

# **A12 Chelmsford to A120 widening scheme**

**TR010060**

## **9.40 Schedule of Changes to draft DCO**

Rule 8(1)(k)

Planning Act 2008  
Infrastructure Planning (Examination Procedure)  
Regulations 2010

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## Infrastructure Planning

### Planning Act 2008

### The Infrastructure Planning (Examination Procedure) Rules 2010

## **A12 Chelmsford to A120 widening scheme** Development Consent Order 202[ ]

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### **Schedule of Changes to draft DCO**

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<b>Regulation Number</b>	Rule 8(1)(k)
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<b>Application Document Reference</b>	TR010060/EXAM/9.40
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Rev 4	8 June 2023	Final for Deadline 6

Rev 5	3 July 2023	Final for Deadline 7
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# 1 Introduction

- 1.1.1 The submission draft Development Consent Order (DCO) (document reference TR010060/APP/3.1) was given the examination document number APP-039.
- 1.1.2 The following referencing errors were notified to the Applicant in S51 advice received at the time of acceptance of the application for development consent.
- 1.1.3 The following referencing errors were rectified in the second version of the draft DCO submitted under cover of the Applicant's letter of 21 September 2022:
- Article 12 (4) on p14
  - Article 15 (4) on p18
  - Article 22 (3) on p22
  - Article 30 (2) on p30
  - Article 31 (10) on p32
  - Article 42 (1) on p39
- 1.1.4 The revised draft DCO (version 2) is examination document number AS-020. The Applicant has since noted a number of additional revisions to the draft DCO that it proposes to make.
- 1.1.5 Rather than provide a further version of the draft DCO close to the Issue Specific Hearing on the topic of the draft DCO, scheduled for Wednesday 1 March 2023, the Applicant is submitting this list to inform the ExA and Interested Parties of the changes the Applicant proposes.
- 1.1.6 Following the ISH on 1 March the Applicant will submit a revised draft DCO, Explanatory Memorandum and validation report, together with comparisons, at Deadline 3.

## 1.2 Additional notes for Deadline 3.

- 1.2.1 This document is provided in "clean" and comparison versions, to show those changes made from the preliminary version of this document provided at deadline 2. This document will be provided as a new version with each subsequent revised draft DCO.
- 1.2.2 Following the ISH on 1 March the Applicant is now submitting a revised draft DCO, Explanatory Memorandum and validation report, together with comparisons, at Deadline 3. The draft DCO is Version 3, and the Explanatory Memorandum is Version 2 of the documents. This is the first time a validation report has been submitted.
- 1.2.3 A further updated version of this document, together with a further revised draft DCO will be provided at Deadline 4.

## 1.3 Additional notes for Deadline 4.

- 1.3.1 This document is provided in "clean" and comparison versions, to show those changes made from the version of this document provided at Deadline 3.
- 1.3.2 The draft DCO is Version 4 [TRO10060/APP/3.1 rev 4], and the Explanatory Memorandum is Version 3 [TRO10060/APP/3.2 rev 3] of the documents.
- 1.3.3 A further updated version of this document, together with a further revised draft DCO will be provided at Deadline 5.

## **1.4 Additional notes for Deadline 5.**

- 1.4.1 This document is provided in "clean" and comparison versions to show those changes made from the version of this document provided at Deadline 4.
- 1.4.2 Following the ISH on the 27 April the Applicant is now submitting a revised draft DCO, Explanatory Memorandum and validation report, together with comparisons at Deadline 4.
- 1.4.3 The draft DCO is Version 5 [TRO10060/APP/3.1 rev 5], and Explanatory Memorandum is Version 4 [TRO10060/APP/3.2 rev 4] of the documents.

## **1.5 Additional notes for Deadline 6.**

- 1.5.1 This document is provided in "clean" and comparison versions to show those changes made from the version of this document provided at Deadline 5.
- 1.5.2 Following the publication of the Examining Authority's commentary on the draft Development Consent Order [PD-015] on 22 May the Applicant is now submitting a revised draft DCO, Explanatory Memorandum together with comparisons against the Deadline 5 version.
- 1.5.3 The draft DCO is Version 7 [TR010060/APP/3.1 rev 7], and Explanatory Memorandum is Version 5 [TR010060/APP/3.2 rev 6] of the documents.

## **1.6 Additional notes for Deadline 7.**

- 1.6.1 This document is provided in "clean" and comparison versions to show those changes made from the version of this document provided at Deadline 5.
- 1.6.2 Following the ISH on the 27 June the Applicant is now submitting a revised draft DCO, Explanatory Memorandum and validation report, together with comparisons at Deadline 6.
- 1.6.3 The draft DCO is Version 8 [TR010060/APP/3.1 rev 8], and Explanatory Memorandum is Version 6 [TR010060/APP/3.2] of the documents.

## 2 Summary of proposed changes to submission draft Development Consent Order at Deadline 3

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Article 2 - definitions</b>	“maintain” in relation to the authorised development includes to inspect, repair, adjust, alter, improve, landscape, preserve, remove, reconstruct, refurbish or replace provided such works <del>do not are unlikely to</del> give rise to any materially new or materially different <del>significant adverse environmental</del> effects in comparison with those reported in the environmental statement, and any derivative of “maintain” is to be construed accordingly;	To better reflect previous precedent.	M42 Junction 6 Development Consent Order 2020 (SI 2020 No. 528)	-
<b>Article 2 - definitions</b>	“Order limits” means the limits of land to be acquired permanently or used temporarily as shown on the land plans, and the limits of land <del>within</del> which the authorised development as shown on the works plans may be carried out	Missing word	-	-
<b>Article 2 - definitions</b>	“temporary works” means those works shown on the <del>temporary permanent</del> works plans and described as temporary works in Schedule 1	Correction of a typographical error.	-	-
<b>Part 2, Principal Powers</b>	'Undertaking' to be replaced with 'undertaker'	Correction of a typographical error.	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Limits of Deviation Article 10 (3)(b)	<p>(3) In constructing and maintaining the—</p> <p>(a) flood mitigation works; and</p> <p>(b) borrow pits restoration works</p> <p>shown on the permanent works plans, the <del>undertaking</del> <u>undertaker</u> may deviate laterally within the limits of deviation for those works shown on those plans.</p>			
<b>Article 12 (4) on p14</b>	<p>(4) The consent of the Secretary of State under this article is not required where the powers of article 30 (compulsory acquisition of rights and imposition of restrictive covenants) are, with the consent of the undertaker given under article 30(2), proposed to be exercised by a statutory undertaker rather than by the undertaker, or are proposed to be exercised for the express benefit or accommodation of owners and occupiers of land, as identified in column (4) of the table in Part <del>3</del> <u>4</u> of Schedule 4 <u>and in column (2) of the table in Part 5 of Schedule 4</u> (permanent stopping up of highways and private means of access and provision of new highways and private means of access) to this Order.</p>	<p>Change made following S51 Advice</p> <p>Additional change to reflect need to refer to Part 5 of Schedule 4</p>	-	-



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Part 3, Streets</b> Classification of roads, etc. Article 15 (4)	Article 15(4) will be amended to refer to “Part 12” of Schedule 3:  (4) On such day as the undertaker may determine, the orders specified in column (3) of Part <del>8</del> -12 (revocations and variations of existing traffic regulation orders) of Schedule 3 are to be varied or revoked as specified in the corresponding row of column (4) of that Part in respect of the lengths of roads specified in the corresponding row of column (2) of that Part.	ExQ1, 6.0.12 states:  'Art 15 - Classification of road, (4) refers to Part 8 of Schedule 3, yet the EM [APP-040] refers to Part 12 of Schedule 3, please clarify and update as necessary'.  Change made 26 September 2022 following S51 Advice	-	-
<b>Part 3, Streets</b> Classification of roads, etc. Article 15 (5)	(5) Unless otherwise agreed in writing with the relevant <del>highway planning</del> authority, the footpaths, cycle tracks, footways and bridleways set out in Part 13 (footpaths, cycle tracks, footways and bridleways) of Schedule 3 and identified on the streets, rights of way and access plans are to be constructed by the undertaker in the specified locations and open for use from the date on which the authorised development is open for traffic.	Change made further to discussion at Issue Specific Hearing 2 on the draft DCO.	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Article 22 (3)</b>	(3) Except as provided in paragraph (15), on and after such day as the undertaker may determine, no person is to proceed or cause or permit any vehicle to proceed on any part of the lengths of road described in column (2) of Part <del>8</del> <u>9</u> (traffic regulation measures (prohibitions)) of Schedule 3 (classification of roads, etc.) and identified on the traffic regulation measures movement restrictions plans if they are, or the vehicle is of a type specified in the corresponding row of column (3) of that Part except upon the direction of, or with the permission of, a uniformed constable or uniformed traffic officer.	Change made 26 September 2022 following S51 Advice	-	-
<b>Part 5, Powers of Acquisition</b>  Article 30 (2)	(2) The powers of paragraph (1) may be exercised by a statutory undertaker or by an owner or occupier of land identified in column (4) of the table in Part <del>3</del> <u>4</u> of Schedule 4 (permanent stopping up of highways and private means of access and provision of new highways and private means of access) to this Order, instead of by the undertaker in any case where the undertaker has given its prior consent to that in writing, and that consent may be given subject to terms and conditions.	Change made 26 September 2022 following S51 Advice	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Article 31 (10)</b>	(10) From such date as the undertaker may determine, which may not be later than the date on which the private means of access listed in column 2 of Part <del>3</del> <u>4</u> of Schedule 4 is stopped up, the owners and occupiers, their agents contractors and any person with the permission of the owner or occupier of the land to be accessed by the private means of access to be substituted or provided on the Order Land and listed in column 4 of Part <del>3</del> <u>4</u> of Schedule 4, will be entitled to take access to their land at all times with or without vehicles across or along the private means of access to be substituted or provided on the Order Land listed in column 4 of Part <del>3</del> <u>4</u> of Schedule 4.	Change made 26 September 2022 following S51 Advice	-	-
<b>Article 40</b>	(2) Not less than <del>14</del> <u>28</u> days before entering on and taking temporary possession of land under this article the undertaker must serve notice of the intended entry on the owners and occupiers of the land and explain the purpose for which entry is taken in respect of land specified under paragraph (1)(a)(ii).	Notice period extended at the request of Affected Parties and the ExA.	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Statutory Undertakers, Article 42(1)</b>	<p>Reference to Schedule 10 (protective provisions) changed to Schedule 11 (protective provisions) in Revision 2 of the draft DCO.</p> <p>(1) Subject to the provisions of article 30 (compulsory acquisition of rights and imposition of restrictive covenants), Schedule <del>10</del><u>11</u> (protective provisions) and paragraph (2), the undertaker may—</p> <p>(a) acquire compulsorily, or acquire new rights or impose restrictive covenants over, any Order land belonging to statutory undertakers; and</p> <p>(b) extinguish the rights of, or remove or reposition the apparatus belonging to, statutory undertakers over or within the Order land.</p>	<p>Correction to cross reference.</p> <p>Change made 26 September 2022 following S51 Advice</p>	-	-
<b>Part 6, Operations</b> Felling or lopping of trees and removal of	<p>Addition of 'subject to consultation with the relevant planning authority'</p> <p>(4) The undertaker may, for the purposes of carrying out the authorised development but subject to paragraph (2)—</p>	<p>In response to ExQ1, 6.0.6, which states 'Art 46, Felling or lopping of trees and removal of hedgerows: Parts 1 and 2 of Schedule 9 identifies those trees to be removed, however</p>	<p>A428 Black Cat to Caxton Gibbet Development Consent Order 2022 (2022 No. 934), Article 42(4)</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
hedgerows, Article 46(4)(b)	<p>(a) remove any hedgerow described in Part 1 or Part 2 of Schedule 9 (hedgerows and trees); and</p> <p><a href="#">(b) subject to consultation with the relevant planning authority</a> remove any hedgerow within the Order limits that may be identified and that is not otherwise set out within Part 1 or Part 2 of Schedule 9.</p> <p>(5) In this article “hedgerow” has the same meaning as in the Hedgerows Regulations 1997<sup>(1)</sup> and includes important hedgerows.</p>	4(b) appears to allow for the removal of any hedgerow regardless of whether it has been identified for removal or not. Please explain and justify why this element of Art 46 is required '		
<b>Part 7, Miscellaneous and General,</b> Crown Rights, Article 53 (1)(a)(i), (ii) and (iii)  Paragraph renumbering.	<p>Amend "Her Majesty" to "His Majesty"</p> <p><b>53.</b>—(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</p> <p>(a) to take, use, enter upon or in any manner interfere with any land or rights of any description—</p>	<p>Accession of King Charles III and comments made by the ExA in ExQ1 6.0.24.</p> <p>Formatting error in paragraph numbering.</p>	-	-

<sup>(1)</sup> S.I. 1997/1160 as amended by S.I. 2003/2155, S.I. 2015/1997, S.I. 2015/377, S.I. 2009/1307 and S.I. 2013/755.

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(i) belonging to <del>Her</del> <u>His</u> Majesty in right of the Crown and forming part of The Crown Estate without the consent in writing of the Crown Estate Commissioners;</p> <p>(ii) belonging to <del>Her</del> <u>His</u> Majesty in right of the Crown and not forming part of The Crown Estate without the consent in writing of the government department having the management of that land; or</p> <p>(iii) belonging to a government department or held in trust for <del>Her</del> <u>His</u> Majesty for the purposes of a government department without the consent in writing of that government department.</p> <p>(b) Paragraph (1) does not apply to the exercise of any right under this Order for the compulsory purchase of any interest in any Crown land (as defined in the 2008 Act) for the time being held otherwise than by or on behalf of the Crown.</p> <p>(2) A consent under paragraph (1) may be given unconditionally or subject to terms and conditions; and is deemed to have been given in writing where it is sent electronically.</p>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 1 – Authorised Development</b>	<p>Colchester Borough Council needs to be changed to Colchester City Council:</p> <p><b>In the County of Essex, in the administration areas of Chelmsford City Council, Braintree District Council, Maldon District Council and Colchester Borough City Council.</b></p> <p>The Works are situated as follows—</p> <p>U180A, U146A and part of Work Nos. 45a, 45b, 65b, 66a, 68a, 74a, 88a, 88b, 88c, 89a, 91b, 91c,</p> <p>76A, T39, T41, T43, T45, T46, T48, T49, U137, U140, U141, U149, U150, U154, U167, U168,</p> <p>U169, U170, U171, U172, U173 in the administrative area of Colchester Borough City Council.</p> <p>The authorised development is a nationally significant infrastructure project as defined in sections</p> <p>14 and 22 of the 2008 Act(a) and associated development within the meaning of section 115(2) of</p>	<p>Colchester now has City status. The change will be made at each instance in the draft DCO where there is reference to the former status of the Council.</p>	<p>--</p>	<p>-</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	the 2008 Act, comprising—			
<b>Schedule 1 – Authorised Development</b>	The authorised development is a nationally significant infrastructure project as defined in sections 14, <a href="#">20</a> and 22 of the 2008 Act(a) and associated development within the meaning of section 115(2) of the 2008 Act, comprising—	Change made to reflect the inclusion of the intermediate gas pipeline diversion as a second NSIP		
<b>Schedule 2, Part 1 Requirements Requirement 2</b>	The authorised development must not <b>begin</b> <a href="#">commence</a> later than the expiration of 5 years beginning with the date on which this Order comes into force.	Changed at the request of Essex County Council.		
<b>Schedule 2, Part 1 Requirements Requirement 3</b>	The Applicant proposes to amend Requirement 3 in order to make the Environment Agency a consultee subject to it being limited to 'matters related to its function'.  3.—(1) Not to commence any part of the authorised development until the Second Iteration EMP in relation to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority <a href="#">and the</a>	Amendments further to consultation with the Environment Agency.		



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><a href="#">Environment Agency on matters related to its functions.</a></p> <p>(2) The authorised development must be constructed in accordance with the Second Iteration EMP.</p>			
<p><b>Schedule 2,</b> <b>Part 1</b> <b>Requirements</b> Requirement 4</p>	<p>The Applicant proposes to amend Requirement 4 in order to make the Environment Agency a consultee subject to it being limited to 'matters related to its function'.</p> <p>4. (1) Following completion of construction of the authorised development the Third Iteration EMP must be submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority <a href="#">and the Environment Agency on matters related to its functions.</a></p> <p>(2) The authorised development must be operated and maintained in accordance with the Third Iteration EMP.</p>	<p>Amendments further to consultation with the Environment Agency.</p>		
<p><b>Schedule 2,</b> <b>Part 1</b> <b>Requirements</b> Requirement 6</p>	<p>The Applicant proposes to amend Requirement 6 to include the wording contained in the made A47 Blofield to North Burlingham Order 2022 as follows:</p> <p>(2) Where the risk assessment prepared in accordance with sub-paragraph (1)</p>	<p>Amendments further to consultation with the Environment Agency.</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>determines that remediation of the contaminated land is necessary, a written scheme and programme for remedial measures to be taken to render the land fit for its intended purpose and to prevent any impacts on controlled waters must be submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authority <a href="#">and the Environment Agency on matters related to its functions</a>.</p>			
<p><b>Schedule 2,</b> <b>Part 1</b> <b>Requirements</b> <b>Requirement 10</b></p>	<p>The requirement is amended as follows:</p> <p>10. (1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans and the engineering drawings and sections; and</p> <p>(b) the principles set out in the environmental masterplan,</p> <p><del>(c)</del> unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local planning authority and relevant local highway authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different</p>	<p>Typographical error.</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	environmental effects in comparison with those reported in the environmental statement.			
<b>Schedule 2, Part 1 Requirements Requirement 11</b>	Requirement 11 (2) is to be amended as follows:  (2) The surface and foul water drainage system must be constructed in accordance with the approved details referred to in paragraph (1) unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters relating to its function <a href="#">and the Environment Agency on matters relating to its function</a> , provided that the Secretary of State is satisfied that any amendments to the approved details would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.	To reflect agreement with Environment Agency	-	-
<b>Schedule 2, Part 1 Requirements Requirement 13 (5)</b>	Requirement 13 (5) is to be amended as follows:  “The noise mitigation measures referred to in paragraphs (1)(a) and (1)(b) must be retained <a href="#">and maintained</a> following their being provided.”	This change reflects the Applicant's response to 6.1.7 of ExQ1.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	In addition the title of the requirement has been altered – the word "Mitigation" is now " <u>m</u> itigation"			
<b>Schedule 3 Part 6 – Speed Limits</b>	Deletion of measure - Sheet 5	Removal of unnecessary measure	-	-
<b>Schedule 3 Part 9 – Traffic Regulation Measures (Prohibitions)</b>	Sheet 10 – Width restriction changed:  (6" 6') changed to (6' 6")	Typographical error	-	-
<b>Schedule 9, Hedgerows and Trees, Parts 1 and 2</b>	The following hedgerows need to be moved from Part 2 'Removal of Other Hedgerows' to Part 1 'Removal of Important Hedgerows' within Schedule 9:  9, 16, 20, 23, 26, 27, 30, 33, 34, 36, 37, 38, 39, 45, 46, 48, 52, 57, 59, 66, 68, 69, 70, 78, 83, 84, 85, 88, 94, 95, 103, 133, 134, 135, 156, 159, 160, 163, 170, 185, 186, 187, 192, 194, 195, 199, 200, 205, 206, 209, 219, 230, 244, 256, 335, 994, 9161 and 23001	Change required to reflect the relevant conclusions of the Environmental Statement.  Hedgerows conforming to only the archaeology and heritage criteria of the Hedgerow Regulations 1997 were omitted from Schedule 9 Part 1 and listed in Schedule 9 Part 2 in the submission draft Order.  Additional consequential changes have been made to the tables.	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 9, Hedgerow and Trees, Part 3, Trees Subject to Tree Preservation Orders</b>	Addition of new line to Schedule 9 Part 3 Sheet 8 Column (1): Maldon District Council TPO 07/22 Blue Mills, Blue Mills Hill, Wickham Bishops, CM8 3LH Column (2): Felling pruning and lopping of branches Column (3): Work U69  This is to reflect the recent tree preservation order made by Maldon District Council	The TPO was made in July 2022, at the time the submissions documents were finalised for submission.	-	-
<b>Schedule 11, Protective Provisions, Part 5 – For the Protection of Cadent as Gas Undertaker</b>	The draft DCO will be amended to update the cross reference within the Cadent Protective Provisions to Paragraph 1 of Part 1 of Schedule 2 (Requirements). <a href="#">"Commence" has the same meaning as in Paragraph 1 of Part 1 of Schedule 2 (Requirements).</a>	In response to ExQ1, 6.0.3 which states 'Within Art 2 Interpretation of the draft DCO [APP-039], there is no definition of 'commence'. Neither is this explained in the EM [APP-040]. Furthermore, the Protective Provisions for Cadent Gas define 'commence' as having the same meaning as in article 2 (1) of draft DCO. Please review and provide the necessary definition.'	-	-



### 3 Summary of proposed changes to submission draft Development Consent Order at Deadline 4

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Article 10 (Limits of deviation)</b>	<p>A new paragraph (4) has been inserted into Article 10 (Limits of deviation)</p> <p>"...(3) In constructing and maintaining the—</p> <p>(a) flood mitigation works; and</p> <p>(b) borrow pits restoration works</p> <p>shown on the permanent works plans, the undertaker may deviate laterally within the limits of deviation for those works shown on those plans.</p> <p><u>(4) In constructing the footpaths, cycle tracks, footways and bridleways referred to in article 15(5) (classification of roads, etc.) or referred to in article 20(2)(a) (permanent stopping up and restriction of use of streets and private means of access) the undertaker may, so far as the undertaker considers it necessary or convenient, deviate laterally from the routes shown on the streets, rights of way and access plans to the extent of the limits of deviation shown on those plans.</u></p> <p><del>(4)</del>(5) In constructing or maintaining the linear works, the undertaker may deviate vertically from the levels shown on the highways engineering section drawings—</p>	<p>This change has been made to confirm the position that the limits of deviation shown on the Works Plans also apply to the routes shown on the Streets, Rights of Way and Access Plans. An updated version of the Streets, Rights of Way and Access Plans have been submitted to the Examination at Deadline 4 [TRO10060/APP/2.6 Part 1 and Part 2 rev 3] showing the limits of deviation.</p>	<p>This approach broadly follows the precedent set by the A428 Black Cat to Caxton Gibbet Development Consent Order 2022 (A428 Order).</p>	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(a) Upwards to any extent not exceeding 1 metre, or, in relation to Work Nos. 45(b) and 74(a) upwards to any extent not exceeding 1.5 metres; and</p> <p>(b) Downwards to any extent not exceeding 1 metre.</p> <p><del>(5)</del><u>(6)</u> The maximum vertical limits of deviation referred to in paragraph <del>(4)</del><u>(5)</u> do not apply where it is demonstrated by the undertaker to the Secretary of State's satisfaction and the Secretary of State certifies accordingly, following consultation with the relevant planning authority, 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><del>(6)</del><u>(7)</u> Without limitation on the scope of paragraphs (2) to <del>(5)</del><u>(6)</u>, in constructing or maintaining the authorised development the undertaker may deviate by up to 3 metres from the points of commencement and termination of any linear works shown on the works plans.</p> <p><del>(7)</del><u>(8)</u> In constructing and maintaining those works shown on the temporary works plans the undertaker may so far as the undertaker considers it necessary or convenient deviate laterally from the lines or situations of the authorised development shown on the works plans to the extent of the limits of deviation - temporary works shown on the temporary works plans.</p> <p><del>(8)</del><u>(9)</u> In constructing and maintaining those works shown on the utilities works plans the undertaker may so far as the undertaker considers it necessary or convenient deviate laterally from the lines or situations of the authorised</p>			



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>development shown on the works plans to the extent of the limits of deviation - utilities shown on the utilities works plans.</p> <p><del>(9)</del>(10) In this article, references to “linear works” are references to any works shown on the permanent works plans by way of a centreline.</p>			
<p><b>Article 14 (Construction and maintenance of new, altered or diverted streets and other structures)</b></p>	<p>Paragraph (6) of this Article has been deleted:</p> <p><del>(6) Where a street which is not and is not intended to be a public highway is constructed, altered or diverted under this Order, the street (or part of the street as the case may be) must, when completed to the reasonable satisfaction of the street authority and unless otherwise agreed in writing with the street authority, be maintained by and at the expense of the undertaker for a period of 12 months from its completion and at the expiry of that period by and at the expense of the street authority.</del></p> <p><del>(7)</del>(6) In any action against the undertaker in respect of loss or damage resulting from any failure by it to maintain a street under this article, it is a defence (without prejudice to any other defence or the application of the law relating to contributory negligence) to prove that the undertaker had taken such care as in all the circumstances was reasonably required to secure that the part of the street to which the action relates was not dangerous to traffic.</p> <p><del>(8)</del>(7) For the purposes of a defence under paragraph <del>(7)</del>(6), the court must in particular have regard to the following matters—</p> <p>(a) the character of the street and the traffic which was reasonably to be expected to use it;</p>	<p>The Applicant has confirmed that this power is not needed for the proposed Scheme and as such has amended this Article.</p>	<p>N/A</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(b) the standard of maintenance appropriate for a street of that character and used by such traffic;</p> <p>(c) the state of repair in which a reasonable person would have expected to find the street;</p> <p>(d) whether the undertaker knew, or could reasonably have been expected to know, that the condition of the part of the street to which the action relates was likely to cause danger to users of the street; and</p> <p>(e) where the undertaker could not reasonably have been expected to repair that part of the street before the cause of action arose, what warning notices of its condition had been displayed,</p> <p>but for the purposes of such a defence it is not relevant to prove that the undertaker had arranged for a competent person to carry out or supervise the maintenance of the part of the street to which the action relates unless it is also proved that the undertaker had given the competent person proper instructions with regard to the maintenance of the street and the competent person had carried out those instructions.</p>			
<b>Article 15 (Classification of roads, etc.)</b>	<p>Paragraph (5) of this Article has been amended:</p> <p>(5) <a href="#">Subject to 10(4) (limits of deviation)</a> <del>U</del>unless otherwise agreed in writing with the relevant highway authority, the footpaths, cycle tracks, footways and bridleways set out in Part 13 (footpaths, cycle tracks, footways and bridleways) of Schedule 3 and identified on the streets, rights of way and access plans are to be constructed by the undertaker in the specified locations and open</p>	<p>This amendment has been included to make it clear that these public rights of way are subject to the same limits of deviation as</p>	<p>This approach broadly follows the precedent set by the A428 Order.</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	for use from the date on which the authorised development is open for traffic..	shown on the Streets, Rights of Way and Access Plans.		
<b>Article 20 (Permanent stopping up and restriction of use of streets and private means of access)</b>	<p>Paragraph (2)(a) of this Article has been amended:</p> <p>(2) No street or private means of access specified in columns (1) and (2) of Parts 2 and 4 of Schedule 4 (being a street or private means of access to be stopped up for which a substitute is to be provided) is to be wholly or partly stopped up under this article unless—</p> <p>(a) <a href="#">subject to article 10(4) (limits of deviation)</a> the new street or private means of access to be constructed and substituted for it, which is specified in column (4) of those Parts of that Schedule, has been completed to the reasonable satisfaction of the street authority and is open for use; or</p>	This amendment has been included to make it clear that these public rights of way are subject to the same limits of deviation as shown on the Streets, Rights of Way and Access Plans.	This approach broadly follows the precedent set by the A428 Order.	
<b>Article 46 (Felling or lopping of trees and removal of hedgerows)</b>	<p>Paragraph (4) of this Article has been amended:</p> <p>(4) The undertaker may, for the purposes of carrying out the authorised development but subject to paragraph (2)—</p> <p>(a) remove any hedgerow described in Part 1, <del>or</del> Part 2 <a href="#">or Part 3</a> of Schedule 9 (hedgerows and trees); and</p> <p>(b) subject to consultation with the relevant planning authority, remove any hedgerow within the Order limits that may be identified and that is not otherwise set out within Part 1, <del>or</del> Part 2 <a href="#">or Part 3</a> of Schedule 9.</p>	This amendment is required to ensure that all hedgerows are covered by the draft DCO.	N/A	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Article 47 (Trees subject to tree preservation orders, etc.)</b>	<p>Paragraph (1) of this Article has been amended:</p> <p>47.—(1) The undertaker may fell or lop any tree described in Part <del>3</del><u>4</u> of Schedule 9 (trees subject to tree preservation orders), cut back its roots or undertake such other works as the undertaker reasonably believes to be necessary to prevent the tree or shrub—</p>	<p>This change is a consequential change as a result of inserting a new Part 3 into Schedule 9.</p>	<p>N/A</p>	
<b>Schedule 2, Requirement 6 (Contaminated land and groundwater)</b>	<p>Requirement 6 has been amended:</p> <p>6.—(1) In the event that contaminated land, including groundwater, is found at any time when carrying out the authorised development, which was not previously identified in the environmental statement, it must be reported as soon as reasonably practicable to the Secretary of State, the Environment Agency and relevant planning authority, and the undertaker must complete a risk assessment of the contamination in consultation with the relevant planning authority and the Environment Agency on matters related to <del>its</del> <u>their</u> functions.</p> <p>(2) Where the <u>risk assessment prepared in accordance with subparagraph (1)</u> <del>undertaker</del> determines that remediation of the contaminated land is necessary, a written scheme and programme for the remedial measures to be taken to render the land fit for its intended purpose <u>and to prevent any impacts on controlled waters</u> must be submitted to and approved in writing by the Secretary of State, following consultation <u>by the undertaker with the relevant planning authority and</u> <del>with</del> the Environment Agency <del>and the relevant planning authority</del> <u>on matters related to their functions.</u></p>	<p>This change is required to reflect agreement with the Environment Agency.</p>	<p>N/A</p>	

Article/Schedule	Change			Reason for change	Precedent	Consequential changes		
<b>Schedule 5 (Land in which new rights etc. may be acquired)</b>	Schedule 5 has been amended:			The changes to this Schedule 5 are required to reflect the updated ownership position as set out in the Book of Reference submitted at Deadline 4 [TRO10060/APP/4.3 rev 2].				
<table border="1"> <thead> <tr> <th data-bbox="454 392 607 600">(1) Plot reference number shown on land plans</th> <th data-bbox="607 392 1061 600">(2) Purpose for which rights over land may be acquired</th> <th data-bbox="1061 392 1312 600">(3) Relevant part of the authorised development</th> </tr> </thead> <tbody> <tr> <td data-bbox="454 600 607 1311"> <del>1/13d</del> </td> <td data-bbox="607 600 1061 1311"> <del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials, together with rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del>   <del>To include restrictive covenants for protecting installed pipelines or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed pipeline or apparatus; and to prevent access to installed pipelines or apparatus being made materially more difficult.</del> </td> <td data-bbox="1061 600 1312 1311"> <del>Work No. U2 Work No. U2A</del> </td> </tr> </tbody> </table>	(1) Plot reference number shown on land plans	(2) Purpose for which rights over land may be acquired	(3) Relevant part of the authorised development				<del>1/13d</del>	<del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials, together with rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del>  <del>To include restrictive covenants for protecting installed pipelines or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed pipeline or apparatus; and to prevent access to installed pipelines or apparatus being made materially more difficult.</del>
(1) Plot reference number shown on land plans	(2) Purpose for which rights over land may be acquired	(3) Relevant part of the authorised development						
<del>1/13d</del>	<del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials, together with rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del>  <del>To include restrictive covenants for protecting installed pipelines or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed pipeline or apparatus; and to prevent access to installed pipelines or apparatus being made materially more difficult.</del>	<del>Work No. U2 Work No. U2A</del>						

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><del>To install, construct, retain, inspect, maintain, protect, use, replace, renew or remove overhead electricity cables and supports, together with rights to pass and repass and to remain on the land with or without vehicles, plant or machinery.</del></p>			
	1/18a	<p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials, together with rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</u></p> <p><u>To include restrictive covenants for protecting installed pipelines or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed pipeline or apparatus; and to prevent access to installed pipelines or apparatus being made materially more difficult.</u></p> <p><u>To install, construct, retain, inspect, maintain, protect, use, replace, renew or remove</u></p>	<p><u>Work No. U2</u> <u>Work No. U2A</u></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><u>overhead electricity cables and supports, together with rights to pass and repass and to remain on the land with or without vehicles, plant or machinery.</u></p>			
	<p><del>8/11h</del></p>	<p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><del>To include restrictive covenants to protect the installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to the installed cables, ducts or apparatus being made materially more difficult.</del></p>	<p><del>Work No. U44</del> <del>Work No. U56</del></p>		
	<p><del>8/11i</del></p>	<p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</del></p>	<p><del>Work No. U44</del> <del>Work No. U56</del></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><del>To include restrictive covenants to protect the installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to the installed cables, ducts or apparatus being made materially more difficult.</del></p>			
	<u>8/11e</u>	<p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery for the purposes of access to inspect, maintain and</del></p>	<p><del>Work No. U65</del>  <del>Work No. 12(c)</del>  <del>Work No. 24(e)</del></p>		



Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<del>repair bridges and structures on adjoining land.</del>			
	<del>8/11t</del>	<p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery for the purposes of access to inspect, maintain and repair bridges and structures on adjoining land.</del></p>	<p><del>Work No. U65</del></p> <p><del>Work No. 12(c)</del></p> <p><del>Work No. 24(e)</del></p>		
	<del>8/11x</del>	<p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery to provide access to land and apparatus.</del></p>	<p><del>Work No. 12(c)</del></p> <p><del>Work No. 24(e)</del></p> <p><del>Work No. U65</del></p> <p><del>Access to ecological mitigation areas and open space south of the A12</del></p> <p><del>Access to land</del></p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery for the purposes of access to inspect, maintain and repair bridges and structures on adjoining land.</del></p> <p><u>8/11z</u></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><u>8/11ab</u></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p>	<p><del>Work No. U65</del></p> <p><del>Work No. U66</del></p> <p><del>Work No. U67</del></p> <p><del>Work No. U70</del></p> <p><del>Work No. U65</del></p> <p><del>Work No. U67</del></p> <p><del>Work No. U70</del></p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><del>8/11ad</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water-mains.</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, replace, renew or remove buried electricity cables and ducts.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p>	<p><del>Work No. U65</del>  <del>Work No. U66</del>  <del>Work No. U67</del>  <del>Work No. U70</del></p>		
	<p><del>8/11aj</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water-mains.</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, replace, renew or remove buried electricity cables and ducts.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery</del></p> <p><del>Rights to pass and repass, with or without vehicles, plant or</del></p>	<p><del>Work No. 12(c)</del>  <del>Work No. U65</del>  <del>Work No. U70</del></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<del>machinery for the purposes of access to inspect, maintain and repair bridges and structures.</del>			
	<a href="#">8/47c</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants to protect the installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to the installed cables, ducts or apparatus being made materially more difficult.</a></p>	<p><a href="#">Work No. U44</a> <a href="#">Work No. U56</a></p>		
	<a href="#">8/47d</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</a></p>	<p><a href="#">Work No. U44</a> <a href="#">Work No. U56</a></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants to protect the installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to the installed cables, ducts or apparatus being made materially more difficult.</a></p>			
	8/47e	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery for the purposes of access to inspect, maintain and repair bridges and structures on adjoining land.</a></p>	<p><a href="#">Work No. U65</a>  <a href="#">Work No. 12(c)</a>  <a href="#">Work No. 24(e)</a></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
	<a href="#">8/47g</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery for the purposes of access to inspect, maintain and repair bridges and structures on adjoining land.</a></p>	<p><a href="#">Work No. U65</a>  <a href="#">Work No. 12(c)</a>  <a href="#">Work No. 24(e)</a></p>		
	<a href="#">8/47h</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery to provide access to land and apparatus.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or</a></p>	<p><a href="#">Work No. 12(c)</a>  <a href="#">Work No. 24(e)</a>  <a href="#">Work No. U65</a>  <a href="#">Access to ecological mitigation areas and open space south of the A12</a>  <a href="#">Access to land</a></p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><a href="#">machinery for the purposes of access to inspect, maintain and repair bridges and structures on adjoining land.</a></p> <p><a href="#">8/47j</a> <a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">8/47l</a> <a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">8/47n</a> <a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove</a></p>	<p><a href="#">Work No. U65</a> <a href="#">Work No. U66</a> <a href="#">Work No. U67</a> <a href="#">Work No. U70</a></p> <p><a href="#">Work No. U65</a> <a href="#">Work No. U67</a> <a href="#">Work No. U70</a></p> <p><a href="#">Work No. U65</a> <a href="#">Work No. U66</a></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes	
		<p><a href="#">or render unusable buried water mains.</a></p> <p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, replace, renew or remove buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p>	<p><a href="#">Work No. U67</a> <a href="#">Work No. U70</a></p>			
	8/47q	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, replace, renew or remove buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery</a></p> <p><a href="#">Rights to pass and repass, with or without vehicles, plant or machinery for the purposes of access to inspect, maintain and repair bridges and structures.</a></p>	<p><a href="#">Work No. 12(c)</a> <a href="#">Work No. U65</a> <a href="#">Work No. U70</a></p>			



Article/Schedule	Change		Reason for change	Precedent	Consequential changes	
	10/14c	<p>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials.</p> <p>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</p> <p>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</p> <p>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</p> <p>To include restrictive covenants for protecting installed pipelines, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed pipeline, cables, ducts or apparatus; and to prevent access to installed</p>	<p>Work No. U81  Work No. U84  <del>Work No. U84A</del>  Work No. U86</p>			

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		pipelines, cables, ducts or apparatus being made materially more difficult.			
	<a href="#">10/30a</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</a></p>	<a href="#">Work No. U84A</a>		
	<a href="#">10/30b</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable a pipeline for the distribution or storage of gas or other ancillary materials.</a></p> <p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use,</a></p>	<a href="#">Work No. U81</a> <a href="#">Work No. U84</a> <a href="#">Work No. U84A</a> <a href="#">Work No. U86</a>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><u>enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</u></p> <p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</u></p> <p><u>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</u></p> <p><u>To include restrictive covenants for protecting installed pipelines, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed pipeline, cables, ducts or apparatus; and to prevent access to installed pipelines, cables, ducts or apparatus being made materially more difficult.</u></p>			
	<u>14/1e</u>	<p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</u></p>	<p><u>Work No. U146</u>  <u>Work No. U146B</u>  <u>Work No. U146C</u>  <u>Work No. U147</u></p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried sewers.</u></p> <p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</u></p> <p><u>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</u></p> <p><u>To include restrictive covenants for protecting the installed mains, sewers, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed mains, sewers, cables, ducts or apparatus; and to prevent access to the installed mains, sewers, cables, ducts or apparatus being made materially more difficult.</u></p>			
	<p><u>14/1f</u></p> <p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove</u></p>	<p><u>Work No. U146A</u></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><a href="#">or render unusable buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</a></p>			
	<a href="#">14/1i</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to</a></p>	<a href="#">Work No. U146A</a>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><u>not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</u></p>			
	14/20a	<p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried sewers.</del></p> <p><del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><del>To include restrictive covenants for protecting the installed mains, sewers, cables, ducts or</del></p>	<p><del>Work No. U146</del>  <del>Work No. U146B</del>  <del>Work No. U146C</del>  <del>Work No. U147</del></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<del>apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed mains, sewers, cables, ducts or apparatus; and to prevent access to the installed mains, sewers, cables, ducts or apparatus being made materially more difficult.</del>			
	14/20d	<del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</del>  <del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del>  <del>To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</del>	Work No. U146A		
	14/20f	<del>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove</del>	Work No. U146A		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><del>or render unusable buried electricity cables and ducts.</del></p> <p><del>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</del></p> <p><del>To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</del></p>			
	<p><u>16/5n</u></p> <p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</u></p> <p><u>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</u></p> <p><u>To include restrictive covenants for protecting the installed mains, cables, ducts or apparatus from excavation, damage or injury; to</u></p>	<p><u>Work No. U166A</u></p>		



Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><u>not materially reduce the depth of soil above any installed mains, cables, ducts or apparatus; and to prevent access to the installed mains, cables, ducts or apparatus being made materially more difficult.</u></p> <p><u>To install, construct, retain, inspect, maintain, protect, use, replace, renew or remove overhead electricity cables and supports, together with rights to pass and repass and to remain on the land with or without vehicles, plant or machinery.</u></p>			
	<u>16/5o</u>	<p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</u></p> <p><u>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</u></p> <p><u>To include restrictive covenants for protecting the installed mains, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed mains,</u></p>	<u>Work No. U166A</u>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><a href="#">cables, ducts or apparatus; and to prevent access to the installed mains, cables, ducts or apparatus being made materially more difficult.</a></p> <p><a href="#">To install, construct, retain, inspect, maintain, protect, use, replace, renew or remove overhead electricity cables and supports, together with rights to pass and repass and to remain on the land with or without vehicles, plant or machinery.</a></p>			
	<p><a href="#">16/5p</a></p> <p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants for protecting the installed mains, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed mains, cables, ducts or apparatus; and to prevent access to the installed</a></p>	<p><a href="#">Work No. U166A</a></p>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><u>mains, cables, ducts or apparatus being made materially more difficult.</u></p> <p><u>To install, construct, retain, inspect, maintain, protect, use, replace, renew or remove overhead electricity cables and supports, together with rights to pass and repass and to remain on the land with or without vehicles, plant or machinery.</u></p>			
	<u>16/5r</u>	<p><u>To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</u></p> <p><u>Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</u></p> <p><u>To include restrictive covenants for protecting the installed mains, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed mains, cables, ducts or apparatus; and to prevent access to the installed mains, cables, ducts or</u></p>	<u>Work No. U167B</u>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<a href="#">apparatus being made materially more difficult.</a>			
	<a href="#">18/1x</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</a></p>	<a href="#">Work No. U194</a>		
	<del><a href="#">18/17b</a></del>	<p><del><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried communications cables and ducts.</a></del></p> <p><del><a href="#">Rights to pass and repass and to remain on the land, with or</a></del></p>	<del><a href="#">Work No. U194</a></del>		

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><del>without vehicles, plant or machinery.</del></p> <p><del>To include restrictive covenants for protecting installed cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed cables, ducts or apparatus; and to prevent access to installed cables, ducts or apparatus being made materially more difficult.</del></p>			
<p><b>Schedule 7 (Land of which temporary possession may be taken)</b></p>	<p>Amendments to Schedule 7:</p>		<p>The changes to this Schedule 5 are required to reflect the updated ownership position as set out in the Book of Reference submitted at Deadline 4 [TRO10060/APP/4.3 rev 2].</p>	<p>N/A</p>	

	(1) Plot reference number shown on land plans	(2) Purpose for which temporary possession may be taken	(3) Relevant part of the authorised development			
	<del>2/7e</del>	<del>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</del>	<del>Work No. 4(e) All works</del>			
	<u>2/17o</u>	<u>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</u>	<u>Work No. 1(c) All works</u>			
	<u>5/12i</u>	<u>Laydown areas, storage, access and working space.</u>	<u>Work No. 8(b) Work No. 9</u>			
	<del>5/17a</del>	<del>Laydown areas, storage, access and working space.</del>	<del>Work No. 8(b) Work No. 9</del>			
	<u>8/1o</u>	<u>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant. Temporary haul road.</u>	<u>Work No. T23 Work No. 12(c) All works</u>			
	<del>8/11y</del>	<del>Temporary haul road and bridge over the River Brain. Access and working area for construction activities at Brain Bridge structure. Temporary storage, laydown areas, access and working space.</del>	<del>Work No. T25 Work No. 24(e) All works</del>			

		<del>Access, storage and working area for the construction of a retaining structure.</del>				
	<u>8/18d</u>	Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant. Temporary haul road.	Work No. T23 Work No. 12(c) All works			
	<u>8/47i</u>	<u>Temporary haul road and bridge over the River Brain.</u> <u>Access and working area for construction activities at Brain Bridge structure.</u> <u>Temporary storage, laydown areas, access and working space.</u> <u>Access, storage and working area for the construction of a retaining structure.</u>	<u>Work No. T25</u> <u>Work No. 24(e)</u> <u>All works</u>			
	<u>12/1j</u>	<u>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</u>	<u>Work No. 45(a)</u>			
	<del>12/15a</del>	<del>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</del>	<del>Work No. 45(a)</del>			
	<u>13/1f</u>	<u>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</u>	<u>Work No. 45(a)</u>			
	<u>13/1h</u>	<u>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</u>	<u>Work No. 54(b)</u> <u>Work No. 55(a)</u>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes												
	<table border="1"> <tr> <td><del>13/4b</del></td> <td><del>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</del></td> <td><del>Work No. 45(a)</del></td> </tr> <tr> <td><del>13/4d</del></td> <td><del>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</del></td> <td><del>Work No. 54(b) Work No. 55(a) All works</del></td> </tr> <tr> <td><a href="#">16/5k</a></td> <td><a href="#">Access and working area for construction of temporary soil storage bunds and soil storage area during construction works. Temporary storage, laydown areas, access and working space to facilitate construction of Easthorpe Road Bridge.</a></td> <td><a href="#">Work No. 68(a) Work No. 88(a) Work No. 88(c) Work No. 99(b) All works</a></td> </tr> <tr> <td><a href="#">20/13a</a></td> <td><a href="#">Access and working area for widening B1023 Kelvedon Road. Access and working area to allow for vegetation clearance to enable the construction of the permanent works.</a></td> <td><a href="#">Work No. 122</a></td> </tr> </table>	<del>13/4b</del>	<del>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</del>	<del>Work No. 45(a)</del>	<del>13/4d</del>	<del>Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</del>	<del>Work No. 54(b) Work No. 55(a) All works</del>	<a href="#">16/5k</a>	<a href="#">Access and working area for construction of temporary soil storage bunds and soil storage area during construction works. Temporary storage, laydown areas, access and working space to facilitate construction of Easthorpe Road Bridge.</a>	<a href="#">Work No. 68(a) Work No. 88(a) Work No. 88(c) Work No. 99(b) All works</a>	<a href="#">20/13a</a>	<a href="#">Access and working area for widening B1023 Kelvedon Road. Access and working area to allow for vegetation clearance to enable the construction of the permanent works.</a>	<a href="#">Work No. 122</a>			
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<b>Schedule 8 (Special Category Land) Part 1 (Special Category Land for which replacement</b>	<p>Amendments to Schedule 8, Part 1:</p> <table border="1"> <tr> <td>Sheet of Special Category Land Plan</td> <td>Plot reference number shown on Special Category Land Plans and in the book of reference</td> </tr> </table>	Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference	This change is required to reflect a change in ownership of part of the Special Category Land.	N/A											
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Article/Schedule	Change	Reason for change	Precedent	Consequential changes				
land is provided)	8 8/6h, 8/6i, 8/11b, 8/11d, <del>8/11q</del> , 8/11r, 8/11s, <del>8/11aa, 8/11ac, 8/11af, 8/11ah</del> 8/12d, 8/13b, 8/14a, 8/47a, <del>8/47f, 8/47k, 8/47m, 8/47o,</del> <a href="#">8/47p</a>							
<b>Schedule 8 (Special Category Land) Part 2 (Special Category (Rights) Land for which replacement land is provided)</b>	Amendments to Schedule 8, Part 2: <table border="1"> <tr> <td>Sheet of Special Category Land Plan</td> <td>Plot reference number shown on Special Category Land Plans and in the book of reference</td> </tr> <tr> <td>8</td> <td>8/6j, 8/6m, <del>8/11h, 8/11i</del>, 8/27a, <a href="#">8/47c,</a> <a href="#">8/47d</a></td> </tr> </table>	Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference	8	8/6j, 8/6m, <del>8/11h, 8/11i</del> , 8/27a, <a href="#">8/47c,</a> <a href="#">8/47d</a>	This change is required to reflect a change in ownership of part of the Special Category Land.	N/A	
Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference							
8	8/6j, 8/6m, <del>8/11h, 8/11i</del> , 8/27a, <a href="#">8/47c,</a> <a href="#">8/47d</a>							
<b>Schedule 8 (Special Category Land) Part 3 (Special Category (Rights) Land for which replacement land is not provided)</b>	Amendments to Schedule 8, Part 3: <table border="1"> <tr> <td>Sheet of Special Category Land Plan</td> <td>Plot reference number shown on Special Category Land Plans and in the book of reference</td> </tr> <tr> <td>8</td> <td>8/3a, 8/6b, 8/6d, 8/6k, 8/11f, 8/11g, <del>8/11e,</del> 8/11u, <del>8/11z, 8/11ab, 8/11ad,</del> 8/11al, 8/47b, <a href="#">8/47e, 8/47j, 8/47l, 8/47n</a></td> </tr> </table>	Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference	8	8/3a, 8/6b, 8/6d, 8/6k, 8/11f, 8/11g, <del>8/11e,</del> 8/11u, <del>8/11z, 8/11ab, 8/11ad,</del> 8/11al, 8/47b, <a href="#">8/47e, 8/47j, 8/47l, 8/47n</a>	This change is required to reflect a change in ownership of part of the Special Category Land.	N/A	
Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference							
8	8/3a, 8/6b, 8/6d, 8/6k, 8/11f, 8/11g, <del>8/11e,</del> 8/11u, <del>8/11z, 8/11ab, 8/11ad,</del> 8/11al, 8/47b, <a href="#">8/47e, 8/47j, 8/47l, 8/47n</a>							
<b>Schedule 8 (Special Category Land) Part 3</b>	Amendments to Schedule 8, Part 4:	This change is required to reflect a change in ownership of part	N/A					

Article/Schedule	Change	Reason for change	Precedent	Consequential changes																								
<b>(Replacement Land)</b>	Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference	of the Special Category Land.																									
	8	8/1d, <a href="#">8/1n</a> , 8/17b, <del>8/18b</del> , 8/19b, 8/33f, 8/33g, 8/33i, 8/33m, 8/41b 8/43d, 8/43e, 8/44c, 8/45e																										
<b>Schedule 9 (Hedgerows and Trees) Part 3 (Removal of Potentially Important Hedgerows)</b>	<p>A new Part 3 (Removal of potentially important hedgerows) has been added into Schedule 9:</p> <table border="1"> <thead> <tr> <th><a href="#">(1) Reference No. (Location of hedgerow)</a></th> <th><a href="#">(2) Work to be carried out</a></th> <th><a href="#">(3) Relevant part of the authorised development</a></th> </tr> </thead> <tbody> <tr> <td colspan="3"><b><a href="#">Hedgerow Survey Report – not shown, Retained and Removed Vegetation Plans – Sheet 20</a></b></td> </tr> <tr> <td><a href="#">I2 (East of B1023, north-east of Inworth)</a></td> <td><a href="#">Partial removal</a></td> <td><a href="#">Work No. 117</a></td> </tr> <tr> <td><a href="#">I3 (East of B1023, north-east of Inworth)</a></td> <td><a href="#">Partial removal</a></td> <td><a href="#">Work No. 122</a></td> </tr> <tr> <td><a href="#">I4 (East of B1023, north-east of Inworth)</a></td> <td><a href="#">Partial removal</a></td> <td><a href="#">Work Nos. 117, 118 and 122</a></td> </tr> <tr> <td><a href="#">I6 (East of B1023, north-east of Inworth)</a></td> <td><a href="#">Full removal</a></td> <td><a href="#">Work No. 122</a></td> </tr> <tr> <td><a href="#">I7 (East of B1023, north of Well Cottage, Inworth)</a></td> <td><a href="#">Partial removal</a></td> <td><a href="#">Work Nos. 117, 118 and 122</a></td> </tr> <tr> <td><a href="#">I8 (West of B1023, south of All Saints Church)</a></td> <td><a href="#">Full removal</a></td> <td><a href="#">Work Nos. 122 and 114</a></td> </tr> </tbody> </table>	<a href="#">(1) Reference No. (Location of hedgerow)</a>	<a href="#">(2) Work to be carried out</a>	<a href="#">(3) Relevant part of the authorised development</a>	<b><a href="#">Hedgerow Survey Report – not shown, Retained and Removed Vegetation Plans – Sheet 20</a></b>			<a href="#">I2 (East of B1023, north-east of Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 117</a>	<a href="#">I3 (East of B1023, north-east of Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 122</a>	<a href="#">I4 (East of B1023, north-east of Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work Nos. 117, 118 and 122</a>	<a href="#">I6 (East of B1023, north-east of Inworth)</a>	<a href="#">Full removal</a>	<a href="#">Work No. 122</a>	<a href="#">I7 (East of B1023, north of Well Cottage, Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work Nos. 117, 118 and 122</a>	<a href="#">I8 (West of B1023, south of All Saints Church)</a>	<a href="#">Full removal</a>	<a href="#">Work Nos. 122 and 114</a>	<p>Due to the iterative nature of the design process in the lead up to DCO submission there were changes in the Order Limits. In error the survey of a small number of hedgerows, which were not within the provisional Order Limits at the time of the original hedgerow survey, was not completed prior to the DCO submission, however these surveys have since been completed. The</p>	N/A	
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Article/Schedule	Change	Reason for change	Precedent	Consequential changes																														
	<table border="1"> <tr> <td data-bbox="472 296 779 360"><a href="#">I10 (West of B1023, north of Windmill Hill)</a></td> <td data-bbox="779 296 1055 360"><a href="#">Partial removal</a></td> <td data-bbox="1055 296 1294 360"><a href="#">Work No. 114</a></td> </tr> <tr> <td data-bbox="472 360 779 456"><a href="#">I12 (East of B1023 and Marlborough Lodge)</a></td> <td data-bbox="779 360 1055 456"><a href="#">Partial removal</a></td> <td data-bbox="1055 360 1294 456"><a href="#">Work No. 122</a></td> </tr> <tr> <td data-bbox="472 456 779 552"><a href="#">I13 (East of B1023, south-east of Marlborough Lodge)</a></td> <td data-bbox="779 456 1055 552"><a href="#">Full removal</a></td> <td data-bbox="1055 456 1294 552"><a href="#">Work No. 120</a></td> </tr> <tr> <td data-bbox="472 552 779 647"><a href="#">I14 (West of B1023, south of Marlborough Lodge)</a></td> <td data-bbox="779 552 1055 647"><a href="#">Partial removal</a></td> <td data-bbox="1055 552 1294 647"><a href="#">Work No. 113</a></td> </tr> <tr> <td data-bbox="472 647 779 743"><a href="#">I15 (West of B1023, south-west of Marlborough Lodge)</a></td> <td data-bbox="779 647 1055 743"><a href="#">Partial removal</a></td> <td data-bbox="1055 647 1294 743"><a href="#">Work No. 113</a></td> </tr> <tr> <td data-bbox="472 743 779 839"><a href="#">I16 (West of B1023, south of Marlborough Lodge)</a></td> <td data-bbox="779 743 1055 839"><a href="#">Partial removal</a></td> <td data-bbox="1055 743 1294 839"><a href="#">Work No. 113</a></td> </tr> <tr> <td data-bbox="472 839 779 935"><a href="#">I17 (East of B1023, south-east of Marlborough Lodge)</a></td> <td data-bbox="779 839 1055 935"><a href="#">Partial removal</a></td> <td data-bbox="1055 839 1294 935"><a href="#">Work Nos. 121 and 122</a></td> </tr> <tr> <td data-bbox="472 935 779 1031"><a href="#">I18 (West of B1023, south of Marlborough Lodge)</a></td> <td data-bbox="779 935 1055 1031"><a href="#">Partial removal</a></td> <td data-bbox="1055 935 1294 1031"><a href="#">Work No. 113</a></td> </tr> <tr> <td data-bbox="472 1031 779 1126"><a href="#">I19 (East of B1023, south-east of Marlborough Lodge)</a></td> <td data-bbox="779 1031 1055 1126"><a href="#">Partial removal</a></td> <td data-bbox="1055 1031 1294 1126"><a href="#">Work No. 120</a></td> </tr> <tr> <td data-bbox="472 1126 779 1222"><a href="#">I20 (East of B1023, south-east of Marlborough Lodge)</a></td> <td data-bbox="779 1126 1055 1222"><a href="#">Partial removal</a></td> <td data-bbox="1055 1126 1294 1222"><a href="#">Work No. 120</a></td> </tr> </table>	<a href="#">I10 (West of B1023, north of Windmill Hill)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 114</a>	<a href="#">I12 (East of B1023 and Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 122</a>	<a href="#">I13 (East of B1023, south-east of Marlborough Lodge)</a>	<a href="#">Full removal</a>	<a href="#">Work No. 120</a>	<a href="#">I14 (West of B1023, south of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>	<a href="#">I15 (West of B1023, south-west of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>	<a href="#">I16 (West of B1023, south of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>	<a href="#">I17 (East of B1023, south-east of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work Nos. 121 and 122</a>	<a href="#">I18 (West of B1023, south of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>	<a href="#">I19 (East of B1023, south-east of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 120</a>	<a href="#">I20 (East of B1023, south-east of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 120</a>	inclusion of this part to Schedule 9 is to capture the results of that survey.		
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<b>Schedule 9 (Hedgerows)</b>	This Part has been amended from Part 3 to Part 4.																																	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
and Trees) Part 4 (Trees subject to Tree Preservation Orders)				

## 4 Summary of proposed changes to submission draft Development Consent Order at Deadline 5

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 1 Authorised Development</b>	<p><b>Permanent Works</b></p> <p>Amendments to Work No. 74</p> <p><b>Work No. 74</b> – As shown on sheet 14 of the permanent works plans the construction of the new Junction 24 of the A12 (J24), including:</p> <p>(a) northern and southern roundabouts of J24, and a connecting underbridge;</p> <p>(b) New link road (Inworth Link) from the southern roundabout of J24 to the new Inworth Roundabout (Work No. 74(c)); and</p> <p>(c) <del>and a</del> new roundabout on B1023 Kelvedon Road (Inworth Roundabout) including the realigned Kelvedon Road, realigned B1023 Kelvedon Road and segregated left turn lane from B1023 Kelvedon Road to the Inworth Link (Work No. 74(b)).</p>	Correction of typographical errors	-	-
<b>Schedule 2 Requirements, Interpretation Requirement 1</b>	<p>“commence” <a href="#">in relation to any part of the authorised development referred to in the provisions of this schedule</a> means beginning to carry out any material operation (as defined in section 56(4) of the 1990 Act) <a href="#">forming in respect of that</a> part of the authorised development other than operations consisting of <del>archaeological investigations and mitigation works, ecological surveys and</del></p>	This change is to address comments made at the recent hearings and to also reflect that	This approach broadly follows the precedent	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><del>mitigation works, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, erection of any temporary means of enclosure, receipt and erection of construction plant and equipment, treatment of any invasive species and the temporary display of site notices or advertisements, and</del> <u>pre-commencement works, and</u>  “commencement” is to be construed accordingly;</p>	<p>the Applicant has submitted a pre-commencement plan [TR010060/EXAM/9.57] into the Examination at Deadline 5 which will apply to all “pre-commencement works”.</p>	<p>t set by the A428 Black Cat to Caxton Gibbet Development Consent Order 2022 No. 934 (A428 Order).</p>	
<p><b>Schedule 2 Requirements, Interpretation</b> Requirement 1</p>	<p>New definitions added:  <u>“pre-commencement plan” means the document of that description listed in Schedule 12 (Documents to be certified) and certified by the Secretary of State as the pre-commencement plan for the purposes of this Order.”</u></p>	<p>As the Applicant has submitted the pre-commencement plan at Deadline 5 [TR010060/EXAM/9.57] this definition is required to provide clarity in interpreting the new requirement regarding pre</p>	<p>This approach broadly follows the precedent set by the A428 Order.</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		<p>commencement works.</p> <p>The pre-Commencement Plan will apply to all 'pre-commencement works' and ensures that these activities are carried out as assessed in the Environmental Statement.</p> <p>The pre-commencement plan sets out a scope, methodology and specific mitigation for those pre-commencement works where this is required and in addition applies</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		generic mitigation/control measures for all the pre-commencement works.		
<b>Schedule 2</b> <b>Requirements,</b> <b>Interpretation</b> Requirement 1	<p><u>““pre-commencement works” means;</u>  <u>(a) archaeological investigations and mitigation works;</u>  <u>(b) ecological surveys and mitigation works;</u>  <u>(c) investigations for the purpose of assessing ground conditions;</u>  <u>(d) remedial work in respect of any contamination or other adverse ground conditions;</u>  <u>(e) erection of any temporary means of enclosure;</u>  <u>(f) receipt and erection of construction plant and equipment;</u>  <u>(g) treatment and removal of any invasive species;</u>  <u>(h) construction compound establishment works;</u>  <u>(i) site clearance works;</u>  <u>(j) temporary haul roads, temporary hard standing and temporary access works;</u>  <u>(k) installation of temporary drainage;</u>  <u>(l) engineering surveys; and</u>  <u>(m) temporary display of site notices or advertisements.”</u></p>	A definition of pre-commencement work has been included to identify what works will be classed as pre-commencement works and therefore, what will fall under the 'pre-commencement plan'. The list of pre-commencement works reflects what was assessed in the		



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		<p>Environmental Statement and includes those activities that were previously set out in the definition of “commence” together with some additions. The additional activities were included in the environmental assessment but not expressly listed as pre-commencement works within the draft DCO. These changes ensure that the draft DCO and the Environmental Statement are aligned in how and what pre-</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		commencement works can be undertaken, and the mitigation/control measures that must exist in relation to those activities.		
<b>Schedule 2 Requirements, Interpretation Requirement 1</b>	A new definition added: "Traffic Signs Manual" means the Traffic Signs Manual published by the Department for Transport, which contains guidance to traffic authorities on the use of traffic signs and road markings on the highway network, or any equivalent replacement to be published.	Change at the request of Essex County Council	-	
<b>Schedule 2 Requirements, Requirement 2</b>	The authorised development must not <del>commence</del> <u>begin</u> later than the expiration of 5 years beginning with the date on which this Order comes into force.	Change at the request of Essex County Council	-	
<b>Schedule 2 Requirements, Requirement 3</b>	<b>3.</b> —(1) Not to commence <del>any</del> <u>a</u> part of the authorised development until the Second Iteration EMP in relation to that part has been submitted to and approved in writing by the Secretary of State,	To reflect changes to definition of commence	-	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	following consultation with the relevant planning authority and the Environment Agency on matters related to its functions.			
<b>Schedule 2 Requirements,</b> Requirement 7	<b>7.—(1)</b> <del>No</del> <u>A</u> part of the authorised development <del>is to</del> <u>must not</u> commence until for that part a written scheme of investigation for the investigation and mitigation of areas of archaeological interest, reflecting the mitigation measures included in chapter 7 of the environmental statement and the archaeological mitigation strategy, has been prepared in consultation with the relevant planning authority, agreed with the County Archaeologist and submitted to and approved in writing by the Secretary of State.	To reflect changes to definition of commence	-	
<b>Schedule 2 Requirements,</b> Requirement 9	<b>9.—(1)</b> <del>No</del> <u>A</u> part of the authorised development <del>is to</del> <u>must not</u> commence until a traffic management plan for the construction of the authorised development, substantially in accordance with the outline construction traffic management plan, has been submitted to and approved in writing by the Secretary of State following consultation with the local highway authority.	To reflect changes to definition of commence	-	
<b>Schedule 2 Requirements,</b> Requirement 10	<b>10.—(1)</b> <del>The</del> <u>Subject to the provisions of this Order, the</u> detailed design for the authorised development must accord with: (a) the preliminary scheme design shown on the works plans and the engineering drawings and sections; and (b) the principles set out in the environmental masterplan, unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local planning authority and relevant local highway authority on matters related to their functions, provided	To reflect changes by the inclusion of new requirements covering specific aspects of detailed design	-	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.			
<b>Schedule 2 Requirements, Requirement 11</b>	<b>11.—(1)</b> <del>No</del> <u>A</u> part of the authorised development <del>is to</del> <u>must not</u> commence until for that part written details of the surface and foul water drainage system, reflecting the mitigation measures in chapter 14 of the environmental statement and including means of pollution control, have been submitted to and approved in writing by the Secretary of State following consultation with the relevant local authority on matters relating to its function and the Environment Agency on matters relating to its function.	To reflect changes to definition of commence	-	
<b>Schedule 2 Requirements, Requirement 13</b>	<b>13.—(1)</b> <del>No</del> <u>A</u> part of the authorised development <del>is to</del> <u>must not</u> commence until written details of the proposed noise mitigation for the use and operation of the relevant part of the authorised development, including: (a) noise barriers, and (b) noise bunds has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority.	To reflect changes to definition of commence	-	
<b>Schedule 2, Requirements</b>	<u><b>Walking, cycling and horse-riding bridges</b></u> <b>14.—(1)</b> <del>—Requirement 10 (detailed design) is to be read subject to the provisions of this requirement.</del>	Change at the request of Essex County Council	-	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
New Requirement 14	<p><u>(2) The detailed design for the works listed in this paragraph (“the relevant WCH bridge Works”) must accord with the following design specifications (the “WCH bridge specifications”)—</u></p> <p><u>(a) Work No. 5 (Paynes Lane Bridge) must be designed with minimum internal radii of 4 metres for any change in direction on its northern and southern ramps and no more than one switchback on its southern ramp;</u></p> <p><u>(b) Work No. 30 (Little Braxted Bridge) must be designed with a straightened northern ramp including provision for intermediate platforms and its southern ramp must be designed with a minimum external radius of 5 metres;</u></p> <p><u>(c) Work No. 53 (Snivellers Lane Bridge) must be designed with a minimum external radius of 5 metres for any change in direction on both its northern and southern approaches;</u></p> <p><u>(d) Work No. 100 (Potts Green bridge) must be designed with a minimum external radius of 5 metres for any change in direction on both its northern and southern approaches; and</u></p> <p><u>(e) Work No. 112 (Marks Tey footbridge) must be designed with a 4 metre minimum internal radius for any change in direction on each ramp and on the single switchback.</u></p> <p><u>(3) The relevant WCH bridge Works must accord with the WCH bridge specifications when constructed.</u></p>			
<b>Schedule 2, Requirements</b> New Requirement 15	<p><b><u>Boreham operation phase traffic mitigation measures</u></b></p> <p><u>15.—(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for the B1137 in Boreham has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority, provided that the Secretary of State is satisfied that any</u></p>	Change at the request of Essex County Council	-	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><u>amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p> <p><u>(2) The operation phase traffic mitigation scheme for Boreham must include provision for the following operational phase traffic mitigation</u></p> <p><u>=</u></p> <p><u>(a) a new controlled pedestrian crossing on the B1137 in the vicinity of Boreham Co-op (grid reference 575330, 210021);</u></p> <p><u>(b) road safety posters in the vicinity of Orchard Cottages (grid reference 576394, 210658), Boreham Recreation Ground (grid reference 575848, 2103190) and outside of the Little Hedgehogs Day nursery (grid reference 575444, 210081);</u></p> <p><u>(c) installation of average speed cameras on the B1137 (excluding ongoing operation, maintenance/calibration and enforcement) within Boreham as defined by the extent of 30mph speed limit shown between reference A.010 and A.011 on the traffic regulation measures speed limit plans; and</u></p> <p><u>(d) installation of average speed cameras (but not including provision for their ongoing operation, maintenance /calibration and enforcement) on the B1137 between Boreham and Hatfield Peverel defined by the extent of 40mph speed limit shown between reference A.011 and A.012 on the traffic regulation measures speed limit plans.</u></p> <p><u>(3) The scheme of operation phase traffic mitigation for the B1137 in Boreham must be provided in accordance with the approved details.</u></p>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<p><b>Schedule 2, Requirements</b></p> <p>New Requirement 16</p>	<p><b><u>Messing operation phase traffic mitigation measures</u></b></p> <p><u>16.—(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for Messing has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p> <p><u>(2) The operation phase traffic mitigation scheme must include provision for the following operational phase traffic mitigation –</u></p> <p><u>(a) gateway features for signage in accordance with Traffic Signs Manual Chapter 3: Figure 8-21, and speed limit roundels in accordance with the 2016 Regulations and Directions diagram 1065 at Lodge Rd (grid reference 589938, 219356), Kelvedon Rd (grid reference 589511, 218861) and Harborough Hall Road (grid reference 590233, 218566) marking the extents of the existing 30mph speed limit; and</u></p> <p><u>(b) “Unsuitable for heavy goods vehicles” signage in accordance with the 2016 Regulations and Directions diagram 820 at the junction of the B1023 and Yewtree Farm Road (grid reference 587881, 218631), the junction of Harborough Hall Road and B1022 (grid reference 590573, 218228), the junction of the B1023 and Oak Road (grid reference 588820, 217131), and the junction of the B1022 and Oak Road (grid reference 589505, 217275).</u></p> <p><u>(3) The scheme of operation phase traffic mitigation for the B1137 for Messing must be provided in accordance with the approved details.</u></p>	<p>Change at the request of Essex County Council</p>	<p>-</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<p><b>Schedule 2, Requirements</b></p> <p>New Requirement 17</p>	<p><b><u>Operation phase local traffic monitoring</u></b></p> <p><u>17.—(1) No part of the authorised development is to commence until a survey to assess baseline traffic levels has been undertaken at the following locations—</u></p> <p><u>(a) B1137 Main Road, Boreham</u></p> <p><u>(b) The Street/Maldon Road (Duke of Wellington) junction, Hatfield Peverel;</u></p> <p><u>(c) Little Braxted Lane, Little Braxted;</u></p> <p><u>(d) Braxted Road/Braxted Park Road;</u></p> <p><u>(e) B1023 Kelvedon Road, Inworth;</u></p> <p><u>(f) Kelvedon Road, Messing; and</u></p> <p><u>(g) B1023 Church Road, Tiptree</u></p> <p><u>(2) No part of the authorised development is to open to traffic until details of an operation phase local traffic monitoring scheme has been submitted to and approved by the Secretary of State, following consultation with the relevant highway authority, for the locations listed in subparagraph (1).</u></p> <p><u>(3) The operation phase local traffic monitoring scheme to be provided under sub-paragraph (2) must include—</u></p> <p><u>(a) a survey to assess baseline traffic levels at the locations listed in sub-paragraph (1), or confirmation that such survey has already been undertaken;</u></p> <p><u>(b) proposals for an operation traffic survey at the locations listed in sub-paragraph (1) to assess the changes in traffic from the baseline carried out —</u></p> <p><u>(i) within the first year; and</u></p>	<p>Change at the request of Essex County Council</p>	<p>Based on similar provision in the A428 Order, requirement 23 of Schedule 2.</p>	



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><a href="#">(ii) prior to the expiry of the third year following the date on which the authorised development is fully completed and open for traffic;</a>  <a href="#">(c) details of the methodology to be used to collect the required data;</a>  <a href="#">(d) details of the periods over which operation traffic is to be monitored; and</a>  <a href="#">(e) proposals for the submission of the survey data collected and an interpretative report to be provided to the relevant local highway authority.</a></p> <p><a href="#">(4) The scheme approved under sub-paragraph (2) must be implemented by the undertaker unless otherwise agreed in writing with the Secretary of State following consultation with the relevant highway authority.</a></p>			
<p><b>Schedule 2, Requirements</b></p> <p>New Requirement 18</p>	<p><b><u>Pre-commencement works</u></b>  <a href="#">18. Any pre-commencement works must be carried out in accordance with the pre-commencement plan.</a></p>	<p>The inclusion of this requirement ensures that the “pre-commencement works” are appropriately controlled by the “pre-commencement plan”.</p>	<p>This approach broadly follows the precedent set by the A428 Order, requirement 20 of Schedule 2.</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 2, Requirements</b> Requirement 19	<del>19.14.</del> With respect to any requirement which requires the authorised development to be carried out in accordance with the details approved under this Schedule, the approved details are taken to include any amendments that may subsequently be approved or agreed in writing by the Secretary of State.	Consequential renumbering	-	
<b>Schedule 2, Part 2</b> Requirement 15	<b>Applications made under requirements</b> <del>20.15.</del> —(1) Where an application has been made to the Secretary of State for any consent, agreement or approval required by a requirement (including agreement or approval in respect of part of a requirement) included in this Order, the Secretary of State must give notice to the undertaker of the decision on the application within a period of 8 weeks beginning with— (a) the day immediately following that on which the application is received by the Secretary of State; (b) the day immediately following that on which further information has been supplied by the undertaker under paragraph <del>(16)</del> 21 (further information); or (c) such longer period as may be agreed between the parties. (2) Subject to paragraph (3), in the event that the Secretary of State does not determine an application within the period set out in paragraph (1), the Secretary of State is taken to have granted all parts of the application (without any condition or qualification) at the end of that period. (3) Where— (a) an application has been made to the Secretary of State for any consent, agreement or approval required by a requirement included in this Order;	Change due to the change in numbering in Part 1 of Schedule 2	-	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(b) the Secretary of State does not determine such application within the period set out in sub-paragraph (1); and</p> <p>(c) the application is accompanied by a report from a body required to be consulted under that requirement that considers it likely that the subject matter of the application is to give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement, the application is taken to have been refused by the Secretary of State at the end of that period.</p>			
<p><b>Schedule 2,</b> <b>Part 2</b> Requirement 16</p>	<p><b>Further information</b> <del>21.16.</del>—(1) In relation to any part of an application made under this Schedule, the Secretary of State has the right to request such further information from the undertaker as is necessary to enable the Secretary of State to consider the application.</p> <p>(2) In the event that the Secretary of State considers such further information to be necessary, the Secretary of State must, within 21 business days of receipt of the application, notify the undertaker in writing specifying the further information required and (if applicable) to which part of the application it relates. In the event that the Secretary of State does not give such notification within this 21 business day period the Secretary of State is deemed to have sufficient information to consider the application and is not subsequently entitled to request further information without the prior agreement of the undertaker.</p> <p>(3) Where further information is requested under this paragraph in relation to part only of an application, that part is treated as separate from the remainder of the application for the purposes of calculating</p>	<p>Change due to the change in numbering in Part 1 of Schedule 2</p>	<p>-</p>	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>the time periods referred to in paragraph <del>15</del> 20 (applications made under requirements) and in this paragraph.</p> <p>(4) In this paragraph, “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) of the Banking and Financial Dealings Act 1971(a).</p>			
	<p><b>Register of requirements</b></p> <p><del>22.17.</del>—(1) The undertaker must, as soon as practicable following the making of this Order, establish and maintain in an electronic form suitable for inspection by members of the public a register of those requirements contained in Part 1 of this Schedule that provide for further approvals to be given by the Secretary of State.</p> <p>(2) The register must set out in relation to each such requirement the status of the requirement, in terms of whether any approval to be given by the Secretary of State has been applied for or given, providing an electronic link to any document containing any approved details.</p> <p>(3) The register must be maintained by the undertaker for a period of 3 years following completion of the authorised development.</p>	Change due to the change in numbering in Part 1 of Schedule 2	-	
	<p><b>Anticipatory steps towards compliance with any requirement</b></p> <p><del>23.18.</del> If before the coming into force of this Order the undertaker or any other person has taken any steps that were intended to be steps towards compliance with any provision of Part 1 of this Schedule, those steps may be taken into account for the purpose of determining compliance with that provision if they would have been</p>	Change due to the change in numbering in Part 1 of Schedule 2	-	

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	valid steps for that purpose had they been taken after this Order came into force.			

<p><b>Schedule 12</b></p> <p><b>Documents to be Certified</b></p>	<p>Addition of "Pre-commencement plan" within the documents to be certified set out in Schedule 12. This is to reflect new requirement 18.</p> <p style="text-align: center;">SCHEDULE 12 <span style="float: right;">Articles 2 and 60</span></p> <p style="text-align: center;">DOCUMENTS TO BE CERTIFIED</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><i>(1)</i> <i>Document</i></th> <th style="text-align: center;"><i>(2)</i> <i>Reference number</i></th> </tr> </thead> <tbody> <tr><td>Book of Reference</td><td>TRO010060/APP/4.3</td></tr> <tr><td>Classification of roads plans</td><td>TRO010060/APP/2.4</td></tr> <tr><td>De-trunking and stopping up plans</td><td>TRO010060/APP/2.10</td></tr> <tr><td>Environmental masterplan</td><td>TRO010060/APP/6.2</td></tr> <tr><td>Environmental Statement</td><td>TRO010060/APP/6.1</td></tr> <tr><td>First Iteration EMP</td><td>TRO010060/APP/6.5</td></tr> <tr><td>Flood Risk Assessment</td><td>TRO010060/APP/6.3</td></tr> <tr><td>Highway engineering sections drawings</td><td>TRO010060/APP/2.11</td></tr> <tr><td>Land plans</td><td>TRO010060/APP/2.7</td></tr> <tr><td>Outline construction traffic management plan</td><td>TRO010060/APP/7.7</td></tr> <tr><td>Permanent works plans</td><td>TRO010060/APP/2.2.1</td></tr> <tr style="background-color: #e0f0ff;"><td><a href="#">Pre-commencement plan</a></td><td><a href="#">TRO010060/EXAM/9.57</a></td></tr> <tr><td>Revocation of existing traffic orders plans</td><td>TRO010060/APP/2.3.3</td></tr> <tr><td>Retained and removed vegetation plans</td><td>TRO010060/APP/2.14</td></tr> <tr><td>Special category land plans</td><td>TRO010060/APP/2.5</td></tr> <tr><td>Streets, rights of way and access plans</td><td>TRO010060/APP/2.6</td></tr> <tr><td>Structures engineering drawings and sections</td><td>TRO010060/APP/2.12</td></tr> <tr><td>Temporary works plans</td><td>TRO010060/APP/2.2.3</td></tr> <tr><td>Traffic regulation measures movement restrictions plans</td><td>TRO010060/APP/2.3.2</td></tr> <tr><td>Traffic regulation measures speed limits plans</td><td>TRO010060/APP/2.3.1</td></tr> <tr><td>Utilities works plans</td><td>TRO010060/APP/2.2.2</td></tr> </tbody> </table>	<i>(1)</i> <i>Document</i>	<i>(2)</i> <i>Reference number</i>	Book of Reference	TRO010060/APP/4.3	Classification of roads plans	TRO010060/APP/2.4	De-trunking and stopping up plans	TRO010060/APP/2.10	Environmental masterplan	TRO010060/APP/6.2	Environmental Statement	TRO010060/APP/6.1	First Iteration EMP	TRO010060/APP/6.5	Flood Risk Assessment	TRO010060/APP/6.3	Highway engineering sections drawings	TRO010060/APP/2.11	Land plans	TRO010060/APP/2.7	Outline construction traffic management plan	TRO010060/APP/7.7	Permanent works plans	TRO010060/APP/2.2.1	<a href="#">Pre-commencement plan</a>	<a href="#">TRO010060/EXAM/9.57</a>	Revocation of existing traffic orders plans	TRO010060/APP/2.3.3	Retained and removed vegetation plans	TRO010060/APP/2.14	Special category land plans	TRO010060/APP/2.5	Streets, rights of way and access plans	TRO010060/APP/2.6	Structures engineering drawings and sections	TRO010060/APP/2.12	Temporary works plans	TRO010060/APP/2.2.3	Traffic regulation measures movement restrictions plans	TRO010060/APP/2.3.2	Traffic regulation measures speed limits plans	TRO010060/APP/2.3.1	Utilities works plans	TRO010060/APP/2.2.2	<p>Change required to reflect new requirement 18 in Schedule 2, Part 1, Requirements</p>	<p style="text-align: center;">-</p>	
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## 5 Summary of proposed changes to submission draft Development Consent Order at Deadline 6

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Introduction,</b> First paragraph	The application was examined by a <del>p</del> Panel <a href="#">of three members ("the Panel")</a> appointed as an examining authority (appointed by the Secretary of State) in accordance with Chapter 4 of Part 6 of the 2008 Act and the Infrastructure Planning (Examination Procedure) Rules 2010(a).	Change made following ExA's commentary DCO-PC02 on the draft Development Consent Order [PD-015].	-	-
<b>Introduction,</b> Second paragraph	The <del>p</del> Panel, having considered the representations made and not withdrawn and the application together with the accompanying documents, in accordance with section 74(2) of the 2008 Act has submitted a report and recommendation to the Secretary of State.	Change made following ExA's commentary DCO-PC03 on the draft Development Consent Order [PD-015].	-	-
<b>Introduction,</b> Third paragraph	The Secretary of State, having considered the representations made and not withdrawn, and the report and recommendation of the <del>p</del> Panel, has decided...	Change made following ExA's commentary DCO-PC04 on the draft Development Consent Order [PD-015].	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Introduction</b> Fifth paragraph	The Secretary of State, having considered the report and recommendation of the <del>p</del> Panel, is satisfied that...	Change made following ExA's commentary DCO-PC05 on the draft Development Consent Order [PD-015].	-	-
<b>Part 1 Preliminary</b> Interpretation	The draft DCO will be amended to reflect Network Rail Infrastructure Limited's new registered office. "Network Rail" means Network Rail Infrastructure Limited (Company No. 02904587) whose registered office is at <a href="#">Waterloo General Office, London, United Kingdom, SE1 8SW</a> <del>1 Eversholt Street, London NW1 2DN</del> ;	Network Rail Infrastructure Limited has changed its registered office.	-	-
<b>Part 1 Preliminary</b> Article 3 - Disapplication of legislative provisions	Deletion of disapplication of paragraph (4)(a) which disapplied the environmental permitting regime in relation to flood risk activity and water discharge activity. Deletion of paragraphs (3)(a) and (4)(b) relating to the disapplication of byelaws made under Schedule 25 of the Water Resources Act 1991. (3) The following provisions do not apply in relation to the construction of any work or the carrying out of any operation required for the purpose of, or in connection with, the construction of the authorised development— <del>(a) the provisions of any byelaws made under, or having effect as if made under, paragraph 5, 6 or 6A of Schedule</del>	The Environment Agency has withheld its consent to disapplication.	-	Deletion of article 3(5) containing definitions used in paragraph (4)(a) Deletion of Part 7 of Schedule 11 (protective provisions)



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><del>25 (byelaw making powers of the appropriate agency) to the Water Resources Act 1991;</del></p> <p><del>(a) (b)</del> section 32 (variation of awards) of the Land Drainage Act 1991; and</p> <p><del>(b) (e)</del> the provisions of any byelaws made under section 66 (powers to make byelaws) of the Land Drainage Act 1991.</p> <p>(4) The following provisions do not apply in relation to the construction of any activity required for the purpose of, or in connection with, the operation or maintenance of the authorised development—</p> <p><del>(a) regulation 12 (requirement for environmental permit) of the Environmental Permitting (England and Wales) Regulations 2016(-) in relation to the carrying on of a flood risk activity or a water discharge activity;</del></p> <p><del>(b) the provisions of any byelaws made under, or having effect as if made under, paragraph 5, 6 or 6A of Schedule 25 (byelaw making powers of the appropriate agency) to the Water Resources Act 1991;</del></p> <p><del>(a) (b)</del> section 32 (variation of awards) of the Land Drainage Act 1991; and</p> <p><del>(b) (e)</del> the provisions of any byelaws made under section 66 (powers to make byelaws) of the Land Drainage Act 1991.</p> <p><del>(5) In paragraph (4)(a) "Flood risk activity" (c) and "water discharge activity" (d) have the meaning given in the</del></p>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<del>Environmental Permitting (England and Wales) Regulation 2016(e).</del>			
<b>Part 1</b> <b>Preliminary</b> Article 12 – Consent to transfer benefit of Order Paragraph 5	(e) UKPN for the purposes of undertaking any works relating to its apparatus set out in Works nos. U2A, U3B, U4, U10, U20A, U23, U24, U29, U31, U37A, U38, U38A, U47, U50, <a href="#">U50A</a> , U52, U54, U61, U63, U66, U71, U78, U84, U84A, U97, U107, U118, U127, U128, U130, U131, U135, U136, U144, U146A, U147C, U159, U160, U163, U166A, U173, U180, U187, U196, U197, U198, U204 and U205;	Additional underground electricity cable diversion identified.		
<b>Part 3</b> <b>Streets</b> Article 15 – Classification of Roads, etc.	A new sub-paragraph (7) has been inserted as follows: <a href="#">The undertaker may only make a determination for the purposes of paragraph (6) with the consent of the Secretary of State, who must consult the local highway authority before deciding whether to give their consent.</a>	Change made following ExA's commentary DCO-PC08 on the draft Development Consent Order [PD-015].	-	-
<b>Schedule 1</b> <b>Authorised Development</b> Introduction	Work Nos. " <del>U10B</del> " and " <del>U14A</del> " were deleted from the list of Works situated in the administrative area of Chelmsford City Council.	As a result of the change application these works are no longer required.		
<b>Schedule 1</b> <b>Authorised Development</b>	Work No. " <a href="#">U50A</a> " was inserted into the list of Works situated in the administrative area of Braintree District Council.	Additional underground electricity cable diversion identified.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Introduction				
<b>Schedule 1 Authorised Development</b> Introduction	Work Nos. " <del>115</del> ", " <del>118</del> " and " <del>121</del> " were deleted from the list of Works situated in the administrative area of Colchester City Council.	As a result of the change application these works are no longer required.		
<b>Schedule 1 Authorised Development</b> Permanent Works	Work No. 1 is amended:  (g) alterations to the realigned Beaulieu Park Radial Distributor Road to the A12 northbound; <del>on-slip.</del>	This change is required to reflect the design change at Junction 19.		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No.6</b> - as shown on sheet 2 of the permanent works plans the construction of a drainage facility <del>west of Boreham Brook</del> <u>east of Generals Lane Roundabout at Junction 19</u> and to the <u>north south</u> of the A12, including the construction of:  (a) an attenuation pond including associated outfall; and  an access track of approximately <del>151</del> <u>20</u> metres in length from <u>the Junction 19 northbound on-slip road</u> . <del>B1137 Main Road, Boreham.</del>	This change is required to reflect the change in design of drainage catchments at Junction 19		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 74</b> – As shown on sheet 14 of the permanent works plans the construction of the new Junction 24 of the A12 (J24), including:	This change is required to reflect the design change of the Junction		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(a) northern and southern roundabouts of J24, and a connecting underbridge;</p> <p>(b) New link road (Inworth Link) from the southern roundabout of J24 to the new Inworth Roundabout (Work No. 74(c)); and</p> <p>(c) a new roundabout on B1023 Kelvedon Road (Inworth Roundabout) including the realigned Kelvedon Road, realigned B1023 Kelvedon Road <u>north</u> and <del>segregated left-turn lane from</del> <u>realigned</u> B1023 Kelvedon Road <u>south to the Inworth Link Work No. 74(b)</u>.</p>	24/Inworth Road Roundabout.		
<p><b>Schedule 1</b> <b>Authorised Development</b> Permanent Works</p>	<p><b>Work No. 113</b> – As shown on sheet 20 of the permanent works plans a flood mitigation area including <u>access track and</u> realigned ditch to the south of Windmill Hill, Inworth;</p>	This change is required to ensure access is possible given the change in design of flood mitigation at Inworth Road.		
<p><b>Schedule 1</b> <b>Authorised Development</b> Permanent Works</p>	<p><b>Work No. 114</b> – As shown on sheet 20 of the permanent works plans a flood mitigation <del>measure area including in the</del> <u>form of a</u> realigned ditch to the south of All Saints' Church, Inworth and east of B1023 Kelvedon Road;</p>	This change is required to reflect the change in design of flood mitigation at Inworth Road.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 115</b> – <del>As shown on sheet 20 of the permanent works plans a flood mitigation area to the south of Footpath (145_5) and east of B1023 Kelvedon Road</del> <u>Not used;</u>	This change is required to reflect the change in design of flood mitigation at Inworth Road.		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 116</b> – As shown on sheets 14 and 20 of the permanent works plans the construction of an attenuation pond including associated outfall <u>and access track</u> to the east of B1023 Kelvedon Road and north of Inworth Hall;	This change is required to ensure access is possible given the change in design of flood mitigation at Inworth Road.		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 117</b> – As shown on sheet 20 of the permanent works plans the construction of two flood mitigation areas including realigned ditch <u>and access track</u> on either side of Footpath (145_15) and east of B1023 Kelvedon Road;	This change is required to ensure access is possible given the change in design of flood mitigation at Inworth Road.		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 118</b> – <del>As shown on sheet 20 of the permanent works plans the construction of an attenuation pond including associated outfall to the south of Footpath (145_15) and east of B1023 Kelvedon Road</del> <u>Not used;</u>	This change is required to reflect the change in design of flood mitigation at Inworth Road.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 119</b> – As shown on sheet 20 of the permanent works plans the construction of an attenuation pond including associated outfall <a href="#">and access track</a> to the north of Windmill Hill and east of B1023 Kelvedon Road;	This change is required to ensure access is possible given the change in design of flood mitigation at Inworth Road.		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 120</b> – As shown on sheet 20 of the permanent works plans <del>two a</del> flood mitigation areas including realigned ditch to the north <del>and to the south</del> of Windmill Hill and east of B1023 Kelvedon Road;	This change is required to reflect the change in design of flood mitigation at Inworth Road.		
<b>Schedule 1 Authorised Development</b> Permanent Works	<b>Work No. 121</b> – <del>As shown on sheet 20 of the permanent works plans the construction of an attenuation pond including associated outfall to the south of Windmill Hill and east of B1023 Kelvedon Road</del> <a href="#">Not used</a> ; and	As a result of the change in design of flood mitigation at Inworth Road this work is no longer required.		
<b>Schedule 1 Authorised Development</b> Temporary Works	<b>Work No. T41</b> – As shown on sheet 14 of the temporary works plans, a temporary carriageway of approximately 250 metres in length <a href="#">to</a> the south of the existing A12, at the proposed junction 24 southern roundabout (Work No. 74(a)), Kelvedon; <b>Work No. T42</b> – As shown on sheet 14 of the temporary works plans, a temporary carriageway of approximately 225	Typographical error.	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	metres in length <u>to</u> the south of the existing A12, at the proposed junction 24 northern roundabout (Work No. 74(a)), Kelvedon;			
<b>Schedule 1</b> <b>Authorised Development</b> Utilities Works	<del>Work No. U10B – As shown on sheet 2 of the utilities works plans, the diversion of a buried water main at junction 19 of the A12 of approximately 100 metres in length between the A12 junction 19 northbound verge and the A12 northbound verge crossing the proposed Realigned Beaulieu Park Radial Distributor Road (Work No. 1(g))</del> <u>Not used;</u>	As a result of the change to the design of Junction 19 this work is no longer required.		
<b>Schedule 1</b> <b>Authorised Development</b> Utilities Works	<del>Work No. U14A – As shown on sheet 2 of the utilities works plans, the protection or diversion of a buried foul sewer of approximately 50 metres in length at a point east of Millmead Cottages, to the north of the B1137, Main Road, Boreham;</del> <u>Not used.</u>	This change is required to reflect the change in design of drainage catchments at Junction 19.		
<b>Schedule 1</b> <b>Authorised Development</b> Utilities Works	New Work No. U50A has been inserted as follows: <u>Work No. U50A – As shown on sheet 8 of the utilities works plans, the diversion of 11kV electricity cable ducts of approximately 1000 metres in length between Howbridge Hall Road and Benton Hall, Witham in the A12 southbound verge, via the B1024 and Blue Mills Hill, Witham;</u>	Additional underground electricity cable diversion identified.		
<b>Schedule 2,</b> <b>Part 1</b> <b>Requirements</b> Requirement 1	“European protected species” has the same meaning as in regulations <del>40</del> <u>42</u> (European protected species of animals) and <del>44</del> <u>46</u> (European protected species of plants) of the Conservation of Habitats and Species Regulations 2017( <b>b</b> );	Change made following ExA's commentary DCO-PC12 on the draft Development	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		Consent Order [PD-015].		
<b>Schedule 2, Part 1 Requirements</b> Requirement 1	Inclusion of 'haul road management plan' in the definition of the First Iteration Environmental Management Plan.	To reflect the updated First Iteration Environmental Management Plan submitted at Deadline 4 [REP4-022], which included a haul road management plan at Appendix O.	-	-
<b>Schedule 2, Part 1 Requirements</b> Requirement 3	<b>Second iteration EMP</b> 3.—(1) <u>No part of the authorised development is to commence</u> <del>Not to commence any part of the authorised development</del> until the Second Iteration EMP in relation to that part has been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority and the Environment Agency on matters related to its functions.	Change made following ExA's commentary DCO-PC13 on the draft Development Consent Order [PD-015].	-	-
<b>Schedule 2, Part 1 Requirements</b> Requirement 5	<b>Landscaping</b> 5.—(1) <del>A</del> <u>No</u> part of the authorised development is to commence until a landscaping scheme for that part has been submitted to and approved in writing by the Secretary of	Change made following ExAs commentary DCO-PC15 on the draft Development	-	-



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	State following consultation with the relevant planning authority on matters related to its functions.	Consent Order [PD-015].		
<b>Schedule 2, Part 1 Requirements Requirement 7</b>	<b>Archaeology</b> <b>7.</b> —(1) <del>No A</del> part of the authorised development is to commence until for that part a written scheme of investigation for the investigation and mitigation of areas of archaeological interest, reflecting the mitigation measures included in chapter 7 of the environmental statement and the archaeological mitigation strategy, has been prepared in consultation with the relevant planning authority, agreed with the County Archaeologist and submitted to and approved in writing by the Secretary of State.	Change made following ExAs commentary DCO-PC15 on the draft Development Consent Order [PD-015].		
<b>Schedule 2, Part 1 Requirements Requirement 9</b>	<b>Traffic Management</b> <b>9.</b> —(1) <del>No A</del> part of the authorised development is to commence until for that part a traffic management plan for the construction of the authorised development, substantially in accordance with the outline construction traffic management plan, has been submitted to and approved	Change made following ExAs commentary DCO-PC15 on the draft Development Consent Order [PD-015].		
<b>Schedule 2 Part 1 Requirements Requirement 10</b>	<b>Detailed Design</b> <b>10.</b> —(1) Subject to the provisions of this Order,.... Insert <u>and</u> at end of (b) and insert new (c) - <u>(c) the design principles set out in the scheme design principles</u>	Change made following ExA's commentary DCO-PC16 on the draft Development Consent Order [PD-015].	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 2</b> <b>Part 1</b> <b>Requirements</b> Requirement 11	<b>Surface and foul water drainage</b> 11.—(1) <del>A</del> <u>No</u> part of the authorised development is to <del>not</del> commence until for that part written details of the surface and foul water drainage system, reflecting the mitigation measures in chapter 14 of the environmental statement and including means of pollution control, have been submitted to and approved in writing by the Secretary of State following consultation with the relevant local authority on matters relating to its function and the Environment Agency on matters relating to its function.	Change made following ExAs commentary DCO-PC15 on the draft Development Consent Order [PD-015].		
<b>Schedule 2</b> <b>Part 1</b> <b>Requirements</b> Requirement 13	<b>Noise mitigation</b> 13.—(1) <del>A</del> <u>No</u> part of the authorised development is to <del>not</del> commence until written details of the proposed noise mitigation for the use and operation of <u>that</u> <del>the relevant part</del> of the authorised development, including:	Change made following ExAs commentary DCO-PC15 on the draft Development Consent Order [PD-015].		
<b>Schedule 2</b> <b>Part 1</b> <b>Requirements</b> Requirement 14	Deletion of requirement 14 'Walking, cycling and horse riding bridges'	The Applicant has agreed to the approach suggested by the County Council to create a WCH matrix. This matrix is found as an appendix of the Design Principles document, which is	-	The original requirement <del>15</del> ( <b>Boreham operation phase traffic mitigation measures</b> ) is now requirement <u>14</u> .

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		<p>now secured by reference to Requirement 10. As a result, the Applicant has deleted Requirement 14 from the Draft DCO as these matters are now secured via Requirement 10.</p>		<p>The original requirement <del>16</del> (<b>Messing operation phase traffic mitigation measures</b>) is now requirement <a href="#">15</a>.</p> <p>The original requirement <del>17</del> (<b>Operation phase local traffic monitoring</b>) is now requirement <a href="#">16</a>.</p> <p>The original requirement <del>18</del> (<b>Pre-commencement works</b>) is now requirement <a href="#">17</a>.</p>
<p><b>Schedule 2</b> <b>Part 1</b> <b>Requirements</b></p>	<p>Insertion of a new Requirement 18 as follows: <a href="#">Junction 21</a></p>	<p>Change made following ExA's commentary DCO-PC22 on the draft</p>	<p>-</p>	<p>-</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Requirement 18	<p><a href="#">(1) Requirement 10 (detailed design) is to be read subject to the provisions of this requirement.</a></p> <p><a href="#">(2) The detailed design for junction 21 must contain the revised design detail specified in sub-paragraph (3) of this requirement and submitted to the Secretary of State for approval following consultation with the local highway authority.</a></p> <p><a href="#">(3) Subject to sub-paragraph (5) the detailed design for junction 21 must include a two-lane exit from both the junction 21 northern roundabout to the A12 northbound slip road and from the junction 21 southern roundabout to the A12 southern slip road.</a></p> <p><a href="#">(4) Junction 21 must be constructed in accordance with the approved details</a></p> <p><a href="#">(5) No application for approval of the scheme under sub-paragraph (2) may be made in respect of proposals which would give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</a></p>	Development Consent Order [PD-015].		
<b>Schedule 2</b> <b>Part 1</b> <b>Requirements</b> Requirement 19	Insertion of a new Requirement 19 as follows: <b><a href="#">Detrunking</a></b> <p><a href="#">(1) The consent of the Secretary of State pursuant to Article 15(7) must not be sought until written details of the proposals for the roads to be de-trunked as identified in Part 14 of Schedule 3 has been submitted and approved in writing by the Secretary of State following consultation with the relevant</a></p>	Change made following ExA's commentary DCO-PC23 on the draft Development Consent Order [PD-015].	-	Combined with the deletion of requirement 14, and the insertion of new requirement 18 (Junction 21) they have the

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><u>highway authority and relevant planning authority, such scheme to include:</u></p> <ul style="list-style-type: none"> <li>(a) <u>drawings and plans showing the proposals;</u></li> <li>(b) <u>demonstrating how the proposals maintain a safe and reliable highway network;</u></li> <li>(c) <u>the provision made for non-car transport modes;</u></li> <li>(d) <u>demonstrating how existing accesses will retain access to the de-trunked road;</u></li> <li>(e) <u>demonstrating how existing utilities will be safeguarded;</u></li> <li>(f) <u>landscaping and planting details;</u></li> <li>(g) <u>drainage details; and</u></li> <li>(h) <u>a timetable for implementation of the proposals.</u></li> </ul> <p><u>(2) No application for approval of the scheme under sub-paragraph (1) may be made in respect of proposals which would give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p> <p><u>(3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker and in accordance with the approved timetable for implementation, unless otherwise agreed in writing with the Secretary of State following consultation with the relevant highway authority.</u></p>			<p>combined consequential changes to Schedule 2:</p> <p><u>Part 1 Changes</u></p> <p>The original requirement <del>19</del> (<b>Approvals and amendments to approved details</b>) is now requirement <u>20</u>.</p> <p><u>Part 2 Changes</u></p> <p>The original paragraph <del>20</del> (<b>Applications made under requirements</b>) is now paragraph <u>21</u>.</p> <p>The original paragraph <del>24</del> (<b>Further information</b>) is now paragraph <u>22</u>.</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes								
				<p>The original paragraph <del>22</del> (<b>Register of requirements</b>) is now paragraph <a href="#">23</a>.</p> <p>The original paragraph <del>23</del> (<b>Anticipatory steps towards compliance with any requirement</b>) is now paragraph <a href="#">24</a>.</p>								
<b>Schedule 3</b> <b>Part 1 – Trunk Roads</b>	<table border="1"> <thead> <tr> <th data-bbox="465 938 882 1018">(1) Area</th> <th data-bbox="882 938 1301 1018">(2) Length of road</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="465 1018 1301 1066"><b>Classification of roads plans – Sheet No. 2</b></td> </tr> <tr> <td data-bbox="465 1066 882 1329">Boreham CP</td> <td data-bbox="882 1066 1301 1329">The junction 19 northbound on-slip link from the Beaulieu Park radial distributor road left turn between points 2/6 and 2/27, a distance of <del>557</del> <b>719</b> metres.</td> </tr> <tr> <td colspan="2" data-bbox="465 1329 1301 1367"><b>Classification of roads plans – Sheet No. 14</b></td> </tr> </tbody> </table>	(1) Area	(2) Length of road	<b>Classification of roads plans – Sheet No. 2</b>		Boreham CP	The junction 19 northbound on-slip link from the Beaulieu Park radial distributor road left turn between points 2/6 and 2/27, a distance of <del>557</del> <b>719</b> metres.	<b>Classification of roads plans – Sheet No. 14</b>		<p>The changes made to sheet 2 are required to reflect the changes made to the design at Junction 19.</p> <p>The changes made to sheet 14 are required to reflect</p>		
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Article/Schedule	Change	Reason for change	Precedent	Consequential changes														
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<b>Schedule 3</b> <b>Part 4 – Classified C Roads</b>	<table border="1"> <tr> <td colspan="2"><b>Classification of roads plans – Sheet No. 19</b></td> </tr> <tr> <td>Marks Tey CP</td> <td>The realigned Station Road between points 19/1 and 19/2, a distance of <del>61</del><u>56</u> metres.</td> </tr> </table>	<b>Classification of roads plans – Sheet No. 19</b>		Marks Tey CP	The realigned Station Road between points 19/1 and 19/2, a distance of <del>61</del> <u>56</u> metres.	The changes made to sheet 19 are required to reflect the changes made to the design at Junction 25.							
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<b>Traffic regulation measures speed limits plans – Sheet No. 14</b>													



Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<del>Messing-cum-Inworth CP</del>	<del>Segregated left turn lane from the B1023 Kelvedon Road to the new Inworth link from point A.064, 6 metres southeast of the centre point of the Junction 24 southern roundabout to point A.065 at its diverge from the new Inworth link, a distance of 93 metres.</del>	<del>Removal of restricted road status 40 miles per hour</del>	to the design of the Inworth Road roundabout/ Junction 24.		
<b>Schedule 3</b> <b>Part 6 – Speed Limits</b> Sheets 6, 10 and 14	<b>Traffic regulation measures speed limits plans – Sheet No. 6</b>			Variable speed limit should be measured from entry slip signals.		

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<del>Hatfield-Peverel CP</del>	<del>The A12 Junction 21 northeastbound on-slip road from Point A.087, the merge with the A12 mainline to point A.084, 70 metres east of its diverge with the Junction 21 northern roundabout, a distance of 492 metres.</del>	<del>National Speed Limit</del>			
	<b>Traffic regulation measures speed limits plans – Sheet No. 10</b>					

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Rivenhall CP	A12 Junction 22 southwestbound on-slip road from point A.023 at its diverge from the Junction 22 southern roundabout to point A.024, <del>3</del> <u>17</u> metres northwest of the same point, a distance of <del>3</del> <u>17</u> metres.	Removal of restricted road status 40 miles per hour			
	Rivenhall CP	A12 Junction 22 northeastbound on slip road from point A.027 at its diverge from the Junction 22 northern roundabout to point A.028, <del>20</del> <u>39</u> metres east of the same point, a distance of <del>20</del> <u>39</u> metres.	Removal of restricted road status 40 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<b>Traffic regulation measures speed limits plans – Sheet No. 14</b>					
	Messing-cum-Inworth CP	A12 Junction 24 northeastbound on slip road from point A.048 at its diverge with the Junction 24 northern roundabout to point A.049, <del>1631</del> metres east of the same point, a distance of <del>1631</del> metres.	Removal of restricted road status 40 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes						
	Messing-cum-Inworth CP	A12 Junction 24 southwestbound on-slip road from point A.052, 6 metres northwest the centre point of the Junction 24 southern roundabout to point A.053, <del>2739</del> metres west of the same point, a distance of <del>2133</del> metres.	Removal of restricted road status 40 miles per hour									
<b>Schedule 3</b> <b>Part 6 – Speed Limits</b> Sheet 18	Deletion as follows: <table border="1" data-bbox="450 898 1167 1345"> <tr> <td colspan="3" data-bbox="450 898 1167 999"><del>Traffic regulation measures speed limit plans – Sheet No 18</del></td> </tr> <tr> <td data-bbox="450 999 674 1345"><del>Marks Tey CP</del></td> <td data-bbox="674 999 943 1345"><del>The A12 Junction 25 southwestbound on-slip road from point A.099, the merge with the A12 mainline to point A.122, 99</del></td> <td data-bbox="943 999 1167 1345"><del>National Speed Limit</del></td> </tr> </table>			<del>Traffic regulation measures speed limit plans – Sheet No 18</del>			<del>Marks Tey CP</del>	<del>The A12 Junction 25 southwestbound on-slip road from point A.099, the merge with the A12 mainline to point A.122, 99</del>	<del>National Speed Limit</del>	Variable speed limit should be measured from entry slip signals.		
<del>Traffic regulation measures speed limit plans – Sheet No 18</del>												
<del>Marks Tey CP</del>	<del>The A12 Junction 25 southwestbound on-slip road from point A.099, the merge with the A12 mainline to point A.122, 99</del>	<del>National Speed Limit</del>										

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
		<del>metres southwest from its diverge from the Hall Chase roundabout, a distance of 492 metres.</del>				
	Marks Tey CP	<del>The A12 Junction 25 southwestbound on-slip road from point A.122, 99 metres southwest from its diverge from the Hall Chase roundabout to point A.100, 12 metres west of the same point, a distance of 87 metres.</del>	Removal of restricted road status			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes												
<b>Schedule 3</b> <b>Part 7 – Variable Speed Limits</b> Sheets 6 and 18	Insertions as follows: <table border="1" data-bbox="465 352 1200 1372"> <thead> <tr> <th data-bbox="465 352 701 475">(1) <i>Parish(es)</i></th> <th data-bbox="701 352 1014 475">(2) <i>Road name, number and length</i></th> <th data-bbox="1014 352 1200 475">(3) <i>Speed limit</i></th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="465 475 1200 555"><b>Traffic regulation measures speed limits plans – Sheet No. 6</b></td> </tr> <tr> <td data-bbox="465 555 701 1150"> <a href="#">Witham CP,</a>  <a href="#">Hatfield</a>  <a href="#">Peverel CP</a>  <a href="#">Rivenhall CP,</a>  <a href="#">Kelvedon CP,</a>  <a href="#">Wickham</a>  <a href="#">Bishops CP,</a>  <a href="#">Great Braxted</a>  <a href="#">CP, Messing-cum-Inworth</a>  <a href="#">CP, Feering</a>  <a href="#">CP, Copford</a>  <a href="#">CP, Marks</a>  <a href="#">Tey CP</a> </td> <td data-bbox="701 555 1014 1150"> <a href="#">A12 dual carriageway (northeastbound) starting at point A.002, 113 metres southwest of the centre line of Hatfield Road Overbridge to point A.003 (sheet 18), 446 metres southwest of the centre point of Marks Tey Bridge, a distance of 17282 metres.</a> </td> <td data-bbox="1014 555 1200 1150"> <a href="#">Variable speed limit</a> </td> </tr> <tr> <td data-bbox="465 1150 701 1372"> <a href="#">Hatfield</a>  <a href="#">Peverel CP</a> </td> <td data-bbox="701 1150 1014 1372"> <a href="#">The A12 Junction 21 northeastbound on-slip road from Point A.087, the merge with the A12 mainline to point</a> </td> <td data-bbox="1014 1150 1200 1372"> <a href="#">Variable Speed Limit</a> </td> </tr> </tbody> </table>	(1) <i>Parish(es)</i>	(2) <i>Road name, number and length</i>	(3) <i>Speed limit</i>	<b>Traffic regulation measures speed limits plans – Sheet No. 6</b>			<a href="#">Witham CP,</a> <a href="#">Hatfield</a> <a href="#">Peverel CP</a> <a href="#">Rivenhall CP,</a> <a href="#">Kelvedon CP,</a> <a href="#">Wickham</a> <a href="#">Bishops CP,</a> <a href="#">Great Braxted</a> <a href="#">CP, Messing-cum-Inworth</a> <a href="#">CP, Feering</a> <a href="#">CP, Copford</a> <a href="#">CP, Marks</a> <a href="#">Tey CP</a>	<a href="#">A12 dual carriageway (northeastbound) starting at point A.002, 113 metres southwest of the centre line of Hatfield Road Overbridge to point A.003 (sheet 18), 446 metres southwest of the centre point of Marks Tey Bridge, a distance of 17282 metres.</a>	<a href="#">Variable speed limit</a>	<a href="#">Hatfield</a> <a href="#">Peverel CP</a>	<a href="#">The A12 Junction 21 northeastbound on-slip road from Point A.087, the merge with the A12 mainline to point</a>	<a href="#">Variable Speed Limit</a>	Variable speed limit should be measured from entry slip signals.		
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Article/Schedule	Change			Reason for change	Precedent	Consequential changes
		<a href="#">A.084, 70 metres east of its diverge with the Junction 21 northern roundabout, a distance of 492 metres.</a>				
	<a href="#">Hatfield Peverel CP</a>	<a href="#">The A12 Junction 21 northeastbound on-slip road from point A.088, 18 metres southeast from its diverge with the Junction 21 northern roundabout to point A.084, 70 metres southeast of the same point, a distance of 52 metres.</a>	<a href="#">Removal of restricted road status</a> <a href="#">Variable speed limit</a>			
	<b>Traffic regulation measures speed limits plans – Sheet No. 18</b>					
	<a href="#">Marks Tey CP</a>	<a href="#">The A12 Junction 25 southwestbound on-slip road from point A.099, the merge with the A12 mainline to point</a>	<a href="#">Variable Speed Limit</a>			



Article/Schedule	Change			Reason for change	Precedent	Consequential changes
		<a href="#">A.122, 99 metres southwest from its diverge from the Hall Chase roundabout, a distance of 492 metres.</a>				
	<a href="#">Marks Tey CP</a>	<a href="#">The A12 Junction 25 southwestbound on-slip road from point A.122, 99 metres southwest from its diverge from the Hall Chase roundabout to point A.100, 7 metres west of the same point, a distance of 92 metres.</a>	<a href="#">Removal of restricted road status Variable Speed Limit</a>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes												
<b>Schedule 3</b> <b>Part 7 – Variable Speed Limits</b> Sheets 6, 10 and 14	Amendments as follows: <table border="1" data-bbox="465 352 1196 1362"> <thead> <tr> <th colspan="3" data-bbox="465 352 1196 432"><b>Traffic regulation measures speed limits plans – Sheet No. 6</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="465 432 698 1023">           Marks Tey CP, Copford CP, Feering CP, Messing-cum-Inworth CP, Kelvedon CP, Wickham Bishops CP, Great Braxted CP, Rivenhall CP, Witham CP, Hatfield Peverel CP         </td> <td data-bbox="698 432 1012 1023">           A12 dual carriageway (southwestbound) starting at point A.007, 81 metres south of Hatfield Road Overbridge to point A.006 (sheet <del>198</del>, <del>3361,208</del> metres <del>northeast</del>southwest of the centre point of the Marks Tey Bridge a distance of <del>16,509</del><u>18,503</u> metres.         </td> <td data-bbox="1012 432 1196 1023">           Variable speed limit         </td> </tr> <tr> <th colspan="3" data-bbox="465 1023 1196 1102"><b>Traffic regulation measures speed limits plans – Sheet No. 10</b></th> </tr> <tr> <td data-bbox="465 1102 698 1362">           Rivenhall CP         </td> <td data-bbox="698 1102 1012 1362">           The A12 Junction 22 southwestbound on-slip road from point A.024, 129 metres west from its diverge from the Junction 22         </td> <td data-bbox="1012 1102 1196 1362">           Removal of restricted road status            Variable speed limit         </td> </tr> </tbody> </table>	<b>Traffic regulation measures speed limits plans – Sheet No. 6</b>			Marks Tey CP, Copford CP, Feering CP, Messing-cum-Inworth CP, Kelvedon CP, Wickham Bishops CP, Great Braxted CP, Rivenhall CP, Witham CP, Hatfield Peverel CP	A12 dual carriageway (southwestbound) starting at point A.007, 81 metres south of Hatfield Road Overbridge to point A.006 (sheet <del>198</del> , <del>3361,208</del> metres <del>northeast</del> southwest of the centre point of the Marks Tey Bridge a distance of <del>16,509</del> <u>18,503</u> metres.	Variable speed limit	<b>Traffic regulation measures speed limits plans – Sheet No. 10</b>			Rivenhall CP	The A12 Junction 22 southwestbound on-slip road from point A.024, 129 metres west from its diverge from the Junction 22	Removal of restricted road status Variable speed limit	Variable speed limit should be measured from entry slip signals.		
<b>Traffic regulation measures speed limits plans – Sheet No. 6</b>																
Marks Tey CP, Copford CP, Feering CP, Messing-cum-Inworth CP, Kelvedon CP, Wickham Bishops CP, Great Braxted CP, Rivenhall CP, Witham CP, Hatfield Peverel CP	A12 dual carriageway (southwestbound) starting at point A.007, 81 metres south of Hatfield Road Overbridge to point A.006 (sheet <del>198</del> , <del>3361,208</del> metres <del>northeast</del> southwest of the centre point of the Marks Tey Bridge a distance of <del>16,509</del> <u>18,503</u> metres.	Variable speed limit														
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Rivenhall CP	The A12 Junction 22 southwestbound on-slip road from point A.024, 129 metres west from its diverge from the Junction 22	Removal of restricted road status Variable speed limit														

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
		southern roundabout to point A.126, <del>137</del> metres west of the same point, a distance of <del>10282</del> metres.				
	Rivenhall CP	The A12 Junction 22 northeastbound off-slip road from point A.028, <del>3920</del> metres east from its merge with the Junction 22 northern roundabout to point A.116, 104 metres southeast of the same point, a distance of <del>7594</del> metres.	Removal of restricted road status Variable speed limit			
	<b>Traffic regulation measures speed limits plans – Sheet No. 14</b>					
	Messing-cum-Inworth CP	The A12 Junction 24 northeastbound on-slip road from point A.049, <del>1631</del> metres southeast from its diverge from the Junction	Removal of restricted road status Variable speed limit			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes						
		24 northern roundabout to point A.118, 106 metres east of the same point, a distance of <del>9075</del> metres.										
	Messing-cum-Inworth CP, Kelvedon CP	The A12 Junction 24 southwestbound on-slip road from point A.052, <del>2753</del> metres northwest from its diverge from the Junction 24 southern roundabout to point A.124, <del>13754</del> metres northwest of the same point, a distance of <del>11098</del> metres.										
<b>Schedule 3</b> <b>Part 7 – Variable Speed Limits</b> Sheet 7	Deletion as follows: <table border="1" data-bbox="450 1145 1223 1370"> <tr> <td colspan="3" data-bbox="450 1145 1223 1241"><del>Traffic regulation measures speed limits plans – Sheet No. 7</del></td> </tr> <tr> <td data-bbox="450 1241 701 1370"><del>Witham CP, Hatfield Peverel CP</del></td> <td data-bbox="701 1241 969 1370"><del>A12 dual-carriageway (northeastbound)</del></td> <td data-bbox="969 1241 1223 1370"><del>Variable speed limit</del></td> </tr> </table>			<del>Traffic regulation measures speed limits plans – Sheet No. 7</del>			<del>Witham CP, Hatfield Peverel CP</del>	<del>A12 dual-carriageway (northeastbound)</del>	<del>Variable speed limit</del>	This has been moved to sheet 6.		
<del>Traffic regulation measures speed limits plans – Sheet No. 7</del>												
<del>Witham CP, Hatfield Peverel CP</del>	<del>A12 dual-carriageway (northeastbound)</del>	<del>Variable speed limit</del>										

Article/Schedule	Change			Reason for change	Precedent	Consequential changes						
	<del>Rivenhall CP, Kelvedon CP, Wickham Bishops CP, Great Braxted CP, Messing- cum-Inworth CP, Feering CP, Copford CP, Marks Tey CP</del>	<del>starting at point A.002, 695- metres northeast of the centre line of Hatfield Road Overbridge to point A.003 (sheet 18), 446- metres southwest of the centre point of Marks Tey Bridge, a distance of 16,473 metres.</del>										
<p><b>Schedule 3</b></p> <p><b>Part 8 – Traffic Regulation Measures (Clearways)</b></p> <p>Sheets 2 and 5</p>	<p><b>Insertions as follows:</b></p> <table border="1" data-bbox="465 919 1205 1264"> <thead> <tr> <th colspan="3" data-bbox="474 925 1196 1002"> <a href="#">Traffic regulation measures movement restrictions plans – Sheet No. 2</a> </th> </tr> </thead> <tbody> <tr> <td data-bbox="474 1002 748 1264"> <a href="#">Boreham CP</a> </td> <td data-bbox="748 1002 1032 1264"> <a href="#">A12 Junction 19 (northeastbound) on-slip road from point C.037 to point C.038, a distance of 415 metres.</a> </td> <td data-bbox="1032 1002 1196 1264"> <a href="#">Clearway (including verges and hard strip but excluding lay-bys).</a> </td> </tr> </tbody> </table>			<a href="#">Traffic regulation measures movement restrictions plans – Sheet No. 2</a>			<a href="#">Boreham CP</a>	<a href="#">A12 Junction 19 (northeastbound) on-slip road from point C.037 to point C.038, a distance of 415 metres.</a>	<a href="#">Clearway (including verges and hard strip but excluding lay-bys).</a>	<p>The changes made to sheet 2 are required to reflect the changes made to the design at Junction 19.</p> <p>The changes made to sheet 5 are due to an additional movement restriction for lay-by.</p>		
<a href="#">Traffic regulation measures movement restrictions plans – Sheet No. 2</a>												
<a href="#">Boreham CP</a>	<a href="#">A12 Junction 19 (northeastbound) on-slip road from point C.037 to point C.038, a distance of 415 metres.</a>	<a href="#">Clearway (including verges and hard strip but excluding lay-bys).</a>										

Article/Schedule	Change	Reason for change	Precedent	Consequential changes						
	<p><b>Traffic regulation measures movement restrictions plans – Sheet No. 5</b></p> <table border="1" data-bbox="450 392 1234 962"> <tr> <td data-bbox="450 392 701 676"><a href="#">Hatfield Peverel CP</a></td> <td data-bbox="701 392 983 676"><a href="#">A12 dual carriageway (northeastbound) from point B.106 to point B.107, a distance of 84 metres.</a></td> <td data-bbox="983 392 1234 676"><a href="#">Stopping of vehicles in a lay-by prohibited.</a></td> </tr> <tr> <td data-bbox="450 676 701 962"><a href="#">Hatfield Peverel CP</a></td> <td data-bbox="701 676 983 962"><a href="#">A12 dual carriageway (southwestbound) from point B.108 to point B.109, a distance of 84 metres.</a></td> <td data-bbox="983 676 1234 962"><a href="#">Stopping of vehicles in a lay-by prohibited.</a></td> </tr> </table>	<a href="#">Hatfield Peverel CP</a>	<a href="#">A12 dual carriageway (northeastbound) from point B.106 to point B.107, a distance of 84 metres.</a>	<a href="#">Stopping of vehicles in a lay-by prohibited.</a>	<a href="#">Hatfield Peverel CP</a>	<a href="#">A12 dual carriageway (southwestbound) from point B.108 to point B.109, a distance of 84 metres.</a>	<a href="#">Stopping of vehicles in a lay-by prohibited.</a>			
<a href="#">Hatfield Peverel CP</a>	<a href="#">A12 dual carriageway (northeastbound) from point B.106 to point B.107, a distance of 84 metres.</a>	<a href="#">Stopping of vehicles in a lay-by prohibited.</a>								
<a href="#">Hatfield Peverel CP</a>	<a href="#">A12 dual carriageway (southwestbound) from point B.108 to point B.109, a distance of 84 metres.</a>	<a href="#">Stopping of vehicles in a lay-by prohibited.</a>								
<p><b>Schedule 3</b> <b>Part 10 – Traffic Regulation Measures (No Entry)</b> Sheets 18 and 19</p>	<p><b>Traffic regulation measures movement restrictions plans – Sheet No. 18</b></p> <table border="1" data-bbox="450 1042 1317 1380"> <tr> <td data-bbox="450 1042 674 1380"><del>Marks Tey CP</del></td> <td data-bbox="674 1042 891 1380"><del>Ref K A120 Coggeshall Road (eastbound) approach to the Old Rectory junction.</del></td> <td data-bbox="891 1042 1104 1380"><del>Access from: (1) Station Road; (2) A120 Road westbound; and</del></td> <td data-bbox="1104 1042 1317 1380"><del>No Entry.</del></td> </tr> </table>	<del>Marks Tey CP</del>	<del>Ref K A120 Coggeshall Road (eastbound) approach to the Old Rectory junction.</del>	<del>Access from: (1) Station Road; (2) A120 Road westbound; and</del>	<del>No Entry.</del>	<p>The changes made to sheets 18 and 19 are required to reflect the changes made to the design of Junction 25.</p>				
<del>Marks Tey CP</del>	<del>Ref K A120 Coggeshall Road (eastbound) approach to the Old Rectory junction.</del>	<del>Access from: (1) Station Road; (2) A120 Road westbound; and</del>	<del>No Entry.</del>							

Article/Schedule	Change				Reason for change	Precedent	Consequential changes
			<del>(3) New London Road.</del>				
<b>Schedule 3</b> <b>Part 11 – Traffic Regulation Measures (Waiting Restrictions)</b> Sheets 18 and 19	<b>Traffic regulation measures movement restrictions plans – Sheet No. 18</b>				The changes made to sheets 18 and 19 are required to reflect the changes made to the design of Junction 25.		
	<del>Marks Tey CP</del>	<del>Ref L A120 Road (westbound) approach to the Old Rectory junction.</del>	<del>Access from: (1) Station Road; (2) A120 westbound; and (3) New London Road.</del>	<del>No Entry.</del>			

Article/Schedule	Change				Reason for change	Precedent	Consequential changes	
	<del>Marks Tey CP</del>		<del>Realigned Station Road (both sides) from point B.095 to point B.096 (sheet 19), a distance of 102 metres.</del>		<del>No waiting at any time.</del>			
	<del>Traffic regulation measures movement restrictions plans – Sheet No. 19</del>							
	<del>Marks Tey CP</del>		<del>A120 (both sides) from point B.097 to point B.098, a distance of 104 metres.</del>		<del>No waiting at any time.</del>			
<b>Schedule 3</b>  <b>Part 12 – Revocations &amp; variations of existing traffic regulation orders</b>  Sheet 11	Amendment as follows:				Variable speed limit should be measured from entry slip signals.			
<b>Revocation of existing traffic orders plans – Sheet No. 11</b>								
Rivenhall CP	Henry Dixon Road from point D.038 to point D.037, a distance of <del>9569</del> metres.	The Essex County Council (Rivenhall, Rivenhall End, Witham) (Restricted Roads and 40 mph	In Schedule 2 of that order the row relating to Henry Dixon Road, Rivenhall End the exclusion of the length of					



Article/Schedule	Change				Reason for change	Precedent	Consequential changes
			Speed Limit) Order 2005.	road described in column (2) of this row.			
<b>Schedule 3</b> <b>Part 13 –</b> <b>Footpaths, Cycle</b> <b>Tracks,</b> <b>Footways and</b> <b>Bridleways</b>  Sheet 8	<b>Streets, rights of way and access plans – Sheet 8</b>				Alignment changed following further engagement with relevant interested parties		
	Witham CP	A footpath from point 8/1 to 8/4 for a distance of 579 metres.					
	Witham CP	A footpath from point 8/2 to 8/3 for a distance of 158 metres.					
	<a href="#">Witham CP</a>	<a href="#">A footpath from point 8/5 to 9/1 (sheet 10) for a distance of 1107 metres.</a>					

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Schedule 3</b> <b>Part 13 –</b> <b>Footpaths, Cycle</b> <b>Tracks,</b> <b>Footways and</b> <b>Bridleways</b> Sheet 9	<b><del>Streets, rights of way and access plans – Sheet No. 9</del></b>			
	<b><del>Rivenhall CP</del></b>	<b><del>A footpath from point 9/1 to 10/27 (sheet 10) for a distance of 587 metres.</del></b>		
<b>Schedule 3</b> <b>Part 13 –</b> <b>Footpaths, Cycle</b> <b>Tracks,</b> <b>Footways and</b> <b>Bridleways</b> Sheets 18 and 19	<b>Streets, rights of way and access plans – Sheet No. 18</b>		The changes made to sheets 18 and 19 are required to reflect the changes made to the design of Junction 25.	
	Marks Tey CP	A cycle track comprised in a highway from point 18/4 to 19/8 (sheet 19) for a distance of <del>400</del> <b>430</b> metres.		
	Marks Tey CP	A cycle track comprised in a highway from point 18/10 to 18/11 for a distance of <del>42</del> <b>15</b> metres.		
	Marks Tey CP	A cycle track comprised in a highway from point 18/34 to 18/35 for a distance of <del>187</del> <b>179</b> metres.		
	<b>Streets, rights of way and access plans – Sheet No. 19</b>			
Marks Tey CP	A cycle track comprised in a highway from point 19/5 to 19/6 for a distance of <del>13</del> <b>10</b> metres.			

Article/Schedule	Change				Reason for change	Precedent	Consequential changes
<p><b>Schedule 4</b></p> <p><b>Part 2 – Highways to be Stopped Up for Which a Substitute is to be Provided</b></p> <p>Sheet 9</p>	<p><b>Streets, rights of way and access plans – Sheet No. 9</b></p>				<p>Variable speed limit should be measured from entry slip signals.</p>		
<p>Witham CP</p>	<p>Footpath 121_103</p>	<p>From point i/a to point i/b, a distance of 74 metres.</p>	<p>(a) <a href="#">1107 metres of footpath from point 8/5 (sheet 8) to 9/1 587-</a> <del>metres of footpath from point 9/1 to 10/27 (sheet 10)</del>; and (b) 818 metres of cycle track comprised in a highway from point 10/1 (sheet 10) to 10/2 (sheet 10) (except between point 10/1 and point 10/6 where it constitutes a highway).</p>				

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<p><b>Schedule 4</b></p> <p><b>Part 3 – New Highways Which are Otherwise to be Provided</b></p> <p>Sheets 2, 14, 18 and 19</p>	<p><b>Streets, rights of way and access plans – Sheet No. 2</b></p>	<p>The changes made to Sheet 2 are to reflect the changes made to the design of Junction 19.</p> <p>The changes made to Sheet 14 are to reflect the changes made to the segregated left turn lane at the Inworth Road roundabout/Junction 24.</p> <p>The changes made to sheets 18 and 19 are required to reflect the changes made to the design of Junction 25 and to correct a typographical error.</p>	-	-
	<p>Boreham CP</p> <p>Reference B/12</p> <p><a href="#">A new junction 19 northbound on-slip road for Beaulieu Park Radial Distributor Road traffic joining the A12 northbound carriageway, from the eastern side of the Generals Lane Roundabout for a distance of 273 metres.</a> <del>A new merge lane for Beaulieu Park Radial Distributor Road traffic joining the A12 northbound carriageway, from the eastern side of the Generals Lane Roundabout and merging with the A12 junction 19 northbound on-slip road, a distance of 559 metres.</del></p>			
	<p>Boreham CP</p> <p>Reference B/16</p> <p>A new left turn only lane from the realigned Beaulieu Park Radial Distributor Road to the new <del>merge lane</del> <a href="#">on-slip road</a> joining the A12 northbound carriageway and the widened Boreham Bridge, a distance of 245 metres.</p>			
	<p><b>Streets, rights of way and access plans – Sheet No. 14</b></p>			
<p>Messing-Cum-Inworth CP</p> <p>Reference N/1</p> <p><del>A new left-only lane, linking the realigned B1023 Kelvedon Road and the new Inworth link road, bypassing the new</del></p>				

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<p><del>Inworth Roundabout, for a distance of 184 metres</del> <u>Not used.</u></p>			
	<p><b>Streets, rights of way and access plans – Sheet No. 18</b></p>				
	Marks Tey CP	<p>Reference R/8 New London Road, from the London Road roundabout, in an easterly direction to the Old Rectory Junction, a distance of <del>437</del> <u>423</u> metres.</p>			
	Marks Tey CP	<p>Reference R/11 Old Rectory Junction, linking the realigned Old London Road and the realigned A120 Coggeshall Road, for a distance of <del>41</del> <u>154</u> metres, as shown on sheets 18 and 19 of the streets, rights of way and access plans.</p>			
	Marks Tey CP	<p><del>400</del> <u>430</u> metres of cycle track comprised in a highway from point 18/4 to 19/8 (sheet 19).</p>			
	Marks Tey CP	<p><del>12</del> <u>15</u> metres of cycle track comprised in a highway from point 18/10 to 18/11.</p>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes								
	<table border="1"> <tr> <td>Marks Tey CP</td> <td><del>187</del>179 metres of cycle track comprised in a highway from point 18/34 to 18/35.</td> </tr> <tr> <td colspan="2"><b>Streets, rights of way and access plans – Sheet No. 19</b></td> </tr> <tr> <td>Marks Tey CP</td> <td><del>13</del>10 metres of cycle track comprised in a highway from point 19/5 to 19/6.</td> </tr> </table>	Marks Tey CP	<del>187</del> 179 metres of cycle track comprised in a highway from point 18/34 to 18/35.	<b>Streets, rights of way and access plans – Sheet No. 19</b>		Marks Tey CP	<del>13</del> 10 metres of cycle track comprised in a highway from point 19/5 to 19/6.					
Marks Tey CP	<del>187</del> 179 metres of cycle track comprised in a highway from point 18/34 to 18/35.											
<b>Streets, rights of way and access plans – Sheet No. 19</b>												
Marks Tey CP	<del>13</del> 10 metres of cycle track comprised in a highway from point 19/5 to 19/6.											
<b>Schedule 4</b> <b>Part 5 – New Private Means of Access Which are to be Provided</b> Sheet 2	<table border="1"> <tr> <td colspan="2"><b>Streets, Rights of Way and Access Plans – Sheet 2</b></td> </tr> <tr> <td>Boreham CP</td> <td>Reference 2/F New private means of access to <u>land north of the B1137 Main Road for a distance of 4 metres.</u> <del>the attenuation pond from the north side of Main Road, 348 metres north-east of Generals Farm roundabout, for a distance of 159 metres.</del></td> </tr> <tr> <td>Boreham CP</td> <td>Reference 2/G New private means of access to the attenuation pond from the north side of Main Road, 618 metres north-east of Generals Farm Roundabout, for a distance of <del>112</del> 97 metres</td> </tr> <tr> <td>Boreham CP</td> <td>Reference 2/I <u>Not used.</u> <del>New private means of access to the environmental mitigation area between the junction 19 northbound on-slip road and</del></td> </tr> </table>	<b>Streets, Rights of Way and Access Plans – Sheet 2</b>		Boreham CP	Reference 2/F New private means of access to <u>land north of the B1137 Main Road for a distance of 4 metres.</u> <del>the attenuation pond from the north side of Main Road, 348 metres north-east of Generals Farm roundabout, for a distance of 159 metres.</del>	Boreham CP	Reference 2/G New private means of access to the attenuation pond from the north side of Main Road, 618 metres north-east of Generals Farm Roundabout, for a distance of <del>112</del> 97 metres	Boreham CP	Reference 2/I <u>Not used.</u> <del>New private means of access to the environmental mitigation area between the junction 19 northbound on-slip road and</del>	The changes made to Sheet 2 are to reflect the changes made to the design of Junction 19.		
<b>Streets, Rights of Way and Access Plans – Sheet 2</b>												
Boreham CP	Reference 2/F New private means of access to <u>land north of the B1137 Main Road for a distance of 4 metres.</u> <del>the attenuation pond from the north side of Main Road, 348 metres north-east of Generals Farm roundabout, for a distance of 159 metres.</del>											
Boreham CP	Reference 2/G New private means of access to the attenuation pond from the north side of Main Road, 618 metres north-east of Generals Farm Roundabout, for a distance of <del>112</del> 97 metres											
Boreham CP	Reference 2/I <u>Not used.</u> <del>New private means of access to the environmental mitigation area between the junction 19 northbound on-slip road and</del>											

Article/Schedule	Change		Reason for change	Precedent	Consequential changes
		<del>the new A12 mainline, 368 metres north-east of Generals Lane roundabout, for a distance of 10 metres</del>			
	Boreham CP	<a href="#">Reference 2/J</a> <a href="#">New private means of access to the attenuation pond from the north side of the junction 19 northbound on-slip road, for a distance of 20 metres.</a>			
<b>Schedule 4</b> <b>Part 5 – New Private Means of Access Which are to be Provided</b> Sheet 6	<b>Streets, Rights of Way and Access Plans – Sheet 6</b>		Typographical error	-	-
	Hatfield Peverel CP	Reference 6/O (inset C) New private means of access to the attenuation pond from the south side of the realigned kennels access, 540 metres east of the new junction 21 southern roundabout, for a distance of 115 metres. <del>and</del>			
<b>Schedule 4</b> <b>Part 5 – New Private Means of Access Which are to be Provided</b> Sheet 13	<b>Streets, Rights of Way and Access Plans – Sheet 13</b>		Typographical error	-	-
	Kelvedon CP	Reference 13/H (sheet 13 inset A and sheet 14) New private means of access to the Ewell Road overbridge replacement, from Highfields Lane in an north easterly direction, for a distance of 691 metres.			
<b>Schedule 4</b> <b>Part 5 – New Private Means of</b>	<b>Streets, Rights of Way and Access Plans – Sheet 20</b>		The changes made to Sheet 20 are to reflect the changes		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Access Which are to be Provided</b> Sheet 20	Messing-Cum-Inworth CP Reference 20/C New private means of access to <a href="#">the attenuation pond and</a> land east of the widened B1023 Kelvedon Road, for a distance of <del>102</del> <a href="#">62</a> metres.	required as a result of the Inworth Road drainage redesign.		
	Messing-Cum-Inworth CP Reference 20/D New private means of access to land west of the B1023 Kelvedon Road, for a distance of <del>34</del> <a href="#">3</a> metres..			
	Messing-Cum-Inworth CP Reference 20/E New private means of access to land west of the B1023 Kelvedon Road, for a distance of <del>42</del> <a href="#">3</a> metres.			
	Messing-Cum-Inworth CP Reference 20/H New private means of access to <a href="#">flood compensation area and</a> land east of the widened B1023 Kelvedon Road, from reference 20/F, for a distance of 59 metres.			
	Messing-Cum-Inworth CP Reference 20/J <del>Not used. New private means of access between fields east of the B1023 Kelvedon Road and of reference 20/C, for a distance of 64 metres.</del>			
	<a href="#">Messing-cum-Inworth CP</a> <a href="#">Reference 20/K</a> <a href="#">New private means of access to land east of the widened B1023 Kelvedon Road, for a distance of 3 metres.</a>			



Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Messing-cum-Inworth CP</a>	<a href="#">Reference 20/L</a> New private means of access to the attenuation pond for a distance of 53 metres.				
	<a href="#">Messing-cum-Inworth CP</a>	<a href="#">Reference 20/M</a> New private means of access to the attenuation pond for a distance of 34 metres.				
<b>Schedule 5</b>	(1) <i>Plot reference number shown on land plans</i>	(2) <i>Purpose for which temporary possession may be taken</i>	(3) <i>Relevant part of the authorised development</i>	This change is required to reflect the change in design of drainage catchments at Junction 19.		
	<a href="#">2/12o</a>	<a href="#">Access / working room to enable National Highways to undertake future maintenance.</a>	<a href="#">Work No. 1(a)</a> <a href="#">Work No. 5</a>			
<b>Schedule 7</b>	(1) <i>Plot reference number shown on land plans</i>	(2) <i>Purpose for which temporary possession may be taken</i>	(3) <i>Relevant part of the authorised development</i>	The changes made to Sheet 2 are to reflect the change in design of drainage catchments at Junction 19.  The changes made to Sheet 20 are to reflect the changes required as a result		
	<a href="#">2/12m</a>	<a href="#">Temporary storage, laydown areas, access and working space to facilitate the construction of Paynes Lane Bridge.</a>	<a href="#">Work No. 1(a)</a> <a href="#">Work No. 5</a> All works			

Article/Schedule	Change		Reason for change	Precedent	Consequential changes	
		<a href="#">Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</a>		of the Inworth Road drainage redesign.		
	<a href="#">20/9b</a>	<a href="#">Construction material storage, construction access, laydown areas, welfare facilities, working area and storage of plant.</a>  <a href="#">Access / working room for construction of drainage infrastructure.</a>	<a href="#">All Works</a>			
<b>Schedule 8</b> <b>Part 4 – Replacement Land</b>	Sheet of Special Category Land Plan	Plot reference number shown on Special Category Land Plans and in the book of reference	This change is required to reflect the changes in replacement land provision resulting from the proposed changes.			
8	8/1d, 8/1n, 8/17b, 8/19b, 8/33f, 8/33g, 8/33i, 8/33m, 8/41b, 8/43d, 8/43e, 8/44c, 8/45e, <a href="#">8/45f</a>					
9	9/1a, <del>9/1h</del> , 9/1o, 9/1q					

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	18	18/1u, <del>18/1v</del>				
	19	<del>19/1h, 19/1i</del> , 19/18d				
<b>Schedule 9</b> <b>Part 3 – Removal of Potentially Important Hedgerows</b>	(1) Reference No. (Location of hedgerow)	(2) Work to be carried out	(3) Relevant part of the authorised development	The changes to Part 3 of Schedule 9 are required to reflect the change in design of the flood mitigation area at Inworth Road.		
	<b>Hedgerow Survey Report – not shown, Retained and Removed Vegetation Plans – Sheet 20</b>					
	I2 (East of B1023, north-east of Inworth)	Partial removal	Work No. 117			
	I3 (East of B1023, north-east of Inworth)	Partial removal	Work No. 122			
	I4 (East of B1023, north-east of Inworth)	Partial removal	Work Nos. 117, <del>118</del> and 122			
	I6 (East of B1023, north-east of Inworth)	Full removal	Work No. 122			
	I7 (East of B1023, north of Well Cottage, Inworth)	Partial removal	Work Nos. 117, <del>118</del> and 122			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	I8 (West of B1023, south of All Saints Church)	Full removal	Work Nos. 122 and 114	
	I10 (West of B1023, north of Windmill Hill)	Partial removal	Work No. 114	
	I12 (East of B1023 and Marlborough Lodge)	<del>Partial</del> Full removal	Work No. 122	
	I13 (East of B1023, south-east of Marlborough Lodge)	<del>Full</del> Partial removal	Work No. 120	
	I14 (West of B1023, south of Marlborough Lodge)	Partial removal	Work No. 113	
	I15 (West of B1023, south-west of Marlborough Lodge)	Partial removal	Work No. 113	
	I16 (West of B1023, south of Marlborough Lodge)	Partial removal	Work No. 113	
	I17 (East of B1023, south-east of)	Partial removal	Work Nos. <del>121</del> and 122	

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Marlborough Lodge)					
	<del>I18 (West of B1023, south of Marlborough Lodge)</del>	Partial removal	<del>Work No. 113</del>			
	<del>I19 (East of B1023, south-east of Marlborough Lodge)</del>	Partial removal	<del>Work No. 120</del>			
	<del>I20 (East of B1023, south-east of Marlborough Lodge)</del>	Partial removal	<del>Work No. 120</del>			
<b>Schedule 11, Protective Provisions, Part 2 – For the Protection of Operators of Electronic Communications Code Networks</b>	<p>In paragraph 15 the deletion of the definition of "conduit system" and its replacement with a new definition of "infrastructure system" as follows:</p> <p><u>"infrastructure system" has the same meaning as in the electronic communications code and references to providing an infrastructure system are to be construed in accordance with paragraph 7(2) (infrastructure system) of that code; and</u></p>			<p>To reflect the changes to Schedule 3A of the Communications Act 2003 (the electronic communications code) introduced by the Digital Economy Act 2017</p>	-	<p>(1) The deletion of the word "and" after the definition of "electronic communications code operator" and</p> <p>(2) The deletion of the word "conduit" and its replacement with "infrastructure" in paragraph (a) of</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
				the definition of "electronic communications code network".
<b>Schedule 11, Protective Provisions, Part 6 – For the Protection of Railway Interests</b>	<p>The draft DCO will be amended to reflect Network Rail Infrastructure Limited's new registered office.</p> <p>“Network Rail” means Network Rail Infrastructure Limited (company number 02904587, whose registered office is at <a href="#">Waterloo General Office, London, United Kingdom, SE1 8SW</a> <del>1 Eversholt Street, London NW1 2DN</del>) and any associated company of Network Rail Infrastructure Limited which holds property for railway purposes, and for the purpose of this definition “associated company” means any company which is (within the meaning of section 1159 of the Companies Act 2006) the holding company of Network Rail Infrastructure Limited, a subsidiary of Network Rail Infrastructure Limited or another subsidiary of the holding company of Network Rail Infrastructure Limited and any successor to Network Rail Infrastructure Limited’s railway undertaking;</p>	Network Rail Infrastructure Limited has changed its registered office.	-	-
<b>Schedule 11, Protective Provisions, Part 7 – For the Protection of the</b>	Deletion of the whole Part	This change is consequential upon the amendment to Article 3 removing the disapplication of environmental	-	-

Article/Schedule	Change	Reason for change	Precedent	Consequential changes										
<b>Environment Agency</b>		permits at Deadline 6.												
<b>Schedule 12, Documents to be Certified</b>	Addition of the following documents: <table border="1" data-bbox="450 435 1128 812"> <thead> <tr> <th>(1) <i>Document</i></th> <th>(2) <i>Reference number</i></th> </tr> </thead> <tbody> <tr> <td><a href="#">Design Principles</a></td> <td><a href="#">TRO010060/APP/7.10</a></td> </tr> <tr> <td><a href="#">Environmental Statement Addendum</a></td> <td><a href="#">TR010060/EXAM/10.12</a></td> </tr> <tr> <td><a href="#">Flood Risk Assessment Addendum</a></td> <td><a href="#">TR010060/EXAM/10.16</a></td> </tr> <tr> <td><a href="#">Surface Water Drainage Strategy Addendum</a></td> <td><a href="#">TR010060/EXAM/10.17</a></td> </tr> </tbody> </table>	(1) <i>Document</i>	(2) <i>Reference number</i>	<a href="#">Design Principles</a>	<a href="#">TRO010060/APP/7.10</a>	<a href="#">Environmental Statement Addendum</a>	<a href="#">TR010060/EXAM/10.12</a>	<a href="#">Flood Risk Assessment Addendum</a>	<a href="#">TR010060/EXAM/10.16</a>	<a href="#">Surface Water Drainage Strategy Addendum</a>	<a href="#">TR010060/EXAM/10.17</a>	Additional documents proposed for certification	-	-
(1) <i>Document</i>	(2) <i>Reference number</i>													
<a href="#">Design Principles</a>	<a href="#">TRO010060/APP/7.10</a>													
<a href="#">Environmental Statement Addendum</a>	<a href="#">TR010060/EXAM/10.12</a>													
<a href="#">Flood Risk Assessment Addendum</a>	<a href="#">TR010060/EXAM/10.16</a>													
<a href="#">Surface Water Drainage Strategy Addendum</a>	<a href="#">TR010060/EXAM/10.17</a>													

## 6 Summary of proposed changes to submission draft Development Consent Order at Deadline 7

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Introduction</b> Page 4, Footnotes	(b) S.I. 2009/2264 <del>amended by S.I. 2010/439, S.I. 2010/602, S.I. 2012/635, S.I. 2012/2654, S.I. 2012/2732, S.I. 2013/522, S.I. 2013/755, S.I. 2014/469, S.I. 2014/2381, S.I. 2015/377, S.I. 2015/1682, S.I. 2017/524, S.I. 2017/572, S.I. 2018/378, S.I. 2019/734, S.I. 2020/764, S.I. 2020/1534 and S.I. 2021/978.</del>	Footnotes have been revised to reflect the most up to date information.		
<b>Introduction</b> Page 5, Footnotes	(a) Section 114 was amended by paragraph 55 of Part 1 of Schedule <del>13</del> <sup>4</sup> to the Localism Act 2011. (b) Section 115 was amended by <del>paragraph 56 of Part 2 of Schedule 13 and</del> Part 20 of Schedule 25 to the Localism Act 2011 and section 160 of the Housing and Planning Act 2016 (c.22) and section 43 of the Wales Act 2017 (c.4).	Footnotes have been revised to reflect the most up to date information.		
<b>Part 1</b> Article 2 (Interpretation)	Insertion of the following definition: <u><a href="#">"begin", for the purposes of section 154 and 155 of the 2008 Act, means beginning to carry out any material operation (as defined in section 56(4) of the 1990 Act) forming part of the authorised development;</a></u>	Definition inserted to clarify that the provisions of the 2008 Act apply to the meaning of when the authorised development is taken to begin,		



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
		pursuant to Requirement 2 in Schedule 2 to the DCO.		
<b>Part 1</b> Article 2 (Interpretation)	“BT” means British Telecommunications Plc (company number 1800000), whose registered office is <a href="#">1 Braham Street, London, United Kingdom, E1 8EE</a> <del>81 Newgate Street, London, EC1A 7AJ</del> or a related or subsidiary company of BT;	To reflect that BT have updated their registered office.		
<b>Part 1</b> Article 2 (Interpretation)	“Cadent Gas” means Cadent Gas Limited (company number 10080864), whose registered address is <a href="#">Cadent, Pilot Way, Ansty, Coventry, England, CV7 9JU</a> <del>Ashbrook Court, Prologis Park, Central Boulevard, Coventry, CV7 8PE</del> or a related or subsidiary company of Cadent Gas;	To reflect that Cadent Gas have updated their registered office.		
<b>Part 1</b> Article 2 (Interpretation)	“classification of road plans” means the document of that description <a href="#">listed in Schedule 12 (documents to be certified)</a> certified by the Secretary of State as the classification of roads plans for the purposes of this Order;	Typographical error.		
<b>Part 1</b> Article 2 (Interpretation)	Insertion of the following definition:  <a href="#">"design principles" means the document of that description listed in Schedule 12 (documents to be certified) certified by the Secretary of State as the design principles for the purposes of this Order;</a>	This change has been made to clarify the meaning of Requirement 10 of Schedule 2 of the DCO as requested by and agreed with ECC.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Part 1</b> Article 2 (Interpretation)	“de-trunking and stopping up plans” means the <del>plans</del> <u>document of that description listed in Schedule 12 (documents to be certified)</u> certified by the Secretary of State as the de-trunking and stopping up plans for the purposes of this Order;	Typographical error		
<b>Part 1</b> Article 2 (Interpretation)	“highway authority” <u>and "local highway authority" have the same meaning as in the 1980 Act</u> <del>means the undertaker;</del>	The definitions have been updated to provide clarity.	This approach broadly follows the precedent set by the A428 Order.	
<b>Part 1</b> Article 2 (Interpretation)	Deletion of the following definition: <del>“local highway authority” means Essex County Council;</del>	The definitions have been updated to provide clarity	This approach broadly follows the precedent set by the A428 Order.	
<b>Part 1</b> Article 2 (Interpretation)	“relevant <u>local</u> highway authority” means the local highway authority <u>in whose area the</u> <del>for the land</del> <u>highway</u> in question <u>lies</u> ;	The definitions have been updated to provide clarity.	This approach broadly follows the precedent set by the A428 Order.	
<b>Part 1</b> Article 2 (Interpretation)	“UKPN” means UK Power Networks (Operations) Limited (company number 03870 <u>7</u> 28), whose registered office is at Newington House 37	Typographical error in UKPN's stated		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	Southwark Bridge Road, London, SE1 6NP or a related or subsidiary company of UKPN;	company number		
<b>Introduction</b> Page 9, Footnotes	( b) Section 121A was inserted by section 168(1) of, and paragraph 70 of Schedule 8 to, the New Roads and Street Works Act 1991 <sup>12</sup> (c.22), and amended by section 1(6) of, and paragraph 95(2) and (3) of Schedule 1 to, the Infrastructure Act 2015, and S.I. 2001/1400. There are other amendments to section 121A which are not relevant to this Order.	Footnotes have been revised to reflect the most up to date information.		
<b>Part 2</b> Article 2	<b>Existing powers and duties of the undertaker</b> 9. Except as previously provided, nothing in this Order is to prejudice the operation of, and the powers and duties of the undertaker under, the 1980 Act, the 1991 Act and the Town and Country Planning (General Permitted Development) (England) Order 2015( ).	Typographical error		
<b>Part 2</b> Article 12, paragraph 5	<b>Consent to transfer benefit of Order</b> (5) The consent of the Secretary of State is not required under this article, where the transfer or grant is made to— (a) Anglian Water for the purposes of undertaking any works relating to its apparatus set out in Work Nos. U1, U2B, U3C, U12A, U13, U25, U26, U29A, U32, U33, U36, U39, U45, U46, U59, U62, U63A, U68, U72, U73, U73A, U74, U85, U85A, U85B, U102, U104A, U106A, U141, U141A, U142, U143, U145A, U146B, U146C, U147A, U147D, U148, U156, U165, U167A, U184A, U186A, U191, U192, U193A, U199, U200 and U208; (b) BT for the purposes of undertaking any works relating to its apparatus set out in Work Nos. U5, U7, U8, U9, U11, U14, U15, U16, U17, U18, U19, U20, U22, U27, U28, U30, U37, U40, U41, U43, U48, U51, U53, U55, U56, U64, U75, U77, U79, U83, U86, U88, U91, U92,	Typographical errors		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>U93, U94, U96, U99, U100, U101, U105, U108, U109, U110, U111, U111A, U111B, U112, U114, U115, U116, U119, U122, U123, U124, U125, U126, U128A, U129, U133, U134, U138, U139, U145, U146, U147, U147B, U149, U150, U152, U153, U155, U161, U162, U167, U168, U169, U174, U175, U178, U179, U181, U182, U183, U184, U185, U186, U188, U189, U190, U193, U194, U195, U200A, U201, U203 and U206;</p> <p>(c) Cadent Gas for the purposes of undertaking any works relating to its apparatus set out in Work <del>N</del>os. U2, U3, U34, U42, U69, U76, U81, U89, U90, U98, U103, U104, U113, U157, U158, U166 and U170;</p> <p>(d) Northumbrian Water for the purposes of undertaking any works relating to its apparatus set out in Work <del>N</del>os. U3A, U10A, U10B, U10C, U57, U58, U60, U62A, U65, U67, U70, U82, U85A, U87, U95, U117 and U132;</p> <p>(e) UKPN for the purposes of undertaking any works relating to its apparatus set out in Works <del>N</del>os. U2A, U3B, U4, U10, U20A, U23, U24, U29, U31, U37A, U38, U38A, U47, U50, U50A, U52, U54, U61, U63, U66, U71, U78, U84, U84A, U97, U107, U118, U127, U128, U130, U131, U135, U136, U144, U146A, U147C, U159, U160, U163, U166A, U173, U180, U187, U196, U197, U198, U204 and U205;</p> <p>(f) Verizon for the purposes of undertaking any works relating to its apparatus set out in Work <del>N</del>o. U12B;</p> <p>(g) Virgin Media for the purposes of undertaking any works relating to its apparatus set out in Work <del>N</del>os. U12, U21, U22A, U35, U44, U121, U124A, U137, U154, U172, U177 and U202; and</p> <p>(h) Vodafone for the purposes of undertaking any works relating to its apparatus set out in Work <del>N</del>os. U6, U49, U80, U120, U140, U151, U164, U171, U176 and U207.</p>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Part 3, Streets</b> Article 13	<b>Application of the 1991 Act</b> 1.—(1) Works executed under this Order in relation to a highway which consists of or includes a carriageway are to be treated for the purposes of Part 3 (street works in England and Wales) of the 1991 Act as major highway works if— (a) they are of a description mentioned in any of paragraphs (a), (c) to (e), (g) and (h) of section 86(3) (which defines what highway authority works are major highway works) of that Act( ); or (b) they are works which, had they been executed by the <a href="#">relevant</a> local highway authority, might have been carried out in exercise of the powers conferred by section 64( ) (dual carriageways and roundabouts) of the 1980 Act or section 184( ) (vehicle crossings over footways and verges) of that Act.	To reflect the revised definitions.		
<b>Part 3, Streets</b> Page 15, footnotes	(c) As amended by section 4 of, and paragraph 45 of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c.11); and <del>section 18 of and</del> Schedule 8 to, the New Roads and Street Works Act 1991 (c.22). (d) As amended by sections 40 and 43 <a href="#">and Schedule 1</a> of the Traffic Management Act 2004 (c.18).	Footnotes have been revised to reflect the most up to date information.		
<b>Part 3, Streets</b> Page 16, footnotes	(e) As amended by S.I. 1992/2984, article 3(1) <a href="#">and section 49 and Schedule 1 of the Traffic Management Act 2004.</a>	Footnotes have been revised to reflect the most up to date information.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<p><b>Part 3, Streets</b></p> <p>Article 14, paragraphs (1) to (5)</p>	<p><b>Construction and maintenance of new, altered or diverted streets and other structures</b></p> <p>14.—(1) Any highway (other than a trunk road) to be constructed under this Order must be completed to the reasonable satisfaction of the <a href="#">relevant</a> local highway authority in whose area the highway lies and, unless otherwise agreed in writing with the <a href="#">relevant</a> local highway authority, the highway must be maintained by and at the expense of the <a href="#">relevant</a> local highway authority from its completion.</p> <p>(2) Where a highway (other than a trunk road) is altered or diverted under this Order, the altered or diverted part of the highway must be completed to the reasonable satisfaction of the <a href="#">relevant</a> local highway authority and, unless otherwise agreed in writing with the <a href="#">relevant</a> local highway authority, that part of the highway must be maintained by and at the expense of the <a href="#">relevant</a> local highway authority from its completion.</p> <p>(3) Where a highway is de-trunked under this Order—</p> <p>(a) section 265( ) (transfer of property and liabilities upon a highway becoming or ceasing to be a trunk road) of the 1980 Act applies in respect of that highway; and</p> <p>(b) any alterations to that highway undertaken under powers conferred by this Order prior to and in connection with that de-trunking must, unless otherwise agreed in writing with the <a href="#">relevant</a> local highway authority, be maintained by and at the expense of the <a href="#">relevant</a> local highway authority from the date of de-trunking.</p> <p>(4) Where a footpath, cycle track (not comprised in a carriageway highway) or bridleway is constructed under this Order it must be completed to the reasonable satisfaction of the <a href="#">relevant</a> local highway authority and, unless otherwise agreed in writing with the <a href="#">relevant</a> local</p>	<p>To reflect the revised definitions.</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>highway authority, must be maintained by and at the expense of the <a href="#">relevant</a> local highway authority from its completion.</p> <p>(5) In the case of a bridge constructed under this Order to carry a highway (other than a trunk road) over a trunk road, the highway surface (being those elements over the waterproofing membrane) must be maintained by and at the expense of the <a href="#">relevant</a> local highway authority unless otherwise agreed in writing between the undertaker and the <a href="#">relevant</a> local highway authority, and the remainder of the bridge, including the waterproofing membrane, the structure below the waterproof membrane and the parapets must be maintained by and at the expense of the undertaker.</p>			
<p><b>Part 3, Streets</b> Page 18, footnotes</p>	<p>(b) As amended by section 22 of the 1991 Act; <a href="#">paragraph 22 of Schedule 2 to the Planning Act 2008</a>; and by section 1 of, and Schedule 1 to, the Infrastructure Act 2015 (c.7).</p>	Footnotes have been revised to reflect the most up to date information.		
<p><b>Part 3,</b> Article 15, paragraph 5</p>	<p><b>Classification of roads, etc.</b></p> <p>(5) Subject to <a href="#">article</a> 10(4) (limits of deviation) unless otherwise agreed in writing with the relevant <a href="#">local</a> highway authority, the footpaths, cycle tracks, footways and bridleways set out in Part 13 (footpaths, cycle tracks, footways and bridleways) of Schedule 3 and identified on the streets, rights of way and access plans are to be constructed by the undertaker in the specified locations and open for use from the date on which the authorised development is open for traffic.</p>	Correcting a typographical error, and an amendment to reflect the revised definitions.		
<p><b>Part 3</b></p>	<p><b>Classification of roads, etc.</b></p>	To reflect the revised definitions.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Article 15, paragraph 7	(7) The undertaker may only make a determination for the purposes of paragraph (6) with the consent of the Secretary of State, who must consult the <a href="#">relevant</a> local highway authority before deciding whether to give their consent.			
<b>Part 3,</b> Article 16, paragraph 7	<b>Speed limits</b> (7) In this article— “national speed limit” has the same meaning as in Schedule 1 to the 2016 Regulations and Directions and a traffic sign which indicates that the national speed limit applies means a traffic sign of the type shown in diagram 671 in Part 2 of Schedule 10 to the 2016 Regulations and Directions which is— (a) placed on or near a road; and (b) directed at traffic on the carriageway on which the vehicle is being driven, <del>and</del> <a href="#">where</a> “road” includes the adjacent hard shoulder and verge and any lay by.	Typographical error		
<b>Part 3</b> Article 18, paragraph 1	<b>Street Works</b> 18.—(1) The undertaker may, for the purposes of the authorised development, enter on so much of any of the streets as are within the Order limits and may— (a) break up or open the street, or any sewer, drain or tunnel under it; (b) tunnel or bore under the street or carry out works to strengthen or repair the carriageway; (c) remove or use all earth and materials in or under the street;	Typographical error		



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(d) place and keep apparatus in or under the street;</p> <p>(e) maintain, renew, alter apparatus in the street or change its position-;</p> <p>(f) demolish, remove, replace and relocate any street furniture;</p> <p>(g) execute any works to provide or improve sight lines;</p> <p>(h) execute and maintain any works to provide hard and soft landscaping;</p> <p>(i) carry out re-lining and placement of road markings;</p> <p>(j) remove and install temporary and permanent signage; and</p> <p>(k) execute any works required for, or incidental to, any works referred to in subparagraphs (a) to (j).</p>			
<p><b>Part 3</b> Article 19, paragraphs 1 and 3</p>	<p><b>Temporary alteration, diversion, prohibition and restriction of the use of streets</b></p> <p>19.—(1) The undertaker, during and for the purposes of carrying out the authorised development, may temporarily<del>;</del> alter, divert, prohibit or restrict the use of any street and may for any reasonable time—</p> <p>(a) divert the traffic from the street; and</p> <p>(b) subject to paragraph (3), prevent all persons from passing along the street.</p> <p>(2) Without limitation on the scope of paragraph (1), the undertaker may use any street where the use has been temporarily prohibited or restricted under the powers conferred by this article, and which is within the Order limits, as a temporary working site.</p> <p>(3) The undertaker must provide reasonable access for pedestrians going to or from premises abutting a street affected by the temporary<del>;</del></p>	<p>Typographical error</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	alteration, diversion, prohibition or restriction of a street under this article if there would otherwise be no such access.			
<b>Part 3</b> Page 20, footnotes	(a) 1991 (c.224). There are amendments to section 48(3) and 51(1) which are not relevant to this Order.	Footnotes have been revised to reflect the most up to date information.		
<b>Part 3</b> Article 22, paragraph 6	<p><b>Clearways, prohibitions and restrictions</b></p> <p>(6) Nothing in paragraphs and (5) applies—</p> <p>(a) to render it unlawful to cause or permit a vehicle to stop or wait on any part of a road, for so long as may be necessary to enable that vehicle to be used in connection with—</p> <p>(i) the removal of any obstruction to traffic;</p> <p>(ii) the maintenance, improvement, reconstruction or operation of the road;</p> <p>(iii) the laying, erection, inspection, maintenance, alteration, repair, renewal or removal in or near the road of any sewer, main pipe, conduit, wire, cable, or other apparatus for the supply of gas, water, electricity or any electronic communications apparatus as defined in Schedule 3A (the electronic communications code) to the Communications Act 2003( ); or</p> <p>(iv) any building operation or demolition;</p> <p>(b) in relation to a vehicle being used—</p>	Typographical error		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(i) for police, ambulance, fire and rescue authority or traffic officer purposes,</p> <p>(ii) in the service of a local authority, safety camera partnership or Driver and Vehicle Standards Agency in pursuance of statutory powers or duties;</p> <p>(iii) in the service of a water or sewerage undertaker within the meaning of the Water Industry Act 1991( ); or</p> <p>(iv) by a universal service provider for the purposes of providing a universal postal service as defined by the Postal Services Act 2011( ); or</p> <p>(c) in relation to a vehicle stopping or waiting when the person in control of it is—</p> <p>(i) required by law to stop;</p> <p>(ii) obliged to stop in order to avoid an accident; or</p> <p>(iii) prevented from proceeding by circumstances outside the person's control.</p>			
<p><b>Part 4</b></p> <p>Article 26, paragraph 1</p>	<p><b>Authority to survey and investigate the land</b></p> <p>26.—(1) The undertaker may for the purposes of the construction, operation or maintenance of the authorised development enter on <u>any land shown within the Order limits; and, where reasonably necessary, any land which is adjacent to, but outside the Order limits, and—</u></p> <p><del>(a) — any land shown within the Order limits; and</del></p> <p><del>(b) — where reasonably necessary, any land which is adjacent to, but outside the Order limits, and—</del></p> <p><del>(i)</del> <u>(a)</u> survey or investigate the land (including any watercourses, groundwater, static water bodies or vegetation on the land);</p>	Typographical error		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p><del>(ii)</del>(b) without limitation on the scope of sub-paragraph (ia), make any excavations or trial holes and boreholes and other investigations in such positions on the land as the undertaker thinks fit to investigate the nature of the surface layer, subsoil and groundwater and remove soil and water samples and discharge water from sampling operations on to the land;</p> <p><del>(iii)</del>(c) without limitation on the scope of sub-paragraph (ia), carry out ecological or archaeological investigations on such land, including making excavations or trial holes on the land for such purposes; and</p> <p><del>(iv)</del>(d) place on, leave on and remove from the land apparatus for use in connection with the survey and investigation of land and making trial holes and boreholes.</p>			
<p><b>Part 4</b> Article 26, paragraph 4</p>	<p><b>Authority to survey and investigate the land</b></p> <p>(4) No trial holes are to be made under this article—</p> <p>(a) in land located within the highway boundary without the consent of the <a href="#">relevant</a> local highway authority; or</p> <p>(b) in a private street without the consent of the street authority. but such consent must not be unreasonably withheld.</p>	To reflect the revised definitions.		
<p><b>Part 5</b> Page 30, footnotes</p>	<p>(b) 1981 (c.66), as amended by paragraph 150 of Schedule 1, of S.I. 2009/1307, <a href="#">and sections 184 and 185 of Part 7 and Schedule 18 Housing and Planning Act 2016 (c.22)</a>.</p>	Footnotes have been revised to reflect the most up to date information.		
<p><b>Part 5</b></p>	<p>(b) Section 11 was amended by section 34(1) of, and Schedule 4 to, the Acquisition of Land Act 1981 (c.67) , section 14 of, and</p>	Footnotes have been		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Page 31, footnotes	paragraph 12(1) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure (2006 No. 1); and sections 186(1) and (2), 187 <a href="#">and 188</a> of the Housing and Planning Act 2016.	revised to reflect the most up to date information.		
<b>Part 5</b> Page 32, footnotes	(c) 1961 (c.33), Part 1 as amended by S.I. <a href="#">2009/1307 and section 192(1) of the Housing and Planning Act 2016 (c.22)</a> <del>1994/2716, 1998 (c.38), S.I. 1999/481, S.I. 2009/1307, S.I. 2010/490, S.I. 2017/1012 and 2016 (c.9).</del>	Footnotes have been revised to reflect the most up to date information.		
<b>Part 5</b> Page 32, footnotes	(d) Section 11A was inserted by section 186(3) Housing and Planning Act 2016. <del>.</del>	Typographical error		
<b>Part 5</b> Page 35, footnotes	(b) Section 5A was inserted by section 186 <del>2</del> <a href="#">2</a> (2) of the Housing and Planning Act 2016. (d) Section 6 was amended by section 4 of, and paragraph 52(2) of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (C. <del>22</del> <a href="#">11</a> ) and paragraph 7 of Schedule 15 to the Housing and Planning Act 2016. (e) As amended by <a href="#">section 142 and paragraph 1 of Schedule 25 to the Localism Act 2011(c.20) and paragraph 6 of Schedule 1 of S.I. 2017/16</a> <del>paragraph 52(2) of Schedule 2 to the Planning (Consequential Provisions) Act 1990 (c.11) and paragraph 7 of Schedule 15 to the Housing and Planning Act 2016 (c.22).</del>	Footnotes have been revised to reflect the most up to date information.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Part 5</b> Page 38, footnotes	(a) Section 13 was amended by sections 62(3) and 139 of, and paragraphs <del>27 and</del> 28 of Schedule 13, and part <u>3</u> of Schedule 23, to, the Tribunals, Courts and Enforcement Act 2007 (c.15).	Footnotes have been revised to reflect the most up to date information.		
<b>Part 6, Operations</b> Article 46, paragraph 4	<b>Felling or lopping of trees and removal of hedgerows</b> (4) The undertaker may, for the purposes of carrying out the authorised development but subject to paragraph (2)— (a) remove any hedgerow described in Part 1, <u>or</u> Part 2 <del>or Part 3</del> of Schedule 9 (hedgerows and trees); and (b) subject to consultation with the relevant planning authority, remove any hedgerow within the Order limits that may be identified and that is not otherwise set out within Part 1, <u>or</u> Part 2 <del>or Part 3</del> of Schedule 9.	Consequential change from the removal of Part 3 of Schedule 9.		
<b>Part 6, Operations</b> Article 47, paragraph 1	<b>Trees subject to tree preservation orders, etc.</b> 1.—(1) The undertaker may fell or lop any tree described in Part <u>34</u> of Schedule 9 (trees subject to tree preservation orders), cut back its roots or undertake such other works as the undertaker reasonably believes to be necessary to prevent the tree or shrub— (a) from obstructing or interfering with the construction, maintenance or operation of the authorised development or any apparatus used in connection with the authorised development; or (b) from constituting a danger to persons using the authorised development.	Consequential change from the removal of Part 3 of Schedule 9.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Part 6, Operations</b> Page 42, footnotes	(a) S.I. 1997/1160 <del>as amended by S.I. 2003/2155, S.I. 2015/1997, S.I. 2015/377, S.I. 2009/1307 and S.I. 2013/755.</del>	Footnotes have been revised to reflect the most up to date information.		
<b>Part 7</b> Article 53, paragraph 1	<p><b>Crown Rights</b></p> <p>53.—(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 <u>or any lessee or licensee</u></p> <p>(a) to take, use, enter upon or in any manner interfere with any land or rights of any description <u>(including any portion of the shore or bed of the sea or any river, channel, creek, bay or estuary)</u>—</p> <p>(i) belonging to His Majesty in right of the Crown and forming part of The Crown Estate without the consent in writing of the Crown Estate Commissioners;</p> <p>(ii) belonging to His Majesty in right of the Crown and not forming part of The Crown Estate without the consent in writing of the government department having the management of that land; or</p> <p>(iii) belonging to a government department or held in trust for His Majesty for the purposes of a government department without the consent in writing of that government department.</p> <p>(b) Paragraph (1) does not apply to the exercise of any right under this Order for the compulsory purchase of any interest in any Crown land (as defined in the 2008 Act) for the time being held otherwise than by or on behalf of the Crown.</p>	Changed at the request of the Crown Estate Commissioner S.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<b>Part 7</b> Page 49, footnotes	( ) 1950 <del>6</del> /792, as amended by paragraph 7 of Schedule <del>13</del> to The <del>L</del> ocal Government Reorganisation (Wales) (Consequential Amendments) Order 1996 <del>6</del> /525.	Footnotes have been revised to reflect the most up to date information and correct typographical errors.		
<b>Schedule 1, Authorised Development</b>	<b>Work No. 6</b> – As shown on sheet 2 of the permanent works plans the construction of a drainage facility east of Generals Lane Roundabout at Junction 19 and to the north of the A12, including the construction of: (a) an attenuation pond including associated outfall; and (b) an access track of approximately 420 metres in length from the Junction 19 northbound on-slip road.	Typographical error		
<b>Schedule 1, Authorised Development</b>	<b>Work No. 70</b> – As shown on sheet 14 of the permanent works plans the construction of an attenuation pond including associated outfall and an access track form the realigned B0123 Kelvedon Road, to the north of Inworth <del>r</del> Roundabout (Work No. 74(c)).	Typographical error		
<b>Schedule 1, Authorised Development</b>	<b>Work No. 71</b> – As shown on sheet 14 of the permanent works plans the construction of an attenuation pond including associated outfall to the west of B1023 Kelvedon Road including an access track from Inworth <del>r</del> Roundabout (Work No. 74(c)) and access to adjoining land.	Typographical error		
<b>Schedule 1, Authorised Development</b>	<b>Work No. 74</b> – As shown on sheet 14 of the permanent works plans the construction of the new Junction 24 of the A12 (J24), including:	Typographical error		



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(a) northern and southern roundabouts of J24, and a connecting underbridge;</p> <p>(b) New link road (Inworth Link) from the southern roundabout of J24 to the new Inworth <del>r</del>Roundabout (Work No. 74(c)); and</p> <p>(c) a new roundabout on B1023 Kelvedon Road (Inworth <del>r</del>Roundabout) including the realigned Kelvedon Road, realigned B1023 Kelvedon Road north and realigned B1023 Kelvedon Road south.</p>			
<p><b>Schedule 1, Authorised Development</b></p> <p>Other associated development</p>	<p>(f) ramps, means of access, non-motorised links, footpaths, <a href="#">footways</a>, cycle tracks and crossing facilities;</p>	<p>The word "footways" was missing from this list (but present in other lists of non-motorised highway) and it has been included to allow for the provision of footways in detailed design.</p>		
<p><b>Schedule 2, Requirements</b></p> <p>Requirement 9</p>	<p><b>Traffic management</b></p> <p>9.—(1) No part of the authorised development is to commence until for that part a traffic management plan for the construction of the authorised development, substantially in accordance with the outline construction traffic management plan, has been submitted to and approved in writing by the Secretary of State following consultation with the <a href="#">relevant</a> local highway authority.</p>	<p>To reflect revised definitions.</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	(2) The authorised development must be constructed in accordance with the approved traffic management plan.			
<b>Schedule 2, Requirements</b> Requirement 10	<p><b>Detailed design</b></p> <p>10.—(1) Subject to the provisions of this Order, the detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans and the engineering drawings and sections;</p> <p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles <del>set out in the scheme design principles</del>, unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local planning authority and relevant local highway authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans sections and the undertaker must make those amended details available in electronic form for inspection by members of the public.</p>	Subsection 1(c) was amended as "design principles" is now a defined term in Article 2.		
<b>Schedule 2, Requirements</b> Requirement 14, paragraph 1	<p><b>Boreham operation phase traffic mitigation measures</b></p> <p>14.—(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for the B1137 in Boreham has been submitted to and approved by the Secretary of State, following consultation with the relevant <a href="#">local</a> highway authority, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental</p>	To reflect revised definitions.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	effects in comparison with those reported in the environmental statement.			
<b>Schedule 2, Requirements</b> Requirement 15, paragraph 1	<b>Messing operation phase traffic mitigation measures</b> 15.—(1) No part of the authorised development is to open to traffic until a scheme of operation phase traffic mitigation for Messing has been submitted to and approved by the Secretary of State, following consultation with the relevant <a href="#">local</a> highway authority, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.	To reflect revised definitions.		
<b>Schedule 2, Requirements</b> Requirement 16	<b>Operation phase local traffic monitoring</b> 16.—(1) No part of the authorised development is to commence until a survey to assess baseline traffic levels has been undertaken at the following locations— (a) B1137 Main Road, Boreham (b) The Street/Maldon Road (Duke of Wellington) junction, Hatfield Peverel; (c) Little Braxted Lane, Little Braxted; (d) Braxted Road/Braxted Park Road; (e) B1023 Kelvedon Road, Inworth; (f) Kelvedon Road, Messing; and (g) B1023 Church Road, Tiptree (2) No part of the authorised development is to open to traffic until details of an operation phase local traffic monitoring scheme has been submitted to and approved by the Secretary of State, following	To reflect revised definitions.		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>consultation with the relevant <a href="#">local</a> highway authority, for the locations listed in sub-paragraph (1).</p> <p>(3) The operation phase local traffic monitoring scheme to be provided under sub-paragraph (2) must include—</p> <p>(a) a survey to assess baseline traffic levels at the locations listed in sub-paragraph (1), or confirmation that such survey has already been undertaken;</p> <p>(b) proposals for an operation traffic survey at the locations listed in sub-paragraph (1) to assess the changes in traffic from the baseline carried out —</p> <p>(i) within the first year; and</p> <p>(ii) prior to the expiry of the third year</p> <p>following the date on which the authorised development is fully completed and open for traffic;</p> <p>(c) details of the methodology to be used to collect the required data;</p> <p>(d) details of the periods over which operation traffic is to be monitored; and</p> <p>(e) proposals for the submission of the survey data collected and an interpretative report to be provided to the relevant local highway authority.</p> <p>(4) The scheme approved under sub-paragraph (2) must be implemented by the undertaker unless otherwise agreed in writing with the Secretary of State following consultation with the relevant <a href="#">local</a> highway authority.</p>			

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<p><b>Schedule 2, Requirements</b> Requirement 18</p>	<p><b>Junction 21</b></p> <p>18.—(1) Requirement 10 (detailed design) is to be read subject to the provisions of this requirement.</p> <p>(2) The detailed design for junction 21 must contain the revised design detail specified in sub-paragraph (3) of this requirement and submitted to the Secretary of State for approval following consultation with the <a href="#">relevant</a> local highway authority.</p> <p>(3) Subject to sub-paragraph (5) the detailed design for junction 21 must include a two-lane exit from both the junction 21 northern roundabout to the A12 northbound slip road and from the junction 21 southern roundabout to the A12 southern slip road.</p> <p>(4) Junction 21 must be constructed in accordance with the approved details.</p> <p>(5) No application for approval of the scheme under sub-paragraph (2) may be made in respect of proposals which would give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	<p>To reflect revised definitions.</p>		
<p><b>Schedule 2, Requirements</b> Requirement 19</p>	<p><b>Detrunking</b></p> <p>19.—(1) The consent of the Secretary of State pursuant to <a href="#">Article</a> 15(7) must not be sought until written details of the proposals for the roads to be de-trunked as identified in Part 14 of Schedule 3 has been submitted and approved in writing by the Secretary of State following consultation with the relevant <a href="#">local</a> highway authority and relevant planning authority, such scheme to include:</p> <p>(a) drawings and plans showing the proposals;</p> <p>(b) demonstrating how the proposals maintain a safe and reliable highway network;</p>	<p>Correcting a typographical error, and to reflect revised definitions.</p>		

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>(c) the provision made for non-car transport modes;</p> <p>(d) demonstrating how existing accesses will retain access to the de-trunked road;</p> <p>(e) demonstrating how existing utilities will be safeguarded;</p> <p>(f) landscaping and planting details;</p> <p>(g) drainage details; and</p> <p>(h) a timetable for implementation of the proposals.</p> <p>(2) No application for approval of the scheme under sub-paragraph (1) may be made in respect of proposals which would give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(3) The scheme approved under sub-paragraph (1) must be implemented by the undertaker and in accordance with the approved timetable for implementation, unless otherwise agreed in writing with the Secretary of State following consultation with the relevant <a href="#">local</a> highway authority.</p>			
<p><b>Schedule 2, Requirements</b></p> <p>New Requirement 20</p>	<p><b>Insertion of new requirement 20:</b></p> <p><b><a href="#">Walking, Cycling and Horse-riding bridges</a></b></p> <p><a href="#">20.—(1) Requirement 10 (detailed design) is to be read subject to the provisions of this requirement.</a></p> <p><a href="#">(2) The detailed design for the works must accord with the Walking, Cycling, Horse-riding bridge specifications in Appendix B of the design principles.</a></p> <p><a href="#">(3) The authorised development must be constructed in accordance with the Walking, Cycling, Horse-riding bridge specifications in Appendix B of the design principles.</a></p>	<p>This change has been requested and agreed with ECC.</p>		<p><a href="#">Under Part 1, Requirements</a></p> <p>Original requirement <del>20</del> (<b>Approvals and amendments to approved details</b>) is now requirement <a href="#">21</a>.</p> <p><a href="#">Under Part 2, Procedure for</a></p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
				<p><u>discharge of requirements</u></p> <p>Original paragraph <del>24</del> (<b>Applications made under requirements</b>) is now paragraph <u>22</u>.</p> <p>Original paragraph <del>22</del> (<b>Further information</b>) is now paragraph <u>23</u>.</p> <p>Original paragraph <del>23</del> (<b>Register of requirements</b>) is now paragraph <u>24</u>.</p> <p>Original paragraph <del>24</del> (<b>Anticipatory steps towards compliance with any requirement</b>) is now paragraph <u>25</u>.</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes						
<p><b>Schedule 3, Classification of roads, etc.</b></p> <p><b>Part 6, Speed Limits</b></p>	<p><b>Traffic regulation measures speed limits plans – Sheet No. 6</b></p> <table border="1" data-bbox="465 336 1370 1366"> <tr> <td data-bbox="465 336 763 959"> <a href="#">Hatfield Peverel CP</a> </td> <td data-bbox="763 336 1068 959"> <a href="#">The New Hatfield Peverel link road (both sides) starting at point A.020, 343 metres northeast of the centre point of the junction between The Street and Maldon Road to point A.014, 95 metres northwest of the centre point of the circulatory of the Junction 21 northern roundabout, a distance of 469 metres.</a> </td> <td data-bbox="1068 336 1370 959"> <a href="#">40 miles per hour</a> </td> </tr> <tr> <td data-bbox="465 959 763 1366"> <a href="#">Hatfield Peverel CP</a> </td> <td data-bbox="763 959 1068 1366"> <a href="#">The New Hatfield Peverel link road (both sides) starting at point A.020, 343 metres northeast of the centre point of the junction between The Street and Maldon Road to point A.014, 95 metres northwest of the centre point of</a> </td> <td data-bbox="1068 959 1370 1366"> <a href="#">40 miles per hour</a> </td> </tr> </table>	<a href="#">Hatfield Peverel CP</a>	<a href="#">The New Hatfield Peverel link road (both sides) starting at point A.020, 343 metres northeast of the centre point of the junction between The Street and Maldon Road to point A.014, 95 metres northwest of the centre point of the circulatory of the Junction 21 northern roundabout, a distance of 469 metres.</a>	<a href="#">40 miles per hour</a>	<a href="#">Hatfield Peverel CP</a>	<a href="#">The New Hatfield Peverel link road (both sides) starting at point A.020, 343 metres northeast of the centre point of the junction between The Street and Maldon Road to point A.014, 95 metres northwest of the centre point of</a>	<a href="#">40 miles per hour</a>	<p>These changes have been requested by and agreed with ECC.</p>		
<a href="#">Hatfield Peverel CP</a>	<a href="#">The New Hatfield Peverel link road (both sides) starting at point A.020, 343 metres northeast of the centre point of the junction between The Street and Maldon Road to point A.014, 95 metres northwest of the centre point of the circulatory of the Junction 21 northern roundabout, a distance of 469 metres.</a>	<a href="#">40 miles per hour</a>								
<a href="#">Hatfield Peverel CP</a>	<a href="#">The New Hatfield Peverel link road (both sides) starting at point A.020, 343 metres northeast of the centre point of the junction between The Street and Maldon Road to point A.014, 95 metres northwest of the centre point of</a>	<a href="#">40 miles per hour</a>								



Article/Schedule	Change			Reason for change	Precedent	Consequential changes
		<a href="#">the circulatory of the Junction 21 northern roundabout, a distance of 469 metres.</a>				
	<a href="#">Hatfield Peverel CP</a>	<a href="#">The New Hatfield Peverel link road (both sides) starting at point A.014, 95 metres northwest of the centre point of the circulatory of the Junction 21 northern roundabout to point A.152, 12 metres northwest of the same point, a distance of 83 metres.</a>	<a href="#">Removal of restricted road status 40 miles per hour</a>			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#"><u>Hatfield Peverel CP</u></a>	<a href="#"><u>The New Hatfield Peverel link road (both sides) starting at Point A.153, 6 metres northwest of the centre point of the circulatory of the Junction 21 northern roundabout to point A.152, 12 metres northwest of the same point, a distance of 6 metres.</u></a>	<a href="#"><u>Removal of restricted road status</u></a>			
	<a href="#"><u>Hatfield Peverel CP</u></a>	<a href="#"><u>Realigned Kennel access (both sides) starting at point A.016, 6 metres southeast of the centre point of the circulatory of the Junction 21 southern roundabout to point A.015, 62 metres southeast of the same point, a distance of 56 metres.</u></a>	<a href="#"><u>Removal of restricted road status</u></a>			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Hatfield Peverel CP</a>	<a href="#">Realigned Witham link road (both sides) starting at point A.008, 6 metres northwest of the centre point of the circulatory of the Junction 21 northern roundabout to point A.017, 19 metres northwest of the same point, a distance of 13 metres.</a>	<a href="#">Removal of restricted road status.</a>			
	<a href="#">Hatfield Peverel CP</a>	<a href="#">The A12 Junction 21 southeastbound off-slip road from point A.001, at its merge with the Junction 21 southern roundabout to a point A.106, 28 metres northeast of the same point, a distance of 28 metres.</a>	<a href="#">Removal of restricted road status National Speed Limit</a>			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Hatfield Peverel CP	The A12 Junction 21 northeastbound off-slip road from point A.0836, 157 metres southwest from <u>at</u> its merge with the Junction 21 northern roundabout to point A.0836, 1578 metres southwest of the same point, a distance of 15749 metres.	Removal of restricted road status National Speed Limit			
	<del>Hatfield Peverel CP</del>	<del>The A12 Junction 21 northeastbound off-slip road from point A.083, 157 metres southwest from its merge with the Junction 21 northern roundabout to point A.086, 8 metres southwest of the same point, a distance of 149 metres.</del>	<del>Removal of restricted road status National Speed Limit</del>			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Hatfield Peverel CP</a>	<a href="#">The A12 Junction 21 northeastbound on-slip road from point A.151 at its diverge with the Junction 21 northern roundabout to a point A.088, 18 metres southeast of the same point, a distance of 18 metres.</a>	<a href="#">Removal of restricted road status National Speed Limit</a>			
	<a href="#">Hatfield Peverel CP</a>	<a href="#">A12 Little Braxted Lane Overbridge (northwestbound side), from point A.005, 6 metres southeast of the centre point of the Junction 21 northern roundabout to point A.004, 6 metres northwest of the centre point of the Junction 21 southern roundabout, a distance of 95 metres.</a>	<a href="#">Removal of restricted road status National Speed Limit</a>			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Hatfield Peverel CP</a>	<a href="#">A12 Hatfield Road Overbridge (southeastbound side), from point A.038, 6 metres northwest of the centre point of the Junction 21 southern roundabout to point A.039, 6 metres southeast of the centre point of the Junction 21 northern roundabout, a distance of 95 metres.</a>	<a href="#">Removal of restricted road status National Speed Limit</a>			
	<a href="#">Rivenhall CP</a>	<a href="#">The whole of the A12 Junction 21 southern roundabout, from point A.004 round to point A.004, a distance of 237 metres.</a>	<a href="#">Removal of restricted road status National Speed Limit</a>			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Rivenhall CP</a>	<a href="#">The whole of the A12 Junction 21 northern roundabout, from point A.005 round to point A.005, a distance of 269 metres.</a>	<a href="#">Removal of restricted road status National Speed Limit</a>			
	Hatfield Peverel CP	The A12 Junction 21 southwestbound on-slip road from point A.128, 75 metres west from its diverge from the Junction 21 southern roundabout to point A.108, <del>647</del> metres west <a href="#">of the same point</a> , a distance of <del>5869</del> metres.	Removal of restricted road status National Speed Limit			
	<b>Traffic regulation measures speed limits plans – Sheet No. 10</b>					

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<del>Rivenhall GP</del>	<del>Little Braxted Lane (both sides) starting at point A.113, 201 metres west of the centre point of the circulatory of the Junction 22 southern roundabout to point A.020, 550 metres southwest of the same point, a distance of 349 metres.</del>	<del>40 miles per hour</del>			
	<b>Traffic regulation measures speed limits plans – Sheet No. 11</b>					
	<del>Rivenhall GP</del>	<del>Realigned Braxted Road (both sides) from point A.036, 300 metres south of the centre point of the junction of Braxted Road and Henry Dixon Road, to point A.037, 411 metres south of the same point, a distance of 111 metres.</del>	<del>Removal of restricted road status 40 miles per hour</del>			
	<b>Traffic regulation measures speed limits plans – Sheet No. 15</b>					



Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Feering CP	Existing A12 (northeastbound side) from point A.060, 105 metres east of the centre point of the Feering east roundabout to point A.0619 (sheet 16) <u>103 metres west of the centre point of the Easthorpe Road roundabout</u> <del>920-metres east of the same point</del> , a distance of <del>1581</del> <u>845</u> metres.	40 miles per hour			
	Feering CP	Existing A12 (southwestbound side) from point A.140, 105 metres east of the centre point of the Feering east roundabout to point A.1424 (sheet 16), <u>103 metres west of the centre point of the Easthorpe Road roundabout</u> <del>920-metres east of the same point</del> , a distance of <del>845</del> <u>1581</u> metres.	40 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<b>Traffic regulation measures speed limits plans – Sheet No. 16</b>					
	<del>Feering CP</del>	<del>Existing A12- (northeastbound side) from point A.069, 920 metres east of the centre point of the Feering east roundabout to point A.061, 103 metres west of the centre point of the Easthorpe Road roundabout, a distance of 767 metres.</del>	<del>50 miles per hour</del>			
	Feering CP, Copford CP	Existing A12 (northeastbound side) from point A.061, 103 metres west of the centre point of the Feering east roundabout to point A.070, 5 metres west of the same point, a distance of 98 metres.	Removal of restricted road status 540 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Feering CP, Copford CP	The whole of the Easthorpe Road roundabout from point A.070 round to point A.070, a distance of 164 metres.	Removal of restricted road status <del>5</del> 40 miles per hour			
	Feering CP	Realigned Domsey Chase (both sides) from point A.071, 5 metres north of the centre point of the Easthorpe Road roundabout to point A.072, 23 metres north of the same point, a distance of 18 metres.	Removal of restricted road status <del>5</del> 40 miles per hour			
	Feering CP	Realigned Easthorpe Road (both sides) from point A.073, 5 metres south of the centre point of the Easthorpe Road roundabout to point A.074, 18 metres south of the same point, a distance of 13 metres.	Removal of restricted road status <del>5</del> 40 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Feering CP	<del>De-trunked A12 (southwestbound side) from point A.141, 920 metres east of the centre point of the Feering east roundabout to point A.142, 103 metres west of the centre point of the Easthorpe Road roundabout, a distance of 767 metres.</del>	50 miles per hour			
	Copford CP	De-trunked A12 (northeastbound side) from point A.076, 5 metres east of the centre point of the Easthorpe Road roundabout to point A.0696, 25139 metres east of the same point, a distance of 13420 metres.	Removal of restricted road status 540 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Copford CP</a>	<a href="#">De-trunked A12 (northeastbound side) from point A.069, 25 metres east of the centre point of the Easthorpe Road roundabout to point A.066, 139 metres east of the same point, a distance of 114 metres.</a>	<a href="#">Removal of restricted road status 50 miles per hour</a>			
	Copford CP	Existing A12 (southwestbound side) from point A.144, 5 metres east of the centre point of the Easthorpe Road roundabout to point A.141 <del>5</del> , <del>139</del> <u>25</u> metres east of the same point, a distance of <del>134</del> <u>20</u> metres.	Removal of restricted road status <del>5</del> <u>4</u> 0 miles per hour			

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">Copford CP</a>	<a href="#">Existing A12 (southwestbound side) from point A.141, 25 metres east of the centre point of the Easthorpe Road roundabout to point A.145, 139 metres east of the same point, a distance of 114 metres.</a>	<a href="#">Removal of restricted road status 50 miles per hour</a>			
	Feering CP, Copford CP	Existing A12 (southwestbound side) from point A.142, 103 metres west of the centre point of the Feering east roundabout to point A.143, 5 metres west of the same point, a distance of 98 metres.	Removal of restricted road status <del>5</del> 40 miles per hour			
<b>Schedule 4, Permanent stopping up of highways and private means of access &amp; provisions of new</b>	<b>Streets, rights of way and access plans – Sheet No. 14</b>			Typographical error		
Messing-Cum-Inworth CP	Reference N/7 The realigned north B1023 Kelvedon Road, from the Inworth <del>r</del> Roundabout, in a northerly direction for a distance of 80 metres.					

Article/Schedule	Change	Reason for change	Precedent	Consequential changes	
<b>highways and private means of access</b>  <b>Part 3, New highways which are otherwise to be provided</b>	<b>Streets, rights of way and access plans – Sheet No. 18</b>				
	Marks Tey CP	179 metres of cycle track comprised in a highway from point 18/34 to 18/35.			
<b>Schedule 4, Permanent stopping up of highways and private means of access &amp; provisions of new highways and private means of access</b>  <b>Part 5, New private means of access which are to be provided</b>	<b>Streets, rights of way and access plans – Sheet No. 14</b>		Typographical error		
	Messing-Cum-Inworth CP	Reference 14/H New private means of access to Stonefields Farm and Stonefields Farm Shop from the realigned north B1023 Kelvedon Road, 32 metres north-east of the new Inworth <b>r</b> Roundabout, for a distance of 10 metres.			
	Messing-Cum-Inworth CP	Reference 14/I New private means of access to attenuation pond north of the Inworth <b>r</b> Roundabout, from the realigned north Inworth Road, for a distance of 47 metres.			
<b>Schedule 5, Land in Which New Rights etc. May be Acquired</b>	<p>(1) <i>Plot reference number shown on land plans</i></p>	<p>(2) <i>Purpose for which rights over land may be acquired</i></p>	<p>(3) <i>Relevant part of the authorised development</i></p>	To reflect updated title boundary extents. The updated boundaries have caused a previous	

Article/Schedule	Change		Reason for change	Precedent	Consequential changes	
	<a href="#">11/20d</a>	<p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried water mains.</a></p> <p><a href="#">To lay, install, construct, retain, inspect, maintain, protect, use, enlarge, replace, renew, remove or render unusable buried electricity cables and ducts.</a></p> <p><a href="#">Rights to pass and repass and to remain on the land, with or without vehicles, plant or machinery.</a></p> <p><a href="#">To include restrictive covenants for protecting the installed mains, cables, ducts or apparatus from excavation, damage or injury; to not materially reduce the depth of soil above any installed mains, cables, ducts or apparatus; and to prevent access to the installed mains, cables, ducts or apparatus being made materially more difficult.</a></p>	<p><a href="#">Work No. U117</a></p> <p><a href="#">Work No. U118</a></p>	existing plot to be split.		
<b>Schedule 6, Modification of compensation and compulsory purchase</b>	(a) Section 11 was amended by section 34(1) of, and Schedule 4 to, the Acquisition of Land Act 1981 (c. 67), section 3 of, and part 1 of Schedule 1 to, the Housing (Consequential Provisions) Act 1985 (c. 71), section 14 of, and paragraph 12(1) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure 2006 (No. 1), <a href="#">sections 186(2), 187(2) and 188 of, and paragraph 6 of Schedule 14 and</a>		Footnotes have been revised to reflect the most up to			



Article/Schedule	Change	Reason for change	Precedent	Consequential changes						
<b>enactments for creation of new rights and imposition of restrictive covenants</b> Page 238, footnotes	<p><a href="#">paragraph 3 of Schedule 16 to, the Housing and Planning Act 2016 (c.22)</a> <del>Section 103 of the Planning and Compulsory Purchase Act 2004 c. 5</del> and S.I. 2009/1307.</p> <p>(c) Section 11B was inserted by section 187(32) of the Housing and Planning Act 2016 (c. 22).</p> <p>(d) Section 12 was amended by section 56(2) of, and part 1 of Schedule 9 to, the Courts Act 1971 (c. 23) <a href="#">and paragraph 4 of Schedule 16 to the Housing and Planning Act 2016 (c.22)</a>.</p>	date information.								
<b>Schedule 7, Land of which temporary possession may be taken</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%; text-align: center;">(1) <i>Plot reference number shown on land plans</i></th> <th style="width: 40%; text-align: center;">(2) <i>Purpose for which temporary possession may be taken</i></th> <th style="width: 45%; text-align: center;">(3) <i>Relevant part of the authorised development</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><a href="#">8/21h</a></td> <td style="text-align: center;"><a href="#">Access and working area for utility diversion works.</a></td> <td style="text-align: center;"><a href="#">Work No. U44</a> <a href="#">Work No. U56</a></td> </tr> </tbody> </table>	(1) <i>Plot reference number shown on land plans</i>	(2) <i>Purpose for which temporary possession may be taken</i>	(3) <i>Relevant part of the authorised development</i>	<a href="#">8/21h</a>	<a href="#">Access and working area for utility diversion works.</a>	<a href="#">Work No. U44</a> <a href="#">Work No. U56</a>	To reflect updated title boundary extents. The updated boundaries have caused a previous existing plot to be split.		
(1) <i>Plot reference number shown on land plans</i>	(2) <i>Purpose for which temporary possession may be taken</i>	(3) <i>Relevant part of the authorised development</i>								
<a href="#">8/21h</a>	<a href="#">Access and working area for utility diversion works.</a>	<a href="#">Work No. U44</a> <a href="#">Work No. U56</a>								
<b>Schedule 9, Hedgerows and Trees</b>	<p>The hedgerow reference numbers in the table below are taken from the Hedgerow Survey Report at Appendix 9.7 of Chapter 9: Biodiversity of the Environmental Statement, <a href="#">the Supplementary Hedgerow Survey Report and the Supplementary Botanical Survey Report</a>.</p> <p>The location of the hedgerows is shown on the Retained and Removed Vegetation Plans, <del>and</del> on the Figures at Annex A of the Hedgerow Survey Report (Sheets 1 to 27), <a href="#">on Figure 1 at Appendix A of the Supplementary Hedgerow Survey Report, and on Figure 2 at Appendix A of the Supplementary Botanical Survey Report</a>.</p>	Consequential change from the insertion at Part 1 and Part 2 of Schedule 9 of the survey reports that I2 – I17 and 001-002 are found in.								

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
<b>Schedule 9, Hedgerows and Trees</b> Part 1, Removal of Important Hedgerows	(1) <i>Reference No. (Location of hedgerow)</i>	(2) <i>Work to be carried out</i>	(3) <i>Relevant part of the authorised development</i>	The additional hedgerows identified in the Supplementary Hedgerow Survey Report [REP4-064] were subsequently assessed as conforming to the archaeology and heritage criteria of the Hedgerow Regulations 1997 <sup>(2)</sup> and have therefore been moved from Part 3, "Removal of Potentially Important Hedgerows" to Part 1, "Removal of		
	<a href="#">Supplementary Hedgerow Survey Report – Sheet 1, Retained and Removed Vegetation Plans – Sheet 20</a>					
	<a href="#">12 (East of B1023, north-east of Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 117</a>			
	<a href="#">13 (East of B1023, north-east of Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 122</a>			
	<a href="#">14 (East of B1023, north-east of Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work Nos. 117 and 122</a>			
	<a href="#">16 (East of B1023, north-east of Inworth)</a>	<a href="#">Full removal</a>	<a href="#">Work No. 122</a>			
	<a href="#">17 (East of B1023, north of Well Cottage, Inworth)</a>	<a href="#">Partial removal</a>	<a href="#">Work Nos. 117 and 122</a>			
	<a href="#">18 (West of B1023, south of All Saints Church)</a>	<a href="#">Full removal</a>	<a href="#">Work Nos. 122 and 114</a>			
	<a href="#">110 (West of B1023, north of Windmill Hill)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 114</a>			
<a href="#">112 (East of B1023 and Marlborough Lodge)</a>	<a href="#">Full removal</a>	<a href="#">Work No. 122</a>				

<sup>(2)</sup> S.I. 1997/1160 as amended by S.I. 2003/2155, S.I. 2015/1997, S.I. 2015/377, S.I. 2009/1307 and S.I. 2013/755.

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	<a href="#">113 (East of B1023, south-east of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 120</a>	<p>Important Hedgerows".</p> <p>Hedgerow 17 also qualifies as important under the Wildlife and Landscape criteria of the Hedgerow Regulations 1997<sup>(3)</sup> as per table D.3 of the Supplementary Hedgerow Report [REP4-064]</p> <p>The addition of Hedgerow 9275 is required to correct an error. Hedgerow 9275 was included in the Hedgerow</p>		
	<a href="#">114 (West of B1023, south of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>			
	<a href="#">115 (West of B1023, south-west of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>			
	<a href="#">116 (West of B1023, south of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 113</a>			
	<a href="#">117 (East of B1023, south-east of Marlborough Lodge)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. 122</a>			
	<b>Hedgerow Survey Report – Sheets 9, 10, 11, 12 and 13 Retained and Removed Vegetation Plans – Sheet 6</b>					
	8275 (South-east of The Vineyards)	Partial removal	Work No. 18(b)			
	263 (East of hedgerow 2963)	Partial removal	Work Nos. 12(a), 12(b), 16, 18(b), and 18(e)			
	9263 (Parallel to hedgerow 8265)	Partial removal	Work Nos. 12(a), 12(b), 14(a), and 18(b)			
	271 (South of hedgerow 264)	Partial removal	Work Nos. 12(b) and 18(f)			

<sup>(3)</sup> S.I. 1997/1160 as amended by S.I. 2003/2155, S.I. 2015/1997, S.I. 2015/377, S.I. 2009/1307 and S.I. 2013/755.

Article/Schedule	Change			Reason for change	Precedent	Consequential changes												
	259 (South-west of Kingswood Gateway)	Partial removal	Work Nos. 18(e) and 20	Survey Report Appendix 9.7 of the ES [APP-131] but had not been included in Part 1 of Schedule 9 to the draft DCO.														
	257 (Along length of A12)	Full removal	Work Nos. 12(a), 12(b), and 18(a)															
	<a href="#">9275 (east of The Vineyards)</a>	<a href="#">Full removal</a>	<a href="#">Work Nos. T14, T16</a>															
<b>Schedule 9, Hedgerows and Trees</b> Part 2, Removal of Other Hedgerows	<table border="1"> <thead> <tr> <th>(1) <i>Reference No. (Location of hedgerow)</i></th> <th>(2) <i>Work to be carried out</i></th> <th>(3) <i>Relevant part of the authorised development</i></th> </tr> </thead> <tbody> <tr> <td colspan="3"><a href="#">Supplementary Hedgerow Survey Report – Sheet 1, Retained and Removed Vegetation Plans – Sheets 8 and 9</a></td> </tr> <tr> <td><a href="#">001 (east of River Blackwater)</a></td> <td><a href="#">Partial removal</a></td> <td><a href="#">Work No. U69</a></td> </tr> <tr> <td><a href="#">002 (east of River Blackwater)</a></td> <td><a href="#">Partial removal</a></td> <td><a href="#">Work No. U69</a></td> </tr> </tbody> </table>	(1) <i>Reference No. (Location of hedgerow)</i>	(2) <i>Work to be carried out</i>	(3) <i>Relevant part of the authorised development</i>	<a href="#">Supplementary Hedgerow Survey Report – Sheet 1, Retained and Removed Vegetation Plans – Sheets 8 and 9</a>			<a href="#">001 (east of River Blackwater)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. U69</a>	<a href="#">002 (east of River Blackwater)</a>	<a href="#">Partial removal</a>	<a href="#">Work No. U69</a>			Hedgerows 001 and 002 were identified as part of additional botanical and hedgerow surveys along the gas main diversion, on land not covered by the original suite of surveys reported in the Hedgerow Survey Report Appendix 9.7 of the ES [APP-131]. This change is		
(1) <i>Reference No. (Location of hedgerow)</i>	(2) <i>Work to be carried out</i>	(3) <i>Relevant part of the authorised development</i>																
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Article/Schedule	Change	Reason for change	Precedent	Consequential changes																								
		required to reflect these additional survey results.																										
<b>Schedule 9, Hedgerows and Trees</b> Part 3, Removal of Potentially Important Hedgerows	<p style="text-align: center;"><b>PART 3</b></p> <p style="text-align: center;"><b>REMOVAL OF POTENTIALLY IMPORTANT HEDGEROWS</b></p> <table border="1"> <thead> <tr> <th style="text-align: center;"><i>(1)</i> <i>Reference No.- (Location of hedgerow)</i></th> <th style="text-align: center;"><i>(2)</i> <i>Work to be carried out</i></th> <th style="text-align: center;"><i>(3)</i> <i>Relevant part of the authorised development</i></th> </tr> </thead> <tbody> <tr> <td colspan="3" style="text-align: center;"><b>Hedgerow Survey Report – not shown, Retained and Removed Vegetation Plans – Sheet 20</b></td> </tr> <tr> <td><del>12 (East of B1023, north-east of Inworth)</del></td> <td><del>Partial removal</del></td> <td><del>Work No. 117</del></td> </tr> <tr> <td><del>13 (East of B1023, north-east of Inworth)</del></td> <td><del>Partial removal</del></td> <td><del>Work No. 122</del></td> </tr> <tr> <td><del>14 (East of B1023, north-east of Inworth)</del></td> <td><del>Partial removal</del></td> <td><del>Work Nos. 117 and 122</del></td> </tr> <tr> <td><del>16 (East of B1023, north-east of Inworth)</del></td> <td><del>Full removal</del></td> <td><del>Work No. 122</del></td> </tr> <tr> <td><del>17 (East of B1023, north of Well-Cottage, Inworth)</del></td> <td><del>Partial removal</del></td> <td><del>Work Nos. 117 and 122</del></td> </tr> <tr> <td><del>18 (West of B1023, south of All Saints Church)</del></td> <td><del>Full removal</del></td> <td><del>Work Nos. 122 and 114</del></td> </tr> </tbody> </table>	<i>(1)</i> <i>Reference No.- (Location of hedgerow)</i>	<i>(2)</i> <i>Work to be carried out</i>	<i>(3)</i> <i>Relevant part of the authorised development</i>	<b>Hedgerow Survey Report – not shown, Retained and Removed Vegetation Plans – Sheet 20</b>			<del>12 (East of B1023, north-east of Inworth)</del>	<del>Partial removal</del>	<del>Work No. 117</del>	<del>13 (East of B1023, north-east of Inworth)</del>	<del>Partial removal</del>	<del>Work No. 122</del>	<del>14 (East of B1023, north-east of Inworth)</del>	<del>Partial removal</del>	<del>Work Nos. 117 and 122</del>	<del>16 (East of B1023, north-east of Inworth)</del>	<del>Full removal</del>	<del>Work No. 122</del>	<del>17 (East of B1023, north of Well-Cottage, Inworth)</del>	<del>Partial removal</del>	<del>Work Nos. 117 and 122</del>	<del>18 (West of B1023, south of All Saints Church)</del>	<del>Full removal</del>	<del>Work Nos. 122 and 114</del>	Part 3, "Removal of Potentially Important Hedgerows" has been deleted because these hedgerows have subsequently been identified as important and have therefore been moved to Part 1, "Removal of Important Hedgerows".		<b>Schedule 9, Hedgerows and Trees</b> Part 4, Trees subject to tree preservation orders  This is now Part 3, as follows:  <p style="text-align: center;"><b>PART <del>4</del> 3</b></p> <p style="text-align: center;"><b>TREES SUBJECT TO TREE PRESERVATION ORDERS</b></p>
<i>(1)</i> <i>Reference No.- (Location of hedgerow)</i>	<i>(2)</i> <i>Work to be carried out</i>	<i>(3)</i> <i>Relevant part of the authorised development</i>																										
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Article/Schedule	Change	Reason for change	Precedent	Consequential changes		
	<del>I10 (West of B1023, north of Windmill Hill)</del>	Partial removal	<del>Work No. 114</del>			
	<del>I12 (East of B1023 and Marlborough Lodge)</del>	Full removal	<del>Work No. 122</del>			
	<del>I13 (East of B1023, south-east of Marlborough Lodge)</del>	Partial removal	<del>Work No. 120</del>			
	<del>I14 (West of B1023, south of Marlborough Lodge)</del>	Partial removal	<del>Work No. 113</del>			
	<del>I15 (West of B1023, south-west of Marlborough Lodge)</del>	Partial removal	<del>Work No. 113</del>			
	<del>I16 (West of B1023, south of Marlborough Lodge)</del>	Partial removal	<del>Work No. 113</del>			
	<del>I17 (East of B1023, south-east of Marlborough Lodge)</del>	Partial removal	<del>Work No. 122</del>			
<b>Schedule 11, Protective Provisions</b>  Part 2, For the Protection of Operators of Electronic Communications Code Networks	(b) See section 106 of the 2003 Act, which was amended by section 4(4 <del>3</del> ) to (9) of the Digital Economy Act 2017 (c. 30). See also Schedule 3A to the 2003 Act, which was inserted by section 4 of, and Schedule 1 to, the Digital Economy Act 2017.	Footnotes have been revised to reflect the most up to date information.				

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Page 278, footnotes				
<b>Schedule 11, Protective Provisions</b> Part 3, For the Protection of Anglian Water Page 282, footnotes	(a) S.I. 2010/675, <a href="#">to which there are amendments but none are relevant to these regulations.</a>	Footnotes have been revised to reflect the most up to date information.		
<b>Schedule 11, Protective Provisions</b> Part 6, For the Protection of Railway Interests Paragraph 67	Insertion of the following definition: <a href="#">"protective works" means any works specified by the engineer under paragraph 70(4);</a>	This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].	N/A	N/A
<b>Schedule 11, Protective Provisions</b> Part 6, For the Protection of Railway Interests	70.—(1) The undertaker must before commencing construction of any specified work supply to Network Rail proper and sufficient plans of that work for the reasonable approval of the engineer and the specified work must not be commenced except in accordance with such plans as have been approved in writing by the engineer or settled by arbitration. (2) The approval of the engineer under sub-paragraph (1) must not be unreasonably withheld, and if by the end of the period of 28 days	This amendment was requested by Network Rail in their proposed protective provisions	N/A	N/A

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Paragraph 70	<p>beginning with the date on which such plans have been supplied to Network Rail the engineer has not intimated their disapproval of those plans and the grounds of such disapproval the undertaker may serve upon the engineer written notice requiring the engineer to intimate approval or disapproval within a further period of 28 days beginning with the date upon which the engineer receives written notice from the undertaker. If by the expiry of the further <del>28</del><sup>14</sup> days the engineer has not intimated approval or disapproval, the engineer shall be deemed to have approved the plans as submitted.</p> <p>(3) If by the end of the period of 28 days beginning with the date on which written notice was served upon the engineer under sub-paragraph (2), Network Rail gives notice to the undertaker that Network Rail desires itself to construct any part of a specified work which in the opinion of the engineer will or may affect the stability of railway property or the safe operation of traffic on the railways of Network Rail then, if the undertaker desires such part of the specified work to be constructed, Network Rail must construct it without unnecessary delay on behalf of and to the reasonable satisfaction of the undertaker in accordance with the plans approved or deemed to be approved or settled under this paragraph, and under the supervision (where appropriate and if given) of the undertaker <del>PROVIDED THAT this paragraph shall not apply to any works that require temporary traffic management on the Strategic Road Network.</del></p> <p>(4) When signifying their approval of the plans the engineer may specify any protective works (whether temporary or permanent) which in the engineer's opinion should be carried out before the commencement of the construction of a specified work to ensure the safety or stability of railway property or the continuation of safe and efficient operation of the railways of Network Rail or the services of operators using the same (including any relocation de-commissioning and removal of works,</p>	submitted at Deadline 6 [REP6-108].		



Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>apparatus and equipment necessitated by a specified work and the comfort and safety of passengers who may be affected by the specified works), and such protective works as may be reasonably necessary for those purposes must be constructed by Network Rail or by the undertaker, if Network Rail so desires, and such protective works must be carried out at the expense of the undertaker in either case without unnecessary delay and the undertaker must not commence the construction of the specified works until the engineer has notified the undertaker that the protective works have been completed to their reasonable satisfaction.</p>			
<p><b>Schedule 11, Protective Provisions</b> Part 6, For the Protection of Railway Interests Paragraph 74</p>	<p>74.—(1) If any permanent or temporary alterations or additions to railway property are reasonably necessary in consequence of the construction or completion of a specified work, <a href="#">or during a period of 24 months after the completion of that work</a>, in order to ensure the safety of railway property or the continued safe operation of the railway of Network Rail, such alterations and additions may be carried out by Network Rail and if Network Rail gives to the undertaker 56 days' notice (or in the event of an emergency or safety critical issue such notice as is reasonable in the circumstances) of its intention to carry out such alterations or additions (which must be specified in the notice), the undertaker must pay to Network Rail the reasonable cost of those alterations or additions including, in respect of any such alterations and additions as are to be permanent, a capitalised sum representing the increase of the costs which may be expected to be reasonably incurred by Network Rail in maintaining, working and, when necessary, renewing any such alterations or additions.</p> <p>(2) If during the construction of a specified work <a href="#">or a protective work</a> by the undertaker, Network Rail gives notice to the undertaker that Network Rail desires itself to construct that part of the specified work <a href="#">or a protective work</a> which in the opinion of the engineer is endangering the stability of railway property or the safe operation of traffic on the</p>	<p>This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].</p>	<p>N/A</p>	<p>N/A</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>railways of Network Rail then, if the undertaker decides that part of the specified work <a href="#">or a protective work</a> is to be constructed, Network Rail must assume construction of that part of the specified work <a href="#">or a protective work</a> and the undertaker must, notwithstanding any such approval of a specified work under paragraph 5(3), pay to Network Rail all reasonable expenses to which Network Rail may be put and compensation for any loss which it may suffer by reason of the execution by Network Rail of that specified work <a href="#">or a protective work</a>.</p> <p>(3) The engineer must, in respect of the capitalised sums referred to in this paragraph and paragraph 75(a) provide such details of the formula by which those sums have been calculated as the undertaker may reasonably require.</p> <p>(4) If the cost of maintaining, working or renewing railway property is reduced in consequence of any such alterations or additions a capitalised sum representing such saving must be set off against any sum payable by the undertaker to Network Rail under this paragraph.</p>			
<p><b>Schedule 11, Protective Provisions</b></p> <p>Part 6, For the Protection of Railway Interests</p> <p>Paragraph 75</p>	<p>75. The undertaker must repay to Network Rail all reasonable fees, costs, charges and expenses reasonably incurred by Network Rail—</p> <p>(a) in constructing any <a href="#">part of a specified work on behalf of the undertaker</a> <del>protective works</del> under the provisions of paragraph 70(3) or in constructing any protective works under the provisions of paragraph 70(4) including, in respect of any permanent protective works, a</p>	<p>This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].</p>	<p>N/A</p>	<p>N/A</p>

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
	<p>capitalised sum representing the cost of maintaining and renewing those works;</p> <p>(b) in respect of the approval by the engineer of plans submitted by the undertaker and the supervision by the engineer of the construction of a specified work <a href="#">or a protective work</a>;</p> <p>(c) in respect of the employment or procurement of the services of any inspectors, signallers, watch-persons and other persons whom it shall be reasonably necessary to appoint for inspecting, signalling, watching and lighting railway property and for preventing, so far as may be reasonably practicable, interference, obstruction, danger or accident arising from the construction or failure of a specified work <a href="#">or a protective work</a>;</p> <p>(d) in respect of any special traffic working resulting from any speed restrictions which may in the opinion of the engineer, require to be imposed by reason or in consequence of the construction or failure of a specified work <a href="#">or a protective work</a> or from the substitution or diversion of services which may be reasonably necessary for the same reason; and</p> <p>(e) in respect of any additional temporary lighting of railway property in the vicinity of the specified works, being lighting made reasonably necessary by reason or in consequence of the construction or failure of a specified work <a href="#">or a protective work</a>.</p>			
<b>Schedule 11, Protective Provisions</b>	(5) In any case where it is established that EMI can only reasonably be prevented by modifications to Network Rail's apparatus, Network Rail must not withhold its consent unreasonably to modifications of Network Rail's apparatus, but the means of prevention and the method of their execution must be selected in the reasonable discretion of Network	This amendment was requested by Network Rail in their	N/A	N/A

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
Part 6, For the Protection of Railway Interests Paragraph 76(5)	Rail, and in relation to such modifications paragraph 70(1) has effect subject to <a href="#">this</a> sub-paragraph.	proposed protective provisions submitted at Deadline 6 [REP6-108].		
<b>Schedule 11, Protective Provisions</b> Part 6, For the Protection of Railway Interests Paragraph 77	77. If at any time after the completion of a specified work <a href="#">or a protective work</a> , not being a work vested in Network Rail, Network Rail gives notice to the undertaker informing it that the state of maintenance of any part of the specified work <a href="#">or a protective work</a> appears to be such as adversely affects the operation of railway property, the undertaker must, on receipt of such notice, take such steps as may be reasonably necessary to put that specified work <a href="#">or a protective work</a> in such state of maintenance as not adversely to affect railway property.	This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].	N/A	N/A
<b>Schedule 11, Protective Provisions</b> Part 6, For the Protection of Railway Interests Paragraph 78	78. The undertaker must not provide any illumination or illuminated sign or signal on or in connection with a specified work <a href="#">or a protective work</a> in the vicinity of any railway belonging to Network Rail unless it has first consulted Network Rail and it must comply with Network Rail's reasonable requirements for preventing confusion between such illumination or illuminated sign or signal and any railway signal or other light used for controlling, directing or securing the safety of traffic on the railway.	This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].	N/A	N/A

Article/Schedule	Change	Reason for change	Precedent	Consequential changes
<p><b>Schedule 11, Protective Provisions</b></p> <p>Part 6, For the Protection of Railway Interests</p> <p>Paragraph 79</p>	<p>79. Any additional expenses which Network Rail may reasonably incur in altering, reconstructing or maintaining railway property under any powers existing at the making of this Order by reason of the existence of a specified work <a href="#">or a protective work</a> must, provided that not less than 56 days' previous notice of the commencement of such alteration, reconstruction or maintenance has been given to the undertaker, be repaid by the undertaker to Network Rail.</p>	<p>This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].</p>	<p>N/A</p>	<p>N/A</p>
<p><b>Schedule 11, Protective Provisions</b></p> <p>Part 6, For the Protection of Railway Interests</p> <p>Paragraph 80</p>	<p>80.—(1) The undertaker must pay to Network Rail all reasonable costs, charges, damages and expenses not otherwise provided for in this Part of this Schedule (but subject always to the remaining provisions of this paragraph and to article 35 (no double recovery)) which may be occasioned to or reasonably incurred by Network Rail—</p> <p>(a) by reason of the construction, maintenance or operation of a specified work <a href="#">or a protective work</a> or the failure thereof; or</p> <p>(b) by reason of any act or omission of the undertaker or of any person in its employ or of its contractors or others whilst engaged upon a specified work <a href="#">or a protective work</a>;</p> <p>(c) by reason of any act or omission of the undertaker or any person in its employ or of its contractors or others whilst accessing to or egressing from the authorised development;</p> <p>(d) in respect of any damage caused to or additional maintenance required to, railway property or any such interference or obstruction or delay to the operation of the railway as a result of access to or egress</p>	<p>This amendment was requested by Network Rail in their proposed protective provisions submitted at Deadline 6 [REP6-108].</p>	<p>N/A</p>	<p>N/A</p>

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	<p>from the authorised development by the undertaker or any person in its employ or of its contractors or others;</p> <p>(e) in respect of costs incurred by Network Rail in complying with any railway operational procedures or obtaining any regulatory consents which procedures are required to be followed or consents obtained to facilitate the carrying out or operation of the authorised development;</p> <p>and the undertaker must indemnify and keep indemnified Network Rail from and against all claims and demands arising out of or in connection with a specified work <a href="#">or a protective work</a> or any such failure, act or omission: and the fact that any act or thing may have been done by Network Rail on behalf of the undertaker or in accordance with plans approved by the engineer or in accordance with any requirement of the engineer or under the engineer's supervision shall not (if it was done without negligence on the part of Network Rail or of any person in its employ or of its contractors or agents) excuse the undertaker from any liability under the provisions of this sub-paragraph.</p>																								
<b>Schedule 12, Documents to be Certified</b>	<table border="1"> <thead> <tr> <th data-bbox="439 930 808 1010">(1) <i>Document</i></th> <th data-bbox="808 930 1238 1010">(2) <i>Reference number</i></th> <th data-bbox="1238 930 1368 1010">(3) <i><a href="#">Version</a></i></th> </tr> </thead> <tbody> <tr> <td data-bbox="439 1010 808 1050">Book of Reference</td> <td data-bbox="808 1010 1238 1050">TRO010060/APP/4.3</td> <td data-bbox="1238 1010 1368 1050"><a href="#">Rev 4</a></td> </tr> <tr> <td data-bbox="439 1050 808 1121">Classification of roads plans</td> <td data-bbox="808 1050 1238 1121">TRO010060/APP/2.4</td> <td data-bbox="1238 1050 1368 1121"><a href="#">P02</a></td> </tr> <tr> <td data-bbox="439 1121 808 1161">Design Principles</td> <td data-bbox="808 1121 1238 1161">TRO010060/APP/7.10</td> <td data-bbox="1238 1121 1368 1161"><a href="#">Rev 4</a></td> </tr> <tr> <td data-bbox="439 1161 808 1233">De-trunking and stopping up plans</td> <td data-bbox="808 1161 1238 1233">TRO010060/APP/2.10</td> <td data-bbox="1238 1161 1368 1233"><a href="#">P02</a></td> </tr> <tr> <td data-bbox="439 1233 808 1305">Environmental masterplan</td> <td data-bbox="808 1233 1238 1305">TRO010060/APP/6.2</td> <td data-bbox="1238 1233 1368 1305"><a href="#">Rev 3</a></td> </tr> <tr> <td data-bbox="439 1305 808 1340">Environmental Statement</td> <td data-bbox="808 1305 1238 1340">TRO010060/APP/6.1-<a href="#">6.3</a></td> <td data-bbox="1238 1305 1368 1340"></td> </tr> </tbody> </table>	(1) <i>Document</i>	(2) <i>Reference number</i>	(3) <i><a href="#">Version</a></i>	Book of Reference	TRO010060/APP/4.3	<a href="#">Rev 4</a>	Classification of roads plans	TRO010060/APP/2.4	<a href="#">P02</a>	Design Principles	TRO010060/APP/7.10	<a href="#">Rev 4</a>	De-trunking and stopping up plans	TRO010060/APP/2.10	<a href="#">P02</a>	Environmental masterplan	TRO010060/APP/6.2	<a href="#">Rev 3</a>	Environmental Statement	TRO010060/APP/6.1- <a href="#">6.3</a>		Inclusion of the Errata to the Environmental Statement, and addition of versions to provide clarity.	This approach broadly follows the precedent set by the A428 Order.	
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	Environmental Statement Addendum	TR010060/EXAM/10.12	<a href="#">Rev 1</a>	
	<a href="#">Errata to the Environmental Statement</a>	<a href="#">TRO010060/APP/6.1/9.65</a>	<a href="#">Rev 1</a>	
	First Iteration EMP	TRO010060/APP/6.5	<a href="#">Rev 3</a>	
	Flood Risk Assessment	TRO010060/APP/6.3	<a href="#">Rev 1</a>	
	Flood Risk Assessment Addendum	TR010060/EXAM/10.16	<a href="#">Rev 1</a>	
	Highway engineering sections drawings	TRO010060/APP/2.11	<a href="#">P02</a>	
	Land plans	TRO010060/APP/2.7	<a href="#">Rev 4</a>	
	Outline construction traffic management plan	TRO010060/APP/7.7	<a href="#">Rev 3</a>	
	Permanent works plans	TRO010060/APP/2.2.1	<a href="#">P03</a>	
	Pre-commencement plan	TR010060/EXAM/9.57	<a href="#">Rev 1</a>	
	Revocation of existing traffic orders plans	TRO010060/APP/2.3.3	<a href="#">P02</a>	
	Retained and removed vegetation plans	TRO010060/APP/2.14	<a href="#">Rev 3</a>	
	Special category land plans	TRO010060/APP/2.5	<a href="#">Rev 3</a>	
	Surface Water Drainage Strategy Addendum	TR010060/EXAM/10.17	<a href="#">Rev 1</a>	
	Streets, rights of way and access plans	TRO010060/APP/2.6	<a href="#">P04</a>	
	Structures engineering drawings and sections	TRO010060/APP/2.12	<a href="#">P02</a>	
	Temporary works plans	TRO010060/APP/2.2.3	<a href="#">P03</a>	

Article/Schedule	Change			Reason for change	Precedent	Consequential changes
	Traffic regulation measures movement restrictions plans	TRO010060/APP/2.3.2	<a href="#">P02</a>			
	Traffic regulation measures speed limits plans	TRO010060/APP/2.3.1	<a href="#">P03</a>			
	Utilities works plans	TRO010060/APP/2.2.2	<a href="#">P03</a>			