with Work No. Oh5 and ULH12	This change gives effect to MRC03.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Schedule 11 Land of which temporary possession may be taken	Plot 24 116 has been removed in connection with Works Nos. 5W, MU28, MU34, MUT6, OH3, OH4 and ULH11.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	<p>The following change has been made in respect of the purposes for which temporary possession can be taken over Plot 24–124:</p> <p>Construction of a new public right of way between the new public right of way underneath the Tilbury viaduct and footpath FP61; and utility works, including the installation or diversion of underground utilities within a multi-utility corridor; and overhead lines diversion works, including the removal of existing overhead lines and pylons, construction of new overhead lines and pylons and works to existing overhead lines and pylons; <del>and the establishment of a temporary utilities logistics hub for facilitating utility works.</del></p> <p>[In connection with] Works Nos 5W, MU28, OH3 <del>and O4 and ULH11.”</del></p>	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 24-127 and 24-131 have been removed in connection with Works Nos 5W, OH3, OH4 and ULH11.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	<p>The following plots have been removed/inserted in connection with Work No. MUT6:</p> <p><del>“24-133, 24-148, 24-150, 24-152, 24-165, 24-168 and 24-176 24-192 and 24-193</del></p>	This change gives effect to MRC03.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Schedule 11 Land of which temporary possession may be taken	Plots 24-143, 24-145, 24-158, 24-169, 24-170, 24-177, 24-179 and 24-184 have been removed in connection with Work No. MUT6	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 24-142, 24-144, 24-151 and 24-154 have been removed in connection with Work No 5W.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plot 24 -157 has been removed in connection with Works No 5W and MUT6.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plot 24-174 has been removed in connection with Works No 5W and MUT6.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plot 24-191 has been inserted in connection with Works Nos. 5W, MU28, MU34, MUT6, OH3 and OH4.	This change gives effect to MRC03.
Schedule 11 Land of which temporary possession may be taken	Plots 24-194, 24-195, 24-196, 24-197, 24-198 and 24-199 have been inserted in connection with Work No. 5W.	This change gives effect to MRC03.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
<b>Changes associated with Deadline 2 – 3 August 2023</b>		
Index	Application of local legislation, etc.;	Correct placement of comma added
Article 2	“begin” means beginning to carry out any material operation (as defined in section 56(4) (time when development begun) of the 1990 Act) forming part of the authorised development including preliminary works (as defined in Schedule 2 of to this Order), and “begun” and “beginning” shall be construed accordingly;	Change from “of” to “to” to correctly refer to the Schedule; Additional text added to the definition of “begin” to extend to other participles of the word.
Article 2	“business day” means a day other than Saturday or Sunday which is not Christmas Day, Good Friday or a bank holiday under section 1 (bank holidays) <sup>(1)</sup> of the Banking and Financial Dealings Act 1971.	A definition of “business day” has been inserted as it used in article 65. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Article 2	“relevant local highway authority” means in any given provision of this Order, the highway authority for the area to which the provision relates;	A definition of “relevant local highway authority” has been inserted. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Article 2	“relevant traffic authority” means in any given provision of this Order, the traffic authority for the area to which the provision relates;	A definition of “relevant traffic authority” has been inserted.
Article 3(3) and (4)	Subject to paragraph (4), Any enactment applying to land within, adjoining or sharing a common boundary with the Order limits (other than land comprising part of the river Thames outside of the Order limits) has effect subject to the provisions of this Order.  Except as provided for in article 53 (Disapplication of legislative provisions, etc.) and article 55 (Application of local legislation, etc.), paragraph (3) does not apply to the 1968 Act, the Port of Tilbury Transfer Scheme 1991, the Port of Tilbury Transfer Scheme 1991 Confirmation Order 1992 and the Port of Tilbury (Expansion) Order 2019 or any byelaws, general directions or specific directions having effect, made or given under those enactments.	This amendment confirms that article 3(3) does not apply to the enactments listed in the new paragraph. This amendment is made following a request by the Port of Tilbury London Limited in their Written Representations.

<sup>(1)</sup> 1971 c. 80.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Article 5(1)	<p><b>Subject to the provisions of Schedule 14 (protective provisions),</b> Nothing in this Order, or the construction, maintenance or operation of the authorised development under it, affects any responsibility for the maintenance of any works connected with the drainage of land, whether that responsibility is imposed or allocated by or under any enactment, or otherwise, unless otherwise agreed in writing between the undertaker and the person responsible.</p>	<p>This article has been amended to confirm that the maintenance of drainage works is subject to protective provisions. This amendment is made following a request by the London Borough of Havering in their Written Representations.</p>
Article 6(2)(o)	<p>subject to paragraph 99(1) of Schedule 14 of this Order <b>(protective provisions)</b>, construct the tunnel with the vertical downward limits of deviation shown on the tunnel limits of deviation plans; and</p>	<p>This sub-article has been amended to cross-refer to the title of the Schedule referenced.</p>
Article 6 (2) (p)	<p>subject to paragraph 99(1) of Schedule 14 of this Order <b>(protective provisions)</b>, construct the tunnel with the vertical upward limits of deviation shown on the tunnel limits of deviation plans.</p>	
Article 6(3)	<p>The maximum limits of deviation set out in paragraph (1) and (2)(a) to (o) do not apply where it is demonstrated <b>by the undertaker</b> to the Secretary of State’s satisfaction and the Secretary of State, following consultation by the undertaker with the relevant planning authority, and, in respect of the authorised development comprising highways other than a special road or a trunk road, the relevant local highway authority, certifies accordingly that a deviation in excess of these limits would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	<p>This sub-article has been amended to clarify that consultation will be carried out by the undertaker. This amendment is made following a request by the London Borough of Havering in their Written Representations.</p>
Article 8(5)	<p><b>(x) Port of Tilbury London Limited (company number 02876001, whose registered office is at Leslie Ford House, Tilbury, Essex, RM18 7EH); and</b></p>	<p>A new body, the Port of Tilbury, has been inserted at (x) and (w) and (y) have been renumbered. This amendment is made following a request by the Port of Tilbury London Limited in their Written Representations.</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Article 10, 15, 16, 17, 21, 22 Requirement 4(2), 8(1), 10(2), 11(1), 14(1)	All references to local highway authority changed to 'relevant local highway authority'; reference to "traffic authority" changed to "relevant local traffic authority"	These amendments make use of the new definition for relevant local and traffic highway authority. In instances where the local planning authority is the relevant body with functions, this has been clarified. These amendments are made following a request by the London Borough of Havering in their Written Representations.
Article 12(7)	Where the undertaker provides a temporary diversion under paragraph (4), the new or temporary alternative route is not required to be of a higher standard than the temporarily closed, altered, diverted or restricted street or private means of access specified in column (2) of Schedule 3 but <b>it must be suitable for use by the same type of traffic as that street or private means of access unless otherwise agreed with the street authority.</b>	This article has been amended to specify that a temporary diversion must be suitable for the use by the same type of traffic. This amendment is made following a request by the Port of Tilbury London Limited in their Written Representations.
Article 12(8)	<b>(8)</b> If a street authority which receives an application for consent under paragraph (5) fails to notify the undertaker of its decision before the end of the period of 28 days beginning with the date on which the application was <del>made received</del> it is deemed to have granted consent.	This amendment means that the 28 day period will begin on receipt of an application, and ensures consistency with other deemed consent provisions. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Article 12(9), 17(2), 19(9), 21(8)	New provisions has been included so that an application to which deemed consent applies must include notice of the deemed consent provision itself.	This provides advance notice of the deemed consent provision applying to particular applications. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Article 13(1)	(1) The undertaker may use any private road within the Order limits for the passage of persons or vehicles (with or without materials, plant and machinery) for the purposes of, or in connection with, the construction <del>and maintenance</del> of the authorised development.	This article has been amended to remove the ability to use this power for maintenance. This amendment is made following a request by the Port of Tilbury London Limited in their Written Representations.
Article 18	The powers under article 18(1) can only be exercised 'in such manner and to such extent as <b>is may appear to it to be reasonably necessary in connection with the carrying out and</b>	This further limits the exercise of the powers under article 18 so that they can only be utilised where necessary in connection with the project. The ability to use the powers where

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p><del>maintenance of the authorised development or reasonably convenient.</del></p>	<p>‘reasonably convenient’ has been removed, as has the phrase ‘where it appears [to the undertaker]’ to provide further certainty. This amendment is made in response to comments from the Port of London Authority and the Port of Tilbury London Limited in their Written Representations.</p>
<p>Article 32</p>	<p>(1) Schedule 1 to the 2017 Regulations is modified as follows <del>and without limitation to the other provisions of this article, Form 1 and Form 2 in those regulations shall include such other further consequential modifications as are necessary to enable the compulsory acquisition of rights for identified third parties.</del></p>	<p>This change is made to ensure that all necessary amendments to the 2017 Regulations are made to permit the vesting of land or rights in third parties. This amendment is made in response to a request from National Grid Electricity Transmission Plc.</p>
<p>Article 48(9)</p>	<p>(9) From the date <del>this Order is made</del> <b>Work No. 5A or Work No. CA5 is begun</b>, the permission under Part IX of the Dangerous Substances in Harbour Areas Regulations 1987<sup>(2)</sup> to anchor or berth vessels in the area identified Higham bight anchorage under the licence dated 28 May 1992 with the reference 9/92 may not be varied or otherwise modified without the consent of the undertaker, and that licence ceases to have effect insofar as the vessel is carrying—</p>	<p>This amendment means that the explosive licence referenced will be disappplied on the relevant works being carried out. The justification for this disapplication is set out in the Explanatory Memorandum. This amendment is made in response to comments raised by the Port of London Authority in their Written Representations.</p>
<p>Article 53(4)</p>	<p>(4) Following the expiry of any maintenance period defined in article 36(13), the requirement under the 1968 Act to obtain a works licence under section 66 (licensing of works) of that Act does not apply to anything done within any structure forming part of the authorised development in connection with the operation or maintenance of the authorised development, or any other function of the undertaker <b>in its capacity as a highway authority.</b></p>	<p>This provides further detail on circumstances in which the river works licence regime does not apply in connection with the project. This amendment is made in response to comments raised by the Port of London Authority in their Written Representations.</p>
<p>Article 55(5)</p>	<p>(5) Without prejudice to Part <b>10</b> of Schedule 14 (protective provisions), to the extent that there is any inconsistency or conflict between any works authorised under this Order, <b>works</b></p>	<p>This amendment is explained in the Applicant’s response to the Port of Tilbury’s Written Representations and ensures that a conflict between the project and the Tilbury2 DCO does not</p>

<sup>(2)</sup> S.I. 1987/37.



Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>carried out in connection with the authorised development, or the exercise by the undertaker of the functions conferred by this Order and all or any of the requirements provisions of the Port of Tilbury (Expansion) Order 2019<sup>(3)</sup> (“the 2019 Order”) then, in respect of such inconsistency or conflict, there is deemed to be no breach, or non-compliance, of any provision or requirement of the 2019 Order by the Port of Tilbury London Limited or the undertaker and any such inconsistency or conflict is to be disregarded for the purposes of Part 8 of the 2008 Act.</p>	<p>give rise to enforcement action. This amendment accords with the request made by the Port of Tilbury London Limited.</p>
Article 61	<p>Deletion of article 61(3)(a) and consequential removal of cross-reference to subparagraph (a) in paragraph (b).</p>	<p>This removes the effect of an application to amend a measure contained in the Stakeholder Actions and Commitments Register in suspending the obligation. This amendment is made following a request by the London Borough of Havering in their Written Representations.</p>
Article 62(4)	<p>Insertion of requirement to notify the relevant planning authority.</p>	<p>This requires a notice to be served on the local planning authority before making an application to the Magistrates in connection with a correction. This amendment is made following a request by the London Borough of Havering in their Written Representations.</p>
Article 64 (2)	<p>Any matter for which the consent or approval of the Secretary of State is required under any provision of this Order is not subject to arbitration.</p>	<p>This has been corrected to include “the” which was previously incorrectly left out.</p>
Article 65(1)	<p>The undertaker may appeal to the Secretary of State in the event that a local authority— refuses an application for any approval under this Order required by— (i) article 12(5) (temporary closure, alteration, diversion and restriction of use of streets);</p>	<p>This makes the local authority approval under paragraph 9(6) of Schedule 2 subject to the appeals provision. This amendment gives effect to a request by the London Borough of Havering to substitute the ability to agree alternative arrangements with the Secretary of State with this appeals provision.</p>

<sup>(3)</sup> S.I. 2019/359.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	(ii) article 17(2) (traffic regulation – local roads); (iii) article 21(4) (authority to survey and investigate the land); (iv) paragraph 9(6) of Schedule 2; (v) paragraph 13(1) of Schedule 2; or	
Article 65(15)	(15) In this article “local authority” means the relevant planning authority, the relevant local highway authority, the relevant traffic authority, or, a street authority.	This amendment defined the term “local authority” for the purposes of the appeals provision. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Requirement 7(1)	(1) No part of the authorised development is to begin (except environmental surveys and monitoring) until for that part final pre-construction survey work has been carried out to establish whether European or nationally protected species are present on any of the land affected or likely to be affected by that part of the authorised development, or in any of the trees and shrubs to be lopped or felled as part of the relevant works.	This makes clear the surveys which are required under Requirement 7 itself are not prevented from being carried out because of the use of the word “begin”. The term “begin” includes “preliminary works” which in turn includes environmental surveys. The Requirement will continue to apply to all other preliminary works.
Requirement 7(3)	(3) The undertaker must consult with Natural England and the relevant planning authority on the scheme referred to in subparagraph (2) prior to submission to the Secretary of State for approval, except where a suitably qualified and experienced ecologist, holding where relevant and appropriate a licence relating to the species in question, determines that the relevant works do not require a protected species licence.	This amendment requires consultation with the local planning authority in connection with a protected species scheme. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Requirement 8(1)	(1) No part of the authorised development is to commence until for that part written details of the surface and foul water drainage system, reflecting the mitigation measures set out in the REAC including means of pollution control, have been submitted and approved in writing by the Secretary of State following consultation by the undertaker with the lead local flood authority, the relevant planning authority and the relevant local highway authority on matters related to their functions.	This amendment requires consultation with the lead local flood authority in connection with drainage matters. This amendment is made following a request by the London Borough of Havering in their Written Representations.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Requirement 9(5) and (6)	Deletion of “unless otherwise agreed.. with the Secretary of State”	See change to article 65 explained above.
Requirement 14(3)	(3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker unless otherwise agreed with the Secretary of State <b>following consultation by the undertaker with the relevant local highway authority and where different, the relevant planning authority and other bodies identified in Table 2.1 of the wider network impacts management and monitoring strategy.</b>	This requires consultation with the relevant bodies where the Secretary of State’s approval is sought to cease implementing the traffic impact monitoring scheme.
Requirement 19(1) and Schedule 15	Deletion of definition of “business day”	This is now included in Article 2.
Paragraph 20 of Schedule 2	(1) Where any paragraph in this Schedule requires the undertaker to consult with any authority or statutory body, the undertaker must— <b>notify the authority or statutory body of the effect of paragraph 18(3) of this Schedule;</b>	This provides advance notice of the deemed consent provision applying in connection with applications to the Secretary of State. This amendment is made following a request by the London Borough of Havering in their Written Representations.
Schedule 14 and 16	Updates to cross-references	Corrections of and updates to cross-references.
<b>Deadline 3 (24 August 2023)</b>		
Article 2	Definition of environmental statement updated to include Environmental Statement Addendum	As the Addendum clarifies and corrects elements of the Environmental Statement, the references to the Environmental Statement should include a reference to the Addendum.
Article 2	Insertion of square brackets in the definitions of river works licence, river mooring licence and river dredging licence	The words in square brackets will only be required where the PLA’s Harbour Revision Order is made. These square brackets are intended to reflect that, and have been requested by the PLA. When that HRO is made, the square brackets can be removed. If the HRO is not made, the words in square brackets can be removed. A decision on the HRO is expected before a decision on this DCO application. The Applicant notes this principle applies to the use of square brackets in Article 48.

Provision	Changes made to the draft Development Consent Order	Explanation for Change				
Article 6, Requirements 6, 7, 8, 12, 14	Insertion of “on matters relevant to their functions” in respect of consultation with local authorities and other bodies.	This ensures that the scope of the consultation proposed to be carried out by the Applicant is related to the relevant body’s functions. These amendments are made following comments from Gravesham Borough Council that the definition of “relevant planning authority” could be refined as in the case of non-unitary areas, the planning functions (for example in relation to mines and minerals) would lay with the country council, rather than the district or borough council. The insertion of “matters relates to their functions” ensures that the relevant authority is only consulted in connection with their distinct functions.				
Article 6	Article 6 has also been updated to include “consultation by the undertaker with..” in respect of the relevant highway authority consultation.	This is a clarificatory amendment.				
Article 37	<p>New paragraphs (5) to (6) inserted (with consequential amendment to paragraph (3)):</p> <p><b>(5) Subject to paragraph (6) and (7), the undertaker must, unless otherwise agreed by the landowner and any relevant statutory undertaker, when all of the specified work(s) listed in column (1) of the table below has or have been completed, by exercise of the power in paragraph (1)(b) or otherwise—</b></p> <p><b>(c) extinguish or otherwise terminate any rights and restrictive covenants which have been created, acquired or imposed for the purpose of the corresponding work listed in the column (1) of the table below; and</b></p> <p><b>(d) notwithstanding article 35(5) of this Order, remove any apparatus which has been installed as part of the corresponding work listed in the column (1) of the table below.</b></p> <table border="1" data-bbox="405 1270 1218 1378"> <thead> <tr> <th data-bbox="405 1270 813 1318"><b>(2) Specified work</b></th> <th data-bbox="813 1270 1218 1318"><b>(1) Corresponding work</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="405 1318 813 1378">Work No. CA2</td> <td data-bbox="813 1318 1218 1378">Work No. MUT1 (outside of Thong Lane bridge)</td> </tr> </tbody> </table>	<b>(2) Specified work</b>	<b>(1) Corresponding work</b>	Work No. CA2	Work No. MUT1 (outside of Thong Lane bridge)	In response to concerns raised by landowners, the Applicant has inserted these provisions which require the Applicant to remove the certain multi-utility and overhead line works following the completion of distinct, specified works. By way of explanation, the authorised development comprises “ABC” diversions, i.e. where existing apparatus is diverted from A to B and then, later, to C. In such cases, these provisions confirm that the “B” apparatus, and the rights acquired in connection with that apparatus, would be removed and the rights on the “C” works being complete. In addition, where rights are acquired in connection with utility connections for construction compounds, and those compounds are completed, the apparatus and the associated rights would be removed. This provides certainty for landowners of the Applicant’s intention that such apparatus and rights would be removed (unless otherwise agreed with both the landowner and the relevant statutory undertaker).
<b>(2) Specified work</b>	<b>(1) Corresponding work</b>					
Work No. CA2	Work No. MUT1 (outside of Thong Lane bridge)					

Provision	Changes made to the draft Development Consent Order		Explanation for Change
	Work No. MU12	Work No. MUT1 (so far as within Thong Lane bridge)	
	Work No. MU12	Work No. MUT2	
	Works Nos. CA3 and CA3A	Work No. MUT3	
	Work No. CA5	Work No. MUT4	
	Work No. CA5	Work No. MUT5	
	Work No. CA5	Work No. MUT6	
	Work No. CA5	Work No. MUT7	
	Works Nos. CA5 and CA5A	Work No. MUT8	
	Works Nos. CA5 and CA5A	Work No. MUT9	
	Work No. CA5	Work No. MUT10	
	Work No. CA5	Work No. MUT11	
	Work No. CA6	Work No. MUT12	
	Works Nos. CA6, CA7, CA8A CA8B, CA9, CA10 and CA11	Work No. MUT13	
	Works Nos. CA6, CA7, CA8A CA8B, CA9, CA10 and CA11	Work No. MUT14	
	Work No. CA6	Work No. MUT15 (outside of A128 Brentwood Road)	
	Work No. MU39	Work No. MUT15 (so far as within A128 Brentwood Road)	
	Works Nos. CA8A and CA8B	Work No. MUT16	
	Work No. CA7	Work No. MUT17	
	Work No. CA7	Work No. MUT18	
	Work No. MU45	Work No. MUT19	
	Work No. MU54	Work No. MUT20 (from the A1089 to the A13)	
	Works Nos. CA8A and CA8B	Work No. MUT20 (from Long Lane to Work No CA8A to CA8B)	
	Works Nos. CA9 and CA10	Work No. MUT21 (outside of B122 High Road, Orsett)	
	Work No. MU60	Work No. MUT21 (so far as within B122 High Road, Orsett)	
	Work No. CA11	Work No. MUT22	
	Work No. CA9	Work No. MUT23	

Provision	Changes made to the draft Development Consent Order	Explanation for Change																																		
	<table border="1"> <tr><td>Work No. CA9</td><td>Work No. MUT24</td></tr> <tr><td>Work No. CA11</td><td>Work No. MUT25</td></tr> <tr><td>Work No. CA13</td><td>Work No. MUT26</td></tr> <tr><td>Work No. CA13</td><td>Work No. MUT27</td></tr> <tr><td>Works Nos. CA13 and CA14</td><td>Work No. MUT28</td></tr> <tr><td>Work No. CA14</td><td>Work No. MUT29</td></tr> <tr><td>Work No. MU76</td><td>Work No. MUT30</td></tr> <tr><td>Work No. CA15A</td><td>Work No. MUT31</td></tr> <tr><td>Work No. CA16</td><td>Work No. MUT32</td></tr> <tr><td>Work No. OH1</td><td>Work No. OHT1</td></tr> <tr><td>Work No. OH4</td><td>Work No. OHT2</td></tr> <tr><td>Work No. OH3</td><td>Work No. OHT3</td></tr> <tr><td>Work No. OH7</td><td>Work No. OHT4</td></tr> <tr><td>Work No. OH6</td><td>Work No. OHT5</td></tr> <tr><td>Work No. OH6</td><td>Work No. OHT6</td></tr> <tr><td>Work No. OH7</td><td>Work No. OHT7</td></tr> <tr><td>Work No. OH7</td><td>Work No. OHT8</td></tr> </table> <p>(6) The obligation in paragraph (5) applies in respect of rights and restrictive covenants which have been created, acquired or imposed and to apparatus installed for or which belongs to a statutory undertaker when, subject to the provisions of Schedule 14 (protective provisions), appropriate facilities and rights in respect of any specified work in column (1) of the table above have been granted to the relevant statutory undertaker.</p> <p>(7) The obligation on the undertaker to remove apparatus in paragraph (5) does not apply if the statutory undertaker is required to remove the apparatus under Schedule 14 (Protective Provisions) or by virtue of an agreement with that statutory undertaker.</p>	Work No. CA9	Work No. MUT24	Work No. CA11	Work No. MUT25	Work No. CA13	Work No. MUT26	Work No. CA13	Work No. MUT27	Works Nos. CA13 and CA14	Work No. MUT28	Work No. CA14	Work No. MUT29	Work No. MU76	Work No. MUT30	Work No. CA15A	Work No. MUT31	Work No. CA16	Work No. MUT32	Work No. OH1	Work No. OHT1	Work No. OH4	Work No. OHT2	Work No. OH3	Work No. OHT3	Work No. OH7	Work No. OHT4	Work No. OH6	Work No. OHT5	Work No. OH6	Work No. OHT6	Work No. OH7	Work No. OHT7	Work No. OH7	Work No. OHT8	
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Article 40(12)	Removal of, and updates to Plots, in the definitions contains in article 40(12).	These updates reflect the removal of the designation of replacement land for Claylane Wood (see EA01 in the Second																																		

Provision	Changes made to the draft Development Consent Order	Explanation for Change
		Notification of Change [ <a href="#">PD-024</a> ] as well as updates to land plots in relation to the Orsett Fen.
Schedule 1	Removal of Works No. OSC2 and OSC3; minor typographical corrections.	These updates reflect the removal of the designation of replacement land for Claylane Wood (see EA01 in the Second Notification of Change [ <a href="#">PD-024</a> ])
Requirement 6	Addition of relevant highway authority as consultee.	This is made in response to a request from Transport for London, and ensures the Applicant consults relevant highway authorities in relation to the discharge of these Requirements.
Requirement 8	Addition of Environment Agency as a consultee, and making consultation bodies in paragraph (1) consistent with paragraph (2).	This amendment is made in response to a request from the Environment Agency, and ensures the Applicant consults them in relation to the discharge of this Requirement.
Requirement 9(2)	The authorised development must be carried out in accordance with the scheme referred to in sub-paragraph (1) <del>unless otherwise agreed in writing by the Secretary of State.</del>	Removal of tailpiece. This is made in response to a request from the London Borough of Havering.
Requirement 14	Substituting “strategy” with “plan”	Correction of the relevant document reference.
Paragraph 20	Substituting references to “authority or statutory body” with “person or body”	This change has been made in response to a request from the Emergency Services. Some of the Requirements require consultation with a person or body who may not be a statutory body or an “authority” so this clarifies the intention of the provision.
Schedule 4, Part 4	In respect of the Private means of access from south-eastern quadrant of M25 junction 29 roundabout, the reference has been amended to sheet 45.	Correction of an error; the relevant points relating to this private means of access are on Sheet 45.
Schedule 8 and 11	In respect of the construction of a new outfall from the north portal to the River Thames, including rights to construct, operate, protect and maintain the outfall, Plots 16-45 and 16-46 have been removed but Plot 16-68 has been added	This gives effect to the amendment identified as EA-02 and EA-03 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate [ <a href="#">PD-024</a> ].



Provision	Changes made to the draft Development Consent Order	Explanation for Change
Schedule 8 and 11	<p>Deletion of Plot 23-19 in respect of the implementation of environmental mitigation works to create a site for protected species, and the rights and restrictive covenants to construct, protect, operate, access and maintain those environmental mitigation works; and utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works.</p> <p>Addition of Plot 23-181 in respect of the same.</p>	<p>This gives effect to the amendment identified as EA05 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate <a href="#">[PD-024]</a>.</p>
Schedule 8 and 11	<p>Deletion of Plots 23-27, 23-31, 23-32, and 23-34 in respect of utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works</p> <p>Addition of 23-32, 23-182, 23-183 and 23-184 in respect of utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works.</p>	<p>This gives effect to the amendment identified as EA04 and EA05 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate <a href="#">[PD-024]</a>.</p>
Schedule 8 and 11	<p>Deletion of Plots 27-85 ad 27-87 and insertion of Plots 27--99 and 27-100 in respect of Provision for access for Overhead lines diversion works, and the rights for access to maintain those overhead line diversion works</p>	<p>This gives effect to plot changes as a result of Land Registry update. This is not a substantive change to the land use in these areas.</p>
Schedule 11	<p>Insertion of Plots 16-67, 16-68 and 16-69 in respect of Provision for temporary outfall of drainage to the River Thames from the north portal of the A122 Lower Thames Crossing</p>	<p>This gives effect to the amendment identified as EA01 and EA02 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate <a href="#">[PD-024]</a>.</p>
Schedule 11	<p>Insertion of Plots 23-185 and 23-186 in respect of utility works, including the installation or diversion of underground utilities within a multi-utility corridor, and the rights and restrictive covenants to construct, protect, operate, access and maintain those utility works</p>	<p>This gives effect to the amendment identified as EA05 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate <a href="#">[PD-024]</a>.</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Schedule 11	Removal of 23-36 and 23-37 in respect of utility works, and temporary storage, laydown areas and working space.	This gives effect to the amendment identified as EA05 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate <a href="#">[PD-024]</a> .
Schedule 14, Part 8	Insertion of definitions: “preliminary navigational risk assessment” means the document of that description referred to in Schedule 16 (documents to be certified) certified by the Secretary of State as the preliminary navigational risk assessment and, in connection with any ground investigations in the river Thames, means the “Lower Thames Crossing Ground Investigations Navigational Risk Assessment” (which forms Appendix F of the preliminary navigational risk assessment); “temporary outfall” means the temporary outfall in the river Thames referenced in paragraph 5(2)(a) of Schedule 15 (deemed marine licence) to this Order;	The first definition has been inserted in response to comments made by the Port of London Authority requesting clarity that the Site Investigations Navigational Risk Assessment will apply in respect of ground investigation works in the river Thames. The PLA has confirmed they agree with this insertion. On the second definition, see directly below.
Schedule 14, Part 8	Insertion of new provision in paragraph 102: (2) Without limitation to paragraph (1), the undertaker must as soon as reasonably practicable seek approval under paragraph 98 for the removal of the temporary outfall in the river Thames and any structure installed in connection with ground investigations in the river Thames where the use of that outfall or structure is no longer necessary in connection with the construction of the authorised development, and as soon as practicable after the grant of that approval must remove that outfall and structure and make good the site to the reasonable satisfaction of the PLA.	This amendment is made following comments by the PLA that the paragraph 102(1) was not clear on the need for removal of temporary works given the reference in that provision to the completion of “permanent” works. The PLA has confirmed they agree with this insertion. A consequential definition of “temporary outfall” was also inserted at their request.
Schedule 14, Part 8	Updates to cross-references	As a result of changes described above, cross-references have been updated.
Schedule 14, Part 10	Updated Protective Provisions for the Port of Tilbury	The Applicant’s preferred set of protective provisions for the Port of Tilbury London Limited have been updated following their response (at Deadline 1) to the Applicant’s proposed

Provision	Changes made to the draft Development Consent Order	Explanation for Change
		protective provisions (included at the point of application submission). The Applicant continues to engage with the Port on these protective provisions and is hopeful agreement will be reached before the end of the examination.
Schedule 15	Updated coordinates for the temporary outfall inserted at paragraph 5(2)(a) of the Deemed Marine Licence	This gives effect to the amendment identified as EA02 as set out in the Second Notification of Proposed Changes to the Planning Inspectorate [ <a href="#">PD-024</a> ].
Schedule 16	Updates to cross-references	Corrections of and updates to cross-references.
<b>Changes associated with Change Notification 2 (September 2023)</b>		
Schedule 8 and 11	Plots 28-130, 41-12, 41-17, 41-20 have been removed from Schedule 11 and been replaced by 28-144, 28-145, 41-44, 41-45, 41-50, 41-4, 41-48, 41-47, 41-49 and 41-51.  Plots 28-144, 41-44, 41-48, and 41-49 have been added to Schedule 8.	These changes give effect to EC01 and EC02.
<b>Deadline 4 (19 September 2023)</b>		
Article 2	“shall be” has been substituted with “are to be”	This is a minor change which reflects the Office of Parliamentary Counsel’s guidance on not using the word “shall”.
Article 3(3)	(1) Subject to paragraph (4), any enactment applying to land within, adjoining or sharing a common boundary with the Order limits has effect subject to the provisions of this Order.	This deletion has been made in response to the PLA’s Deadline 3 submissions. This is on the basis that the enactments relevant to the river Thames are now in article 3(4).
Articles 3(4), 6(3), 15(2), 65	Minor changes to cross-referencing across the Order.	Minor changes to cross-referencing across the Order.
Article 10(8)	New provision confirming maintenance of green elements of green bridges is not transferred to local highway authority.	This provides assurance that the planting and vegetation on a green bridge is not caught by the provisions which provide that maintenance liability rest with local highway authorities. The work numbers referenced in this provision reflect green bridges.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Article 12(7)	Insertion of “uses” after “type of traffic as”	This inserts an omitted word for clarity that a diverted route must be suitable for use by the same type of traffic as uses the closed/restricted street or private means of access.
Article 12(8)	Reference to subsection (11) corrected to (8).	Corretion of cross-referencing.
Articles 12(8), 17(11), 19(8), 21(6),	Insertion of “provided the application includes the statement required under paragraph (9)” at end of each provision.	This ensures that the deemed consent will only apply where a statement stating that the deemed consent applies is included in an application made.
Article 35(3) and 36(4)	Deletion of the word “potential”	This change is made in response to comments from Thurrock Council that “potential risk” is too vague. The Applicant does not agree, but in order to progress matters has deleted the word “potential” so that the notice provisions do not bite where there is a risk to the public, surrounding environment or the authorised development. The justification for these provisions is included in the Explanatory Memorandum.
Article 37(8)	New provision: “(8) Insofar as the power under paragraph (1) is used to acquire easements or other new rights or impose restrictive covenants in subsoil, it is subject to article 33(8) (acquisition of subsoil or airspace only).	This amendment is made following comments by the PLA that the same restrictions which apply under article 33 should apply to the exercise of the powers under article 37.
Article 48(9)	Replaced “begun” with “commenced”	This means that the disapplication of the explosive licence would be triggered by the commencement of the works. This amendment has been made in response to comments from the PLA. A related definition of “commence”, cross-referring to Schedule 2 has been inserted.
Article 62	Increase in notice period from 10 days to 28 days. Insertion of new provision: (5) The application under paragraph (2) must include copies of any representations from the relevant local planning authority and any other persons notified.	These changes have been made in response to comments from the London Borough of Havering, and ensure that any representations from the local authority are provided. The Applicant maintains that these provisions are justified and necessary for the reasons set out in the Applicant’s Responses to comments on the dDCO document submitted at Deadline 4.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
Article 65	Insertion of new subparagraph: “(c) refuses any approval, consent or agreement which the undertaker is required to obtain from a local authority under a document, scheme or plan pursuant to article 61 (stakeholder and actions commitments register) or Schedule 2 (requirements) to this Order, or grants such an approval, consent or agreement subject to conditions”.	Some measures in the Stakeholder Actions and Commitments Register (e.g., the measure in relation to the replacement of the travellers’ site) and control documents (e.g., the failure to reach agreement on a DLOA in the outline Traffic Management Plan for Construction) explicitly allow for an appeal to the Secretary of State. This new provision ensures that the process set out in this article applies to those measures.
Article 68	New article – “Interface with waste operation permits”	Please see the Explanatory Memorandum for a full justification for this new article.
Requirement 5	New provision: (3) The undertaker must carry out, and maintain, each relevant part of the authorised development in accordance with the LEMP approved for that part under paragraph (1).	This ensures the undertaker must implement the measures secured under a Landscape and Ecology Management Plan which is approved by the Secretary of State.
Requirement 6	Deletion of duplicated “on matters related to their functions”	Minor correction.
Requirement 7(4)	Insertion of “relevant planning authority”	For consistency with Requirement 7(3).
Requirement 9	Replacing references to “reported” and “notice” with “notified” and “notification”	Minor change made at the request of London Borough of Havering.
Requirement 12	The reference to “or” has been changed to “and”	This confirms that consultation under requirement 12(b) would be with both the local highway authority and the local planning authority. This is made in response to the oral submissions from Gravesham Borough Council at Issue Specific Hearing 7.
Updates to PLA, PoTTL’s and the EA’s Protective Provisions	Various updates.	The Applicant has removed the sole unagreed provision and can confirm that the Protective Provisions for the EA are now agreed. Please see new article 68 for how the Applicant proposes to manage the interface with waste operation permits. The PLA’s Protective Provisions have been updated to secure further coordination on unexploded ordnance, construction risks and methodology for the tunnelling works and to amend the

Provision	Changes made to the draft Development Consent Order	Explanation for Change
		<p>immediate requirement to utilise arbitration by requiring a meeting of senior representatives.</p> <p>The Port of Tilbury’s Protective Provisions have been updated just to clarify the scope of conditions on the approval, ensuring that there is no breach of the Order.</p>
Protective Provisions for Local Highway Authorities	Insertion of new Protective Provisions for Local Highway Authorities.	<p>The Applicant has taken the relatively atypical step of including Protective Provisions for LHAs following the London Borough of Havering’s submission of their preferred set. The Applicant’s protective provisions are not identical to those, but in our view reach an appropriate balance between ensuring local authority input and protection and the delivery of the nationally significant infrastructure project.</p> <p>The Protective Provisions include:</p> <ul style="list-style-type: none"> <li>• Mechanism for design input permitted by LHAs on local roads</li> <li>• Provision of “Detailed Information” relating to local road works</li> <li>• Requirement to use reasonable endeavours to enter into a DLOA</li> <li>• Maintenance period – 12 months from a provision certificate being issued, NH will have to remedy defects or incomplete works</li> <li>• Requirement to allow for testing of material</li> <li>• Requirement to carry out road safety audits</li> <li>• Requirement to transfer land required for road to LHA</li> </ul>
Deemed Marine Licence	Definition of “northern tunnel entrance compound” inserted and used throughout. Further definition of the length and diameter of the temporary outfall.	These changes were requested by the MMO to provide further definition of the northern tunnel entrance compound as well as the temporary outfall into the river Thames.
Schedule 16	Updates to cross-references	Updates to cross-references.



Provision	Changes made to the draft Development Consent Order	Explanation for Change
<b>Deadline 5 (3 October 2023)</b>		
Article 33 and Schedule 10	<p>Update to depths at which subsoil can be acquired in Schedule 10, and the following associated amendments to subparagraph (7) of article 33:</p> <p>(7) For the purposes of paragraph (6) <b>and Schedule 10 (land in which only subsoil or new rights in and above subsoil and surface may be acquired)</b> “the level of the surface of the land” means—</p> <p>(a) in the case of any land on which a building is erected, the level of the surface of the ground adjoining the building;</p> <p>(b) in the case of a river <b>(except in the case of the river Thames as provided in subparagraph (c))</b>, dock, canal, navigation, watercourse or other water area, the level of the surface of the ground covered by water;</p> <p><b>(c) in the case of the river Thames comprised in plots 15-10, 15-11, 15-12, 16- 42, and 16-43, the level of Ordnance Datum Newlyn; or</b></p> <p>(d) in any other case, ground surface level, at the time of this Order coming into force.</p>	<p>The revised drafting has the effect of changing the level of reference for the acquisition of the subsoil as set out in Schedule 10 from the ‘level of the surface of the ground covered by water’ to a river bed in reference to Ordnance Datum Newlyn for five identified land plots in the river Thames (15-10, 15-11, 15-12, 16-42, and 16-43).</p> <p>Further explanation for this change is contained in the Tunnel Subsoil Drafting Amendment <a href="#">[AS-100]</a> and it is made following the Examining Authority’s Procedural Decision confirming the amendment does not constitute a change <a href="#">[PD-038]</a>.</p>
Article 37	Insertion of reference to article 33.	This change is made at the request of the PLA. It sets out that provisions of article 37 are subject to article 33.
Deemed Marine Licence	Insertion of “working area” in connection with the coordinates of the construction outfall	This is avoid ambiguity that the coordinates provided relate to the construction working area, rather than the asset in question.
New Requirement 17	<p><b>Passive provision for Tilbury link road</b></p> <p><b>17.—(1) The undertaker must design the detail of Work Nos. 5D, 5E and 5F in a manner that reasonably facilitates and accommodates a connection to the proposed Tilbury link road to the extent the route and design of proposed Tilbury link road is available prior to and up to the date of the submission of the detailed design of the tunnel area north of the river</b></p>	Requirement 17 secures passive provision for the proposed Tilbury Link Road. In order to ensure there is no prejudice to the Secretary of State’s decision making as part of the Road Investment Strategy. The provision ensures the requirement attaches to a particular period. It would be unreasonable and impractical, for example, to have to reconstruct or modify works which have commenced. It is therefore appropriate to limit the



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	<p>Thames to the design review panel pursuant to clause PRO.01 of the design principles. (2) Work Nos. 5D, 5E and 5F must be designed in detail and carried out by the undertaker so as to comply with Design Manual for Roads and Bridges in order to reasonably accommodate a connection with the proposed Tilbury link road. (3) In this paragraph, "proposed Tilbury link road" means a proposal which includes a road connection or junction onto the A122 from Tilbury which is—                      (a) reflected in a preferred route announcement by the Secretary of State, or (b) in the absence of that announcement, such other proposal as is reasonably considered by the undertaker to constitute the likely route and function of that link road.</p>	<p>requirement to considering the available information at the point of the detailed design stage.</p>
<p><b>Changes associated with the third change notification (EC03-EC04) (October 2023)</b></p>		
<p>Article 35 and 36</p>	<p>Deletion of Plot 16-41</p>	<p>This change gives effect to EC04, enabling temporary possession of the surface of this plot.</p>
<p>Schedule 10 and Article 68</p>	<p>Addition of Plot 16-70, and deletion of Plot 16-41</p>	<p>This change gives effect to, or is consequential on, EC04.</p>
<p><b>Deadline 6 (31 October 2023)</b></p>		
<p>Article 10(2)</p>	<p>Subject to paragraphs (3) and (4), where a highway (other than a trunk road or special road) is altered or diverted under this Order, the altered or diverted part of the highway must, when completed to the reasonable satisfaction of the relevant local highway authority and, unless otherwise agreed in writing with the relevant local highway authority, that part of the highway, including any culverts or other structures laid under it, <del>must</del> be maintained by and at the expense of the relevant local highway authority from its completion."</p>	<p>"must" is already used to introduce the maintenance obligations so removed here for clarity.</p>
<p>Article 10(3)(a)</p>	<p>the highway surface (being those elements over the waterproofing membrane) must, unless otherwise agreed in writing with the local planning authority, from its completion</p>	<p>These amendments have been made following requests from Kent County Council and Thurrock Council that article 10(4) and (5) mirror (2) and (3) in relation to the requirement for</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	(such completion to be to the reasonable satisfaction of the relevant local highway authority) be maintained by and at the expense of the relevant local highway authority; and	completion to be to the satisfaction of the relevant local highway authority.
Article 10(4)	In the case of any other bridge constructed under this Order to carry a highway (other than a trunk road or special road), both the highway surface (being those elements over the waterproofing membrane) and the remainder of the bridge must, unless otherwise agreed in writing with the relevant local highway authority, be maintained by and at the expense of the relevant local highway authority from its completion (such completion to be to the reasonable satisfaction of the relevant local highway authority).	
Article 18(5)	In this article “relevant navigation” means the river Thames within the Order limits or which may be affected by the authorised development.	This amendment limits the parts of the river Thames which may be the subject of the powers under article 18. This amendment has been agreed with the Port of London Authority, and article 18 is now agreed between the parties.
Article 35(10)	<p>The undertaker may not compulsorily acquire under this Order the land referred to in paragraph (1)(a)(i) except that the undertaker is not to be precluded from acquiring—</p> <ul style="list-style-type: none"> <li>(a) acquiring rights or imposing restrictions over any part of that land under article 28(2) (compulsory acquisition of rights and imposition of restrictive covenants) to the extent that such land is listed in column (1) of Schedule 8; and</li> <li>(b) acquiring any part of the subsoil of or airspace over (or rights in the subsoil of or airspace over) that land under article 33(2) (acquisition of subsoil or airspace only) to the extent that such land is listed in column (1) of Schedule 10; or</li> <li>(c) extinguishing rights or restrictive covenants over any land subject to temporary possession in respect of</li> </ul>	This has been made following comments from the Port of Tilbury London Limited. In particular, under article 37(3), the Applicant is able to extinguish rights for assets which are removed in land subject to temporary possession. The explanation and justification for that power is set out in the Explanatory Memorandum. For the avoidance of doubt, this does not permit the acquisition or creation or otherwise imposition of new rights over land subject to temporary possession only (and article 35(10) continues to operate to prevent the compulsory acquisition of land). In that context, article 37(1) is therefore circumscribed and limited by the operation of this provision.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p style="color: red;">removed or decommissioned apparatus under article 37(3) (statutory undertakers).</p>	
<p>Article 56(3)</p>	<p>To the extent any development carried out or used pursuant to a planning permission granted under section 57<sup>(4)</sup> (requirement of planning permission) of the 1990 Act or compliance with any conditions of that permission is inconsistent with the exercise of any power, <del>of right or</del> <span style="color: red;">obligation</span> under this Order or the authorised development—</p>	<p>This provision has been amended to avoid any lacuna in the gap which is sought to be addressed by the provision. This does not substantively alter the provision, and the explanation in the Explanatory Memorandum does not require any amendment.</p>
<p>Article 62(5)</p>	<p>The application under paragraph (2) must include copies of any representations from the relevant local planning authority and any other persons notified <span style="color: red;">and the undertaker must provide notice to the relevant local planning authority of the date on which the justices will consider any such application as soon as reasonably practicable.</span></p>	<p>This amendment secures notification of the relevant date which the Magistrates is to determine a matter. This changes is made following a request from Gravesham Borough Council.</p>
<p>Schedule 2 Requirement 18</p>	<p><b style="color: red;">Operation of the Orsett Cock roundabout</b></p> <p style="color: red;">18(1) No part of Work No. 7F is to commence until a scheme for the Orsett Cock roundabout has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant highway authority, the Port of Tilbury London Limited and DP World London Gateway.</p> <p style="color: red;">(2) The scheme submitted under subparagraph (1) must include details, and a programme for the implementation, of the proposed design and signalisation on that roundabout or other related measures as may be reasonably practicable to minimise delays for traffic arising as a result of the authorised development and optimise the performance of the Orsett Cock roundabout.</p>	<p>This new requirement has been inserted to provide comfort that at the detailed design stage, reasonably practicable design and other measures will be taken to minimise delays for traffic arising as a result of the authorised development and optimise the performance of the Orsett Cock roundabout.</p> <p>The Applicant would note that its preferred drafting is similar to Requirement 14 of the M25 Junction 28 Development Consent Order 2022. While the circumstances are not identical, the concern there was specifically in relation to increase in delays on A1023 Brook Street entering the M25 junction 28 roundabout and so the Applicant considers it to be relevant. The Applicant would note that, under its drafting, consultation would allow the Applicant to consider any responses from consultees (including PoTLL) and would allow the Secretary of</p>

<sup>(4)</sup> Section 57 was amended by paragraphs 34 and 35 of Schedule 2 to the 2008 Act, paragraphs 1 and 3 of Schedule 2 to the Localism Act 2011 (c. 20) and paragraphs 2 and 4 of Part 2 of Schedule 4 to the Infrastructure Act 2015 (c. 7).

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>(3) The authorised development must be carried out in accordance with the approved plan referred to in sub-paragraph (1).</p> <p>Requirements previously numbered 18 – 23 have been renumbered 19 - 24</p>	<p>State to consider whether any further information or measures need to be included within the Project.</p> <p>Following the insertion of the new Requirement relating to the Orsett Cock roundabout, there has been a renumbering of cross-references in these provisions.</p>
Schedule 14	Updates to the Protective Provisions for the Port of London Authority and the Port of Tilbury London Limited	Following discussions with the Port of London Authority and the Port of Tilbury London Limited, updates to the Protective Provisions have been made. Discussions with both parties is ongoing.
Schedule 16	Updates to cross-references	Updates to cross-references.
<b>Deadline 7 (17 November 2023)</b>		
Article 40(8)	Addition of Plot 13-03 in the definition of “special category land” and the addition of Plot 11-79 and Plot 13-94 in the definition of “replacement land”	Following representations by Gravesham Borough Council, the Applicant has made provision for replacement land in connection with Plot 13-03. This is explained further in Appendix D to the Planning Statement submitted at Deadline 7.
Article 52	<p>Amendments to article 53(1) and (4) to take effect subject to new subparagraph (5):</p> <p>(5) This paragraph applies where the undertaker seeks to carry out, construct or maintain any utility works beneath the riverbed of the river Thames which are not required directly or solely in connection with the construction, operation and maintenance of the highway that forms part of the authorised development.</p>	Paragraph (5) has been inserted at the request of the PLA to confirm that utility works unrelated to the highway forming part of the A122 are not within the scope of the disapplication of the 1968 Act in subparagraph (1) and (4).
Article 56(3)	<p>Insertion of the wording in red (please note the underlined text is not new):</p> <p>(3)To the extent any development carried out or used pursuant to a planning permission granted under section 57 (requirement of planning permission) of the 1990 Act <u>or compliance with any conditions of that permission</u> is</p>	This change was requested by a landowner (Tarmac) who has a permission within the Order limits. The Applicant does not consider this materially changes the provision, but confirms (in line with the preamble in subparagraph (3) shown underlined) that the provision applies in connection with the compliance of conditions. This is necessary for the reasons set out in the Explanatory Memorandum.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>inconsistent with the exercise of any power, right or obligation under this Order or the authorised development—</p> <ol style="list-style-type: none"> <li>1 that inconsistency is to be disregarded for the purposes of establishing whether any development which is the subject matter of that planning permission is capable of physical implementation; and</li> <li>2 in respect of that inconsistency, no enforcement action under the 1990 Act may be taken in relation to development carried out or used pursuant to that planning permission, <b>or compliance with any conditions of that permission</b>, whether inside or outside the Order limits.</li> </ol>	
Article 56(6)	Insertion of definition of “enforcement action”	Paragraph (6) has been inserted to define “enforcement action” following a request by landowners to make clear that enforcing action under Part 7 of the 1990 is caught by subparagraph (3)(b). ;
Article 61	Amendment to strengthen the requirement to implement measures secured under the Stakeholders Action and Commitment Register.	In recognition of the SEE Strategy being secured under the SAC-R, the Applicant has strengthened the wording of the provision. The provision now requires the implementation of the measures, rather than “taking all reasonable steps to deliver” the measures.
Article 68	<p>Amendment of “written scheme” to “environmental scheme” throughout, and insertion of a requirement for approval from the Environment Agency or the Secretary of State. In particular, insertion of the following provisions:</p> <p><b>(3) Paragraphs (1) and (2) do not have effect until an environmental scheme has been submitted and approved by the Environment Agency or the Secretary of State under paragraph (4) following consultation by the undertaker with the Environment Agency and the permit holder on a draft environmental scheme.</b></p> <p><b>(4) Where the Environment Agency refuses approval for an environmental scheme, grants it subject to conditions, or does</b></p>	Following discussions with the Environment Agency, the Applicant has inserted a requirement for approval of the scheme by either the Environment Agency or the Secretary of State. The provision contains further details of what an environmental scheme requires, including ensuring the overall level of environmental protection is equivalent to the existing permit or the conditions of the environmental permitting regulations.

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>not make a decision within 42 days of receiving that scheme, the undertaker may submit the scheme to the Secretary of State for approval (provided the Environment Agency’s and the permit holder’s representations are provided by the undertaker to the Secretary of State).</p> <p>(5) The environmental scheme prepared under paragraph (3) must identify the conditions or element of an existing permit which cease to have effect under paragraph (1) or (2), and set out measures to reasonably ensure—</p> <ul style="list-style-type: none"> <li>a. the safe and effective operation of the existing permit notwithstanding any inconsistency or conflict;</li> <li>3 the methods to be used to remove or separate existing waste from and on land subject to an existing permit;</li> <li>4 equivalent monitoring of any land (including land and water) retained by the permit holder which remains subject to the existing permit;</li> <li>5 continued access arrangements by the permit holder for that land; and</li> <li>6 an equivalent level of environmental protection to that which would be provided by either the existing permit or permit conditions complying with Schedules 7, 9 and 10 of the Regulations where relevant..</li> </ul> <p>(6) The undertaker must carry out the authorised development in accordance with the written scheme approved by the Environment Agency under paragraph (3) or the Secretary of State under paragraph (4).</p> <p>Insertion of the following new provisions:</p> <p>(8) An environmental scheme approved by the Environment Agency or the Secretary of State will be treated, for the purposes of Part 4 and regulation 31 of the 2016 Regulations, as if it were an environmental permit condition in an environmental permit</p>	

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>(9) Nothing in this article affects the ability of a permit holder to apply for a variation under regulation 20 of the 2016 regulations.</p> <p>(10) Nothing in this article affects any requirement under the 2016 Regulations—</p> <p>(a) for a regulated facility to be authorised by an environmental permit, or</p> <p>(b) which relates to an existing permit , unless it is specified in an environmental scheme approved under paragraph (3) or (4).</p> <p>(11) The undertaker must pay the Environment Agency its reasonable and proper costs incurred in connection with reviewing and approving the environmental scheme submitted to the Environment Agency under subparagraph (3).</p>	
Schedule 1	Removal of Work No. 1P, and the reference to that work in Work No. 1H.	Following representations from Kent County Council, the Applicant has removed Thong Lane car park which was previously included as an enhancement opportunity.
Requirement 17	<p>Amendment of the definition of the proposed Tilbury Link Road:</p> <p>(a) reflected in a preferred route announcement by the Secretary of State;</p> <p>(b) the subject of a request for a scoping opinion submitted to Thurrock Council under regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, or an application to the Secretary of State under regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, whether the road forms the whole or part of the subject of the request for a scoping opinion (unless the Secretary of</p>	Following comments from the Port of Tilbury London Limited, the Applicant has amended the definition of the proposed Tilbury Link Road so that it includes schemes which are the subject of a screening opinion (unless the Secretary of State directs otherwise) or included in an adopted local plan published by Thurrock Council. This is further explained in the Applicant’s responses to comments on the dDCO at Deadline 6 (Application Document 9.180). Suggestions by the Port of Tilbury London Limited in respect of paragraph (1) and (2) have also been accommodated.



Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>State directs the undertaker not to consider such a proposal as the proposed Tilbury link road);</p> <p>(c) included in a local plan adopted by the relevant planning authority under regulation 26 of The Town and Country Planning (Local Planning) (England) Regulations 2012; or</p> <p>(d) in the absence of that announcement, such other proposal as is reasonably considered by the undertaker to constitute the likely route and function of that link road.</p>	
Requirement 18	<p>The following amendments have been made:</p> <p>(3) The scheme submitted under subparagraph (1) must—</p> <p>(a) be based on, and informed by, appropriate pre-construction monitoring data;</p> <p>(b) include details, and a programme for the implementation, of—</p> <p>(i) the proposed design, <del>signalisation, or other related and construction of improvements to the Orsett Cock</del> roundabout; and</p> <p>(ii) measures as may be reasonably <del>practicable</del> necessary to—</p> <p>(aa) minimise delays for traffic arising as a result of the <del>operation of</del> the authorised development; and</p> <p>(bb) optimise the performance of the Orsett Cock roundabout; and</p> <p>(4) <del>The Orsett Cock roundabout must be included as a location for monitoring in the scheme submitted under paragraph 14 of this Schedule.</del></p>	<p>Following comments from the Port of Tilbury (on behalf of DP World and Thurrock Council), the Applicant has amended the provision to directly address the “differences” between the Port of Tilbury’s preferred approach, and the the Applicant’s approach. The drafting explicitly secures a requirement for the scheme to be submitted in relation to the Orsett Cock roundabout to be based on objective monitoring, extends the requirement to cover construction, secures ongoing monitoring and further measures in the construction period. This is further explained in the Applicant’s responses to comments on the dDCO at Deadline 6 (Application Document 9.180).</p>
Schedule 11	Insertion and deletion of plots.	These changes all give effect to the amendments notified to the Examining Authority in November 2023, including the removal

Provision	Changes made to the draft Development Consent Order	Explanation for Change
		of Thong Lane Car Park, new plots to accommodate the proposed replacement land in respect of Plot 13-03. <del>and</del>
Schedule 14 and 15	Updates to the Protective Provisions for the Port of Tilbury London Limited, Port of London Authority, and Local Highway Authorities. Amendment of Deemed Marine Licence.	<p>In relation to these updates, please see further the Applicant’s responses to comments on the dDCO at Deadline 6 (Application Document 9.180).</p> <p>Following productive discussions with the PLA, the Applicant is pleased to report that paragraph 99 and 100 are now agreed (with <del>two</del> one exceptions which does not affect the substantive controls provided).</p> <p>Following representations from the Port of Tilbury, their protective provisions have been updated. Following the joint response from local highway authorities, the Applicant has also made amendments to their Protective Provisions.</p> <p>Following the PLA’s comments about a discrepancy between the REAC and the Deemed Marine Licence, an update has been made to the Deemed Marine Licence.</p>
Schedule 16	Updates to cross-references	Updates to cross-references.
<b>Deadline 8 (5 December 2023)</b>		
Article 27	<p>(3) In this article “start date” means <del>the later of the day after</del> —</p> <p>(a) <del>where no challenge to this Order has been made under section 118 of the 2008 Act</del>, the day after the period for legal challenge in respect of this Order under section 118 of the 2008 Act expires; or</p> <p>(b) <del>where a legal challenge to this Order has been made under that section, the earlier of—</del></p> <p>(i) <del>the day after</del> the final determination of any legal challenge under that section; or</p> <p>(ii) <del>the day after the one-year anniversary of the date of the expiry of the period for legal challenge under</del></p>	<p>This change has been made so that the “start date” (i.e., the period at which the 8 year compulsory acquisition period starts to run) is capped where a legal challenge is made. In effect where a challenge is brought, the compulsory acquisition period will start running from the date the challenge is finally determined, or 1 year from the end of the legal challenge period. This is explained further in the Applicant’s response to the ExA’s commentary on the dDCO submitted at Deadline 8.</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p style="color: red;">section 118 of the 2008 Act, whether or not such proceedings have been finally determined by that date.</p>	
Article 35(5)(g)	<p style="color: red;">(g) remove any temporary works which have planning permission, where required, in place and where this has been agreed with the owners of the land.</p>	<p>This has been inserted so that the exemption from the requirement to remove temporary works with landowner agreement also required planning permission to be in place.</p>
Article 62(9)	<p style="color: red;">(9) The undertaker must make copies of the certified plans available in electronic form to the public no later than 28 days after certification under paragraph (1) until no earlier than one year after the completion of all parts of the authorised development.</p>	<p>In response to Gravesham Borough Council, the Applicant has inserted a requirement to maintain an online register of the application document until 1 year after the completion of the authorised development.</p>
Article 68	<p>Provision replaced</p>	<p>This provision has been substituted with a form of Article 68 agreed with the Environment Agency. Further explanation of this provision is provided in the Explanatory Memorandum.</p>
Schedule 1	<p>Preamble to “Ancillary works”: For the purposes of or in connection with the construction of any of the works and other development in the Order limits, ancillary or related works and other development which is not likely to give rise to any materially new or materially different environmental effects to those assessed in the environmental statement consisting of—</p>	<p>This amendment has been made at the request of the Examining Authority in its commentary on the dDCO.</p>
Schedule 2	<p>“Code of Construction Practice” means <del>the document of that description</del> Code of Construction Practice including the Register of Environmental Actions and Commitments referenced in Schedule 16 (documents to be certified) certified as the code of construction practice by the Secretary of State and which is the first iteration of an environmental management plan;</p>	<p>The name of the Code of Construction Practice has been changed to increase the visibility of the REAC within this document.</p>
Requirement 13	<p style="color: red;">(5) From the date the replacement site is provided pursuant to subparagraph (1), the following conditions will apply to that</p>	<p>Please see the Applicant’s response to QD55 to QD58 of the Applicant’s response to the ExA’s commentary on the dDCO submitted at Deadline 8.</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>site as though they were imposed under section 70(1) of the 1990 Act—</p> <ul style="list-style-type: none"> <li>(a) the site must be used solely as a residential Gypsy and/or Traveller caravan site and there must be no storage of scrap or other commercial vehicles, or open storage of hazardous materials, scrap materials, domestic or commercial waste or other such goods of any kind on the site;</li> <li>(b) no more than 42 caravans are to be sited on the site at any time;</li> <li>(c) the site must at all times be kept and maintained in a neat and tidy condition, and no activities must be allowed to take place which would be likely to give rise to noise, smell or other disturbances to the detriment of other occupiers of the site or other disturbance to nearby residential dwellings;</li> <li>(d) notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, no structures of any description are to be erected at any time on site save for those whose details have been approved under paragraph (1);</li> <li>(e) the area of land forming each pitch, other than the hard standing area, will be used only as a garden area and not for the storage of any materials or any other purpose save for those whose details have been approved under paragraph (1);</li> <li>(f) there must be no direct vehicular or pedestrian access to the A1089 or A13 trunk road for any vehicle or person at any time; and</li> <li>(g) any access (vehicular and or pedestrian) and any physical barriers to control access to the site, including those whose details have been approved under</li> </ul>	

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	<p>paragraph (1), must be regularly maintained and kept in full working order.</p> <p>(6) The conditions imposed under paragraph (5) are capable of being the subject of any enforcement action under Part VII of the 1990 Act and, without limitation, article 56(3) and (4) will apply to that site.</p> <p>(7) The undertaker must as soon as reasonably practicable after the provision of the replacement site in accordance with paragraph (1) exercise article 20 (compulsory acquisition of land) as applied by article 31 (application of the 1981 Act) and 32 (modification of the 2017 Regulations) of this Order to directly vest in the relevant planning authority land which may be necessary for the maintenance and operation of the site provided under subparagraph (1).</p> <p>[...]</p> <p>(8) In this paragraph—  “caravans” means caravans within the meaning of Section 29(1) (a) of the Caravan Sites and Control of Development Act 1968; and</p>	
Requirement 17	<p>(1) In this paragraph, "the proposed Tilbury link road" means a proposal which includes a road connection or junction onto the A122 from Tilbury which is—</p> <ul style="list-style-type: none"> <li>(a) reflected in a preferred route announcement by the Secretary of State;</li> <li>(b) the subject of a request for a scoping opinion, or an equivalent request made pursuant to regulations made pursuant to Part 6 of the Levelling Up and Regeneration Act 2023, submitted to Thurrock Council under regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, or an application to the Secretary of State under</li> </ul>	<p>These amendments are made in response to comments from the Port of Tilbury London Limited to ensure that the an equivalent to a scoping report in the Environmental Outcome Report regime (due to replace EIA), is also caught by the provisions.</p>

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	<p>regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, whether the road forms the whole or part of the subject of the request for a scoping opinion (unless the Secretary of State directs the undertaker not to consider such a proposal as the proposed Tilbury link road);</p> <p>(c) included in a local plan adopted by the relevant planning authority under regulation 26 of The Town and Country Planning (Local Planning) (England) Regulations 2012; or</p> <p>(d) in the absence (a) to (c), such other proposal as is reasonably considered by the undertaker to constitute the likely route and function of that link road.</p>	
Requirement 18	<p>(5) In this paragraph, "optimise the performance" is to be construed to include improving reliable and efficient traffic journeys through the Orsett Cock roundabout having due regard to journeys from the Port of Tilbury and London Gateway port to the strategic road network and the importance of the Orsett Cock roundabout for port operations.</p>	<p>To assist with the further definition of the objective of the scheme to be submitted under Requirement 18, the Applicant has inserted this interpretive provision. This ensures that the scheme goes beyond minimising the traffic delays at that roundabout, to securing the optimisation, taking into account the importance of port operations, of that roundabout.</p>
Article 56, 62, Schedule 12	<p>Minor updates to cross-referencing and minor corrections</p>	<p>Minor updates to cross-referencing and minor corrections</p>
Schedule 14	<p>Updates to Protective Provisions</p>	<p>The Applicant has made further updates to the Protective Provisions following comments from Interested Parties. In particular:</p> <ul style="list-style-type: none"> <li>– In the PLA’s protective provisions, the Applicant has updated the definition of specified works to include excavation in connection with the outfall works. The Applicant does not constitute these to constitute dredging but acknowledges the broad definition of dredging in the Port of London Authority Act 1968. The amendment makes</li> </ul>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
		<p>clear that such works fall within the terms of the authorised development, and the Protective Provisions.</p> <p>– Paragraph 99(3) and (6) have been amended for clarity.</p>
Schedule 16	Updates to cross-referencing	The Applicant has separated out Schedule 16 into different documents, and has also updated the references to reflect the most recent iteration of the relevant documents.
Explanatory Note	Amendment to require locations in close proximity to the authorised development	This change is made in response to requests for documents to be available for inspection at locations in close proximity to the Project.
<b>Deadline 9 (11 December 2023)</b>		
Table of contents	Inclusion of Article 68 and updated disaggregation of Schedule 16	These are not substantive changes but including omissions from provisions which are included in the dDCO.
Article 55(2)(b)	Insertion of “Rail” after “Channel Tunnel”	Correction of the title of the enactment.
Schedule 1	Work No. 3C and 5A updated to include “the construction of a new central reserve emergency crossing point between the southbound and northbound carriageways of the new A122 Lower Thames Crossing road.”	This is not a substantive change, but an amendment which is made at the request of the Emergency Services Steering Group to ensure that the crossing points (already shown in the General Arrangements, and secured) are reflected in Schedule 1.
Requirement 13	Correction of the reference to the General Permitted Development Order.	Correction of the reference to the General Permitted Development Order.
Requirement 18	<p><b>Operation of the Orsett Cock roundabout</b></p> <p>2.—(1) No part of Work No. 7F is to commence until a scheme for the Orsett Cock roundabout has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant highway authority, the Port of Tilbury London Limited, DP World London Gateway and Thames Enterprise Park.</p> <p>(2) The scheme submitted under sub-paragraph (1) must—</p>	Following productive discussions with Thurrock Council, Port of Tilbury London Limited, DP World London Gateway, the Applicant has sought to narrow the gaps between the parties further. The amendments secure that the scheme is informed and based on a pre-implementation assessment, and also that the monitoring is carried out subject to a separate consultation exercise. It further ensures that the Secretary of State has clear parameters when considering the scheme submitted.



Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>(a) be based on, and informed by—</p> <ul style="list-style-type: none"> <li>(i) appropriate pre-construction monitoring data following the consultation required under sub-paragraph (3); and</li> <li>(ii) an assessment, which must include microsimulation modelling, of the likely traffic impacts on the Orsett Cock roundabout arising from the authorised development during the operation of the authorised development; and</li> </ul> <p>(b) include details, and a programme for the implementation, of—</p> <ul style="list-style-type: none"> <li>(i) the proposed design, and construction of improvements to the Orsett Cock roundabout; and</li> <li>(ii) measures as may be reasonably necessary to— <ul style="list-style-type: none"> <li>(aa) minimise delays for traffic arising as a result of the operation of the authorised development; and</li> <li>(bb) ensure and optimise the performance of the Orsett Cock roundabout.</li> </ul> </li> </ul> <p>(3) The undertaker must consult the relevant highway authority on the methodology proposed for monitoring under sub-paragraph (2)(a)(i), and such consultation must include details of the proposed—</p> <ul style="list-style-type: none"> <li>(a) locations to be monitored;</li> <li>(b) time periods to be monitored; and</li> <li>(c) method by which the monitoring data will be collected.</li> </ul> <p>(4) The Orsett Cock roundabout must be included as a location for monitoring in the scheme submitted under paragraph 14 of this Schedule.</p>	<p>At Deadline 8, the Applicant had inserted an interpretive provision which sought to provide assurance about what “optimising” the Orsett Cock roundabout would entail. The Applicant’s view is that this drafting is clearer, and more sufficiently certain, that the Applicant will be required not just to minimise the traffic delays, but go further in including measures which are reasonably necessary having regard to efficient traffic journeys, having due regard to the importance of the roundabout to port operations. At Deadline 9, the Applicant has updated the interpretive provision – in response to feedback from Thurrock Council – to include “avoiding impacts on Orsett Village.” The Applicant considers its drafting is more certain, more specifically tied to ensuring impacts which arise as a result of the Project are addressed, and allow the Secretary of State to make a judgment with a robust consultation process in place.</p>

Provision	Changes made to the draft Development Consent Order	Explanation for Change
	<p>(5) The authorised development must be carried out in accordance with the approved plan referred to in sub-paragraph (1).</p> <p>(6) In considering a scheme submitted for approval under sub-paragraph (1), the Secretary of State must take into account—</p> <ul style="list-style-type: none"> <li>(a) any representations provided pursuant to paragraph 22(1)(d) of this Schedule;</li> <li>(b) any representations which the undertaker must have duly considered pursuant to paragraph 22(1)(c) of this Schedule but which are not reflected in the scheme submitted; and</li> <li>(c) whether the scheme submitted ensures and optimises the performance of the Orsett Cock roundabout.</li> </ul> <p>(7) In this paragraph, “ensure and optimise the performance” is to be construed to include improving reliable and efficient traffic journeys through the Orsett Cock roundabout having due regard to avoiding impacts on Orsett Village, journeys from the Port of Tilbury and London Gateway port to the strategic road network and the importance of the Orsett Cock roundabout for port operations.</p>	
Schedule 14	Updates to cross-references, the Protective Provisions for the Port of Tilbury London Limited and Local Highway Authorities.	Following discussions with the Port of Tilbury, further amendments have been made to the Port of Tilbury London Limited’s Protective Provision. Following the joint submission from Local Highway Authorities, further amendments have been made in their Protective Provisions.
Schedule 15	Updates to paragraph 15 and 19 of the Deemed Marine Licence	The Applicant has responded positively to the Marine Management Organisation’s requests for amendments to the Deemed Marine License. These are explained in further detail in the Applicant’s Deadline 9 submission which

Provision	Changes made to the draft Development Consent Order	Explanation for Change
		responds to comments on the dDCO (Document Reference 2.13).
Schedule 16	Updates to cross-referencing	The Applicant has separated out Schedule 16 into different documents, and has also updated the references to reflect the most recent iteration of the relevant documents.
Throughout	Addition of statutory endnotes where enactments have been mentioned.	This is to ensure the dDCO is in line with best practice, and it is clear which legislation is being referenced.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Limited registered in England and Wales number 09346363