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London Luton Airport Expansion

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8.54 Summary of changes to the Draft Development Consent Order

Infrastructure Planning (Examination Procedure) Rules 2010

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The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

**London Luton Airport Expansion Development Consent
Order 202x**

**8.54 SUMMARY OF CHANGES TO THE DRAFT DEVELOPMENT
CONSENT ORDER**

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1 INTRODUCTION

1.1 Purpose of this document

1.1.1 This document sets out Luton Rising's (a trading name of London Luton Airport Limited) ('the Applicant's') schedule of changes to the draft Development Consent Order ("DCO"). It includes changes made both during the pre-examination and examination phases.

2 APPLICANT'S SCHEDULE OF CHANGES TO DRAFT DCO

Provision	Change made to the dDCO	Explanation for change
As a result of Section 51 Advice		
Article 2	Definition of Land Plans and Crown Land Plans	<p>Consequential amendments due to the splitting of the joint Land Plans and Crown Land Plans [APP-015] into two separate sets of plans [AS-011 and AS-024].</p> <p>Further consequential amendments made at Schedule 5, Schedule 7 and Schedule 9.</p>
Schedule 9	Updated list of certified documents	<p>Consequential amendments due to the splitting of the joint Land Plans and Crown Land Plans [APP-015] into two separate sets of plans [AS-011 and AS-024]; and due to various chapters, appendices and figures of the Environmental Statement being updated.</p>
As a result of the Rule 9 letter dated 16 May 2023		

Provision	Change made to the dDCO	Explanation for change
Schedule 2 - Requirements	<p>The following typographical errors have been amended:</p> <ul style="list-style-type: none"> - Requirement 2(3) - ‘...approval sought is would not give rise...’. - Requirement 6 - table entry for Luton DART final column to read ‘...and excludes development...’. - Requirement 20(7) - ‘The bodies invited to nominate technical representative..’ to read ‘a technical representative’. - Requirement 20(9) to read ‘Each Technical Panel...’ - Requirement 24(4)(b) to read ‘received the Mitigation Plan...’ - Requirement 24(5) to read ‘A mitigation Plan...’ - Requirement 28 to read ‘with the fixed plant...’ - Requirement 37(14) to read ‘the Department for Levelling Up, Housing and Communities and the Ministry for Housing...’ 	Rectifying typographical errors identified in the Rule 9 letter.
Deadline 2		
Table of Contents	Deletion of Parts 1 and 2 in Schedule 3.	Rectifying a typographical error – Schedule 3 is not separated into “Parts”. There are no public rights of way being stopped up for which a substitute is being provided.
Article 2(1)	Amendment to definition of, “relevant highway authority”. To clarify that National Highways is the	To clarify that National Highways is the “relevant highways authority” for highways within its network.

Provision	Change made to the dDCO	Explanation for change
	“relevant highways authority” for highways within its network.	
Article 7	Correction of typographical error.	There is no “paragraph 2” in this provision.
Article 12(1)	Insertion of “relevant”.	This is to ensure all references are to the “relevant highway authority”, as intended.
Article 19(11)	Adjustments to the description of the scope of a consent under section 118 of the Water Industry Act 1991.	These amendments were requested by Thames Water. They ensure that article 19(11) is consistent with section 118 of the Water Industry Act 1991.
Schedule 1, Work No. 6d	Correction of typographical error.	There is no work “6dc”.
Schedule 2, paragraph 8(1)	Removal of the tailpiece.	This is unnecessary because paragraph 2 of Schedule 2 already makes provision to amend approved plans, details and schemes under Schedule 2, provided certain conditions are met and necessary further approvals obtained.
Schedule 2, paragraphs 29 to 33	Production of these operational plans has now been tied to throughput moving beyond the “cap permitted by the LLAOL planning permission” rather than the implementation of “part of the authorised development”. In addition, amendments have been made to tie these plans to the operation of the “airport”, rather than the operation of “part of the authorised development”.	The Applicant has recognised that the obligation to produce these plans should be tied to accessing the throughput authorised by the DCO, not to the operation of (part of) the authorised development, which could result in unintended effects. Furthermore, it was always intended that these plans by their nature would apply to the operation of the airport (as expanded), not “part” of it.
Schedule 2, paragraph 36	Correction of typographical errors.	All references should be to “discharging authority”.
Schedule 8, paragraph 2	Correction of typographical errors.	There was a duplicate reference to “sewerage undertaker”.

Provision	Change made to the dDCO	Explanation for change
Deadline 3		
Preamble	Amendments made to refer to a Panel rather a single inspector.	Amendments have been made to reflect the fact that the Examining Authority is a Panel of five members, rather than just a single inspector. This is in response to the Examining Authority's supplementary agenda additional questions ISH1.G.01, ISH1.G.02 and ISH1.G.03.
Article 2	Insertion of the definition of two additional pieces of legislation. Consequential amendments have also been made at: <ul style="list-style-type: none"> - Article 19(7) - Article 19(10) - Article 37(8) - Article 38(4) 	The Examining Authority's supplementary agenda additional question ISH1.A.01 identified two further pieces of legislation that would benefit from being defined. The Applicant has made those changes.

Provision	Change made to the dDCO	Explanation for change
Article 2	<p>The definition of a number of documents listed in Schedule 9 of the Draft DCO as certified documents has been updated. These are:</p> <ul style="list-style-type: none"> - Airport Access Road and Luton DART long section plans; - Airport Boundary Plan; - Book of Reference; - Crown Land Plans; - Environmental Statement; - Land Plans; - Special Category Land Plans; - Streets, Rights of Way and Access Plans; and - Works Plans. 	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.03 in order to provide greater precision.
Article 2	Deletion of the definition of “associated development” and inclusion of “and any other development authorised by this Order” in the definition of “authorised development”.	The definition of “associated development” has been deleted from article 2, because it forms part of the “authorised development” as defined by article 2 and set out in Schedule 1.
Article 8	Replacement of the term, “grantee” with “lessee”.	Amendment made to bring this in line with usual drafting in DCOs and in response to the Examining Authority’s supplementary agenda additional question ISH1.A.07.
Article 10	Insertion of words, “within or” in article 10(1)(a).	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.11, and in order to provide greater precision.

Provision	Change made to the dDCO	Explanation for change
Article 11	Insertion of words, “written” in front of “consent” in article 11(3).	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.13, and in order to provide greater precision.
Article 13	The words, “stopping up” and similar derivatives have been replaced with, “closure” and associated derivatives.	The Applicant notes that, “temporary stopping up” is a recognised and precedented form of DCO drafting in relation to powers to close etc. streets. However, the Applicant has made the amendments suggested in the Examining Authority’s supplementary agenda additional question ISH1.A.16.
Article 13	Insertion of words, “or a class of traffic” in article 13(1)(a).	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.17, and in order to provide greater precision.
Article 17	Insertion of the word, “closure” in article 17(1)(d) and insertion of reference to article 10 in article 17(1)(e).	The first amendment is consequential as a result of the amendment to Article 13 explained above. The second amendment was an unintentional omission that has now been corrected.
Article 18	Reference to Schedule 1 has been replaced with a reference to Schedule 4.	This amendment has been made to correct a cross-referencing error that was brought to the Applicant’s attention as a result of the Examining Authority’s supplementary agenda additional question ISH1.A.20.
Article 19	Insertion of the words, “pursuant to paragraph (1)” in article 19(4).	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.22, and in order to provide greater precision.

Provision	Change made to the dDCO	Explanation for change
Article 19	Insertion of the words, “as defined under section 113(1) of the Water Resources Act 1991 and” in article 19(8)(c).	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.22, and in order to provide greater precision.
Article 21	Deletion of the words, “and on the Secretary of State” in article 21(2),	This is an error that is being corrected. It was brought to the Applicant’s attention as a result of the Examining Authority’s supplementary agenda additional question ISH1.A.24, and in order to provide greater precision.
Article 26	Insertion of the words, “(compulsory purchase under the Acquisition of Land Act 1981)” in article 26(1)(a).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.02, and in order to provide greater precision.
Article 27	Insertion of the word, “such” in article 27(1).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.03, and in order to provide greater precision.
Article 28	<p>Insertion of the words, “and restrictions” in article 28(1), 28(3) and 28(4).</p> <p>Replacement of the word, “it” with, “the land” in article 28(7)(a)(ii), 28(7)(a)(iii) and 28(7)(a)(iv).</p> <p>Replacement of the word, “it” with “the agreement” in article 28(b).</p>	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.04, CAH.A.06 and CAH.A.09, and in order to provide greater precision.
Article 29	Insertion of the words, “(compulsory purchase under Acquisition of Land Act of 1946)” in article 29(1).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.10, and in order to provide greater precision.

Provision	Change made to the dDCO	Explanation for change
Article 30	Replacement of, “4” with “5A” in article 30(8)(b).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.11, and in order to correct a cross referencing error.
Article 36	Insertion of the words, “or restrictions for the benefit of” and, “relocate” in article 36(1)(c).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.15, and in order to provide greater precision.
Article 38	Insertion of the words, “(street works in England and Wales)” in article 38(3).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.16, and in order to provide greater precision.
Article 39	Insertion of the words, “lessee or” in article 39(1).	The amendment has been made in response to the Examining Authority’s supplementary agenda additional question CAH.A.17, and in order to provide greater clarity and precision.
Article 42	Insertion of a new article 42(2) which states: “This article does not relieve the undertaker of any requirement to obtain any permit of licence under any other legislation that may be required from time to time to authorise the operation of the authorised development.”	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.28, in order to provide absolute clarity that the undertaker is not absolved of the duty to obtain any other permits, licences or permissions that may be necessary to operate the authorised development.
Schedule 1, Work No. 5a	Replacement of the term, “associated” with “related”.	Consequential amendment as a result of an amendment made to the definition of, “authorised development” in article 2.

Provision	Change made to the dDCO	Explanation for change
Schedule 2, Requirement 1	<p>The definition of a number of documents listed in Schedule 9 of the Draft DCO as certified documents has been updated. These are:</p> <ul style="list-style-type: none"> - Design Principles - Outline transport related impacts monitoring and mitigation approach - Strategic landscape masterplan 	The amendments have been made in response to the Examining Authority’s supplementary agenda additional question ISH1.A.03 in order to provide greater precision.
Schedule 2, Requirement 1	Insertion of the definition of, “business day”.	This definition was previously found in Requirements 34 and 37, but to avoid duplication the definition has now been moved to the Interpretation section of Schedule 2.
Schedule 2, Requirement 1	Insertion of the definition of, “infant”.	This definition has been added as a result of the amendment to the definition of, “passenger” which has been amended as a result of the Examining Authority’s supplementary agenda additional question ISH1.S2.04.
Schedule 2, Requirement 1	Amendment to the definition of, “passenger”.	This definition has been amended as a result of the Examining Authority’s supplementary agenda additional question ISH1.S2.04 and in order to remove any ambiguity.
Schedule 2, Requirement 2	Insertion of “design principles” at 2(1)(a).	This has been added in tandem with the removal of, “in general accordance” from Requirement 5. It is considered appropriate, given the long-term development programme for the expansion of the airport, to have a mechanism to amend the Design Principles [APP-225] in the same way that other “finalised” control documents at (b) to (d) can be subject to future amendment.

Provision	Change made to the dDCO	Explanation for change
Schedule 2, Requirement 5	Amendment in relation to detailed design: this must now be, “in accordance with” the design principles.	As a result of discussions at Issue Specific Hearing 1, the Applicant has reviewed its drafting and agrees that the detailed design should be, “in accordance with” rather than, “in general accordance with” the design principles.
Schedule 2, Requirement 8	Amendment in relation to Code of Construction Practice (CoCP): this must now be, “in accordance with” the CoCP.	As a result of discussions at Issue Specific Hearing 1, the Applicant has reviewed its drafting and agrees that the authorised development must be carried out, “in accordance with” the CoCP and subsequent plans approved under it.
Schedule 2, Requirement 9	Amendment in relation to landscaping design: this must now be, “in accordance with the principles” set out in the strategic landscape masterplan.	As a result of discussions at Issue Specific Hearing 1, the Applicant has reviewed its drafting and agrees that the landscaping design should be, “in accordance with the principles” rather than simply, “reflecting” the principles.
Schedule 2, Requirement 12	Insertion and deletion of text at 12(2).	To bring the drafting in line with DCO drafting precedent. This point was raised by the Examining Authority’s supplementary agenda additional question ISH1.S2.13.
Schedule 2, Requirement 13	<p>Replacement of “the” with “a” in 13(1).</p> <p>Insertion of, “the lead local flood authority and the relevant sewerage undertaker” in 13(1).</p> <p>Deletion of “reflect” and insertion of “in accordance with” in 13(2).</p> <p>Replacement of “constructed” with “carried out” in 13(3).</p>	<p>The first amendment has been made for clarity and grammatical correctness, and to ensure that this is not read a reference to an existing plan.</p> <p>The second amendment has been made to ensure that the relevant planning authority cannot approve a surface and foul water drainage plan until it has consulted with the lead local flood authority and the relevant sewerage undertaker, in addition to the Environment Agency which had previously already been listed as a consultee. This point was raised by</p>

Provision	Change made to the dDCO	Explanation for change
		<p>the Examining Authority’s supplementary agenda additional question ISH1.S2.14.</p> <p>The third amendment has been made as a result of discussions at Issue Specific Hearing 1. The Applicant has reviewed its drafting and agrees that the surface and foul water drainage plan should be, “in accordance with” rather than, “reflect” the principles set out in the Drainage Design Statement [APP-137].</p> <p>The fourth amendment has been made in response to the Examining Authority’s supplementary agenda additional question ISH1.S2.16.</p>
Schedule 2, Requirement 14	Deletion of, “constructed” and replacement with, “carried out” in 14(3).	Amendment made in response to the Examining Authority’s supplementary agenda additional question ISH1.S2.16.
Schedule 2, Requirement 15	Deletion of, “constructed” and replacement with, “carried out” in 15(3).	Amendment made in response to the Examining Authority’s supplementary agenda additional question ISH1.S2.16.
Schedule 2, Requirement 23	Insertion of new paragraphs (2), (7) and (12), and consequential numerical amendments.	<p>Amendments made to clarify the process in relation to an exceedance of a Level 2 Threshold:</p> <ul style="list-style-type: none"> - (2) Where more than one Level 2 Threshold is exceeded in relation to the same topic, the undertaker may address all of these exceedances in one draft Level 2 Plan, rather than in separate plans for each exceedance. The

Provision	Change made to the dDCO	Explanation for change
		<p>rationale for this is that the mitigation measures are likely to be similar and/or overlapping.</p> <ul style="list-style-type: none"> - (7) provides clarification about the process in the instance that a Level 2 Plan has been refused by the Environmental Scrutiny Group (ESG). - (12) Similarly, to (2), where both a Level 2 Threshold and a Limit have been exceeded and both relate to the same topic, the undertaker may address all exceedances in the same Mitigation Plan. The rationale for doing so is the same as set out for (2) above.
Schedule 2, Requirement 24	Insertion of new paragraphs (2) and (7), and consequential numerical amendments.	<p>Amendments made to clarify the process in relation to an exceedance of a Limit:</p> <ul style="list-style-type: none"> - (2) Where more than one Limit is exceeded in relation to the same topic, the undertaker may address all of these exceedances in one draft Mitigation Plan, rather than in separate plans for each exceedance. The rationale for this is that the mitigation measures are likely to be similar and/or overlapping. - (7) provides clarification about the process in the instance that a Mitigation Plan has been refused by the ESG.
Schedule 2, Requirement 25	Amendment to 25(1) and insertion of a new 25(5).	<p>To clarify that the undertaker must not only review the implementation of Part 3 of Schedule 2 of the Draft DCO, but that the review also relates to any Monitoring Plans in place.</p> <p>The insertion of paragraph (5) allows for the Terms of Reference of the ESG to be deemed varied in the case of the scenario falling under sub-paragraphs (2) and (3),</p>

Provision	Change made to the dDCO	Explanation for change
		which allows the undertaker to apply for a modification to the specified periods of time.
Schedule 2, Requirement 26	Removal of the phrase “comprised in the authorised development”.	In response to comments received at ISH1, the Applicant is no longer employing the phrase “airport comprised in the authorised development”. Instead, this requirement will apply the passenger cap to the operation of the “airport” under the Order. This wording is now consistent with Requirement 27.
Schedule 2, Requirement 27	Amendment made to remove the possibility for the undertaker to increase the night quota cap.	In response to comments received during the recent issue specific hearings, this provision has been amended to remove the in-built “tail piece” mechanism to vary this cap, that was previously contained in Requirement 27.
Schedule 2, Requirement 28	Replacement of “authorised development” with “airport”.	This amendment applies the requirement to the “airport”, consistent with the approach taken in the other operational Requirements (26-27 and 29-33).
Schedule 2, Requirement 34	Deletion of the definition of, “business day”.	Consequential amendment as a result of the insertion of this definition in Requirement 1.
Schedule 2, Requirement 34	Amendment to the definition of, “discharging authority”.	Amendments made to refer to the fact that a discharging authority is one from whom a consent, approval or agreement, “referred to in Part 1, Part 2 or Part 4” of Schedule 2 is required or requested. Amendment has been made for greater precision.
Schedule 2, Requirement 34	Insertion of definition of, “specified period”.	Amendments made for clarity to define what a specified period means so that it can be used as a defined term in later requirements.

Provision	Change made to the dDCO	Explanation for change
Schedule 2, Requirement 35	Amendment to 35(1).	Consequential amendments as a result of changes to the definition of, “discharging authority” and the addition of the definition of “specified period” in Requirement 34.
Schedule 2, Requirement 36	Amendments to 36(2) and 36(3) to refer to, “paragraph” rather than “requirement”.	The change has been made for consistency to ensure that references within Schedule 2 are to paragraphs within the schedule rather than requirements. Amendment made in response to the Examining Authority’s supplementary agenda additional question ISH1.S2.01.
Schedule 2, Requirement 37	Deletion of the definition of, “business day”.	Consequential amendment as a result of the insertion of this definition in Requirement 1.
Schedule 6	<p>Insertion of the words, “(measure of compensation in case of severance)” in 2(2).</p> <p>Insertion of the words, “or imposed on” in 2(2)(a)</p> <p>Insertion of the words, “(powers of entry)” and “(as modified by paragraph 7 of Schedule 6 to the London Luton Airport Expansion Project Development Consent Order 202[])” in 3(2)(a)</p> <p>Replacement of “13” with “12” in 3(2)(b).</p> <p>Insertion of the words, “Part 1 of” in the heading above paragraph 4.</p> <p>Insertion of the words, “of the London Luton Airport Expansion Project Development Consent Order 202[]” in 10 – (1) of Schedule 2A.</p>	The amendments have been made in response to the Examining Authority’s supplementary agenda additional questions CAH.S6.01, CAH.S6.02, CAH.S6.03 and CAH.S6.04, and in order to provide greater precision.
Deadline 4		

Provision	Change made to the dDCO	Explanation for change
Contents	Schedule 8 updated to refer to a new Part 4 and Part 5.	Amendments made to reflect that the draft DCO now contains protective provisions for Cadent Gas Limited and National Highways Limited.
Article 2	Amended definition of “LLAOL planning permission”	Amendment made to reflect the new planning permission granted on 13 October 2023.
Article 2	Insertion of definition of “LLAOL section 106 agreement”	Amendment made to reflect that this is now referred to in article 44.
Article 2	Amended definition of “relevant planning authority”	Amendment made to provide greater clarity to the term “relevant planning authority”.
Article 2	Insertion of definition of “scheme layout plans”	Amendment made to reflect that these plans are referenced in Schedule 9 as a certified document.
Article 22	Insertion of, “Subject to paragraph 9 of Schedule 2 to this Order” at the start of article 22(1).	This insertion clarifies that any felling or lopping of trees and removal of hedgerows is subject to the undertaker complying with a landscape and biodiversity management plan, in accordance with Requirement 9.
Article 24	Insertion of references to articles 26 and 39 in article 24(2).	Amendment made to provide greater clarity.
Article 33	Substitution of 14 days with 28 days in article 33(2).	Amendment made to increase the notice period from 14 to 28 days, having regard to the Examining Authority’s first written questions.
Article 33	Amendment of article 33(9) to make reference to Schedule 5 and to remove reference to article 31.	Amendment made to provide greater clarity in terms of what the undertaker is permitted to do in relation to the compulsory acquisition of rights over land subject to temporary possession.

Provision	Change made to the dDCO	Explanation for change
Article 44	Substitution of “the relevant planning authority” with “Luton Borough Council” in article 44(1).	Amendment made to clarify that this article refers to notice being served specifically on Luton Borough Council rather than a “relevant planning authority”.
Article 44	Insertion of the words, “and the LLAOL section 106 agreements is abrogated” in article 44(2)(b).	The insertion clarifies that in the instance that the LLAOL planning permission ceases to have effect, the associated section 106 agreement is abrogated.
Schedule 1	Work No. 3d updated to include the provision of soft landscaping.	Amendment has been made for clarity.
Schedule 1	Work No. 3i updated to include the provision of hard and soft landscaping.	Amendment has been made for clarity.
Schedule 1	Work No. 4e updated to include specific components of this work.	Amendment has been made to clarify what would be included in the solar energy battery storage facility.
Schedule 1	Work No. 4k(02) update to include the provision of hard and soft landscaping.	Amendment has been made for clarity.
Schedule 2, Requirement 1	Insertion of a new definition for, “outline ground noise management plan”.	Consequential amendment as a result of this plan now being referenced in Requirement 28.
Schedule 2, Requirement 1	Deletion of “b” in the definition of “outline transport related impacts monitoring and mitigation approach”.	Correction of typographical error.
Schedule 2, Requirement 2	Insertion of new sub-paragraph (5).	Amendment made to set out specifically what information must be provided when an application for amendments to approved details is made.
Schedule 2, Requirement 5	Various amendments and new provisions inserted.	In view of the comments made in ISH1 and ISH6, in written submissions by Interested Parties, and in response to the Examining Authority’s first written questions, the Applicant

Provision	Change made to the dDCO	Explanation for change
		<p>has made substantial revisions to Requirements 5 and 7 in the Draft DCO submitted at Deadline 4. Requirement 7 has been merged and expanded into an amended Requirement 5 (now “<i>Detailed design, phasing and implementation</i>”).</p> <p>Amended Requirement 5 references the Scheme Layout Plans (now certified by Schedule 9) and sets out the detailed information that would be required for an application under that paragraph to provide sufficient clarity to the relevant planning authorities as to the scope / phase of works contained in the application, and how they relate to the Scheme Layout Plans and any DCO works previously authorised.</p> <p>The Requirement is now more prescriptive about the information requirement to be included in an application for detailed approval, and requires that the phase of works must be in accordance with the design principles, within the limits shown on the works plans, within the parameters set out in paragraph 6, and must not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>Finally, provision has also been made regarding the programming of works, notice of the start and conclusion of the phase of works, and the effect of those works on airport capacity.</p>

Provision	Change made to the dDCO	Explanation for change
Schedule 2, Requirement 6	Substitution of (5) with (6).	Correction of typographical error.
Schedule 2, former Requirement 7	Removal of former paragraph 7 relating to the notice of commencement of authorised development.	This paragraph has been deleted as it is now superseded by revised paragraph 5, which provides information about the level of detail that is to be provided to the relevant planning authority before any part of the authorised development commences. Paragraph 5 also provides for notice of commencement and completion of an approved phase of works.
Schedule 2, Requirement 8	Insertion of, “and the design principle” in 8(2).	This reflects the fact that the design principles document has been updated to include principles in relation to landscaping design.
Schedule 2, Requirement 8	Removal of sub-paragraph (5).	This sub-paragraph (5) has now been moved to Paragraph 9 as a new sub-paragraph (4).
Schedule 2, Requirement 9	Insertion of a new sub-paragraph (4).	This has been moved from Paragraph 8 as it is better reflected in the provision relating to the biodiversity management plan. It has also been amended to refer to, “specified period” rather than “5 years” to reflect that the landscaping and biodiversity management plan is capable of prescribing other periods of time.
Schedule 2, Requirement 9	Insertion of a new sub-paragraph (5).	Consequential amendment made as a result of the change from “5 years” to “specified period”.
Schedule 2, Requirement 12	Insertion of, “drainage principles set out in the design principles” and deletion of, “set out in the drainage design statement.	This reflects the fact that the design principles document has been updated to include principles in relation to the drainage design.
Schedule 2, Requirement 19	Insertion of, “a slot allocation expert” and deletion of, “an airline industry body” in sub-paragraph (2)(e).	This amendment has been made to clarify the specific expertise required for this member of the ESG.

Provision	Change made to the dDCO	Explanation for change
Schedule 2, Requirement 19	Insertion of a definition of, “a slot allocation expert” in sub-paragraph (13).	Consequential amendment as a result of the insertion of “slot allocation expert” in paragraph 19(2)(e).
Schedule 2, Requirement 23	Substitution of “Level 2” with “Mitigation” in sub-paragraph (7)(b).	Correction of typographical error.
Schedule 2, Requirement 24	Insertion of, “or Monitoring Plan” in sub-paragraph (3).	Correction of typographical error.
Schedule 2, Requirement 27	Insertion of, “from the date the notice is served in accordance with article 44(1) (interaction with LLAOL planning permission) of this Order”, at the start of the paragraph.	Amendment made to clarify that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission unless it is done so in accordance with the fixed plan noise management plan.
Schedule 2, Requirement 28	Insertion of new paragraph 28 relating to the ground noise management plan.	This insertion provides confirmation and clarity that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission until a ground noise management plan has been submitted to and approved in writing by the relevant planning authority. It also clarifies that from the date notice is served in accordance with article 44(1), the airport must be operated in accordance with that plan, and that notice cannot be served until the plan is approved.
Schedule 2, Requirement 29	Various amendments made to sub-paragraphs (1) and (3).	The amendment provides confirmation and clarity that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission until a transport related impacts monitoring and mitigation approach has been submitted to and approved in writing by the relevant planning authority. It also clarifies that from the date notice is served in accordance with article 44(1), the

Provision	Change made to the dDCO	Explanation for change
		airport must be operated in accordance with that plan, and that notice cannot be served until the plan is approved.
Schedule 2, Requirement 30	Various amendments made to sub-paragraphs (1) and (5).	The amendment provides confirmation and clarity that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission until a travel plan has been submitted to and approved in writing by the relevant planning authority. It also clarifies that from the date notice is served in accordance with article 44(1), the airport must be operated in accordance with that plan, and that notice cannot be served until the plan is approved.
Schedule 2, Requirement 30	Substitution of “8.1” with “7.1”.	Correction of referencing error.
Schedule 2, Requirement 31	Various amendments made to sub-paragraphs (1) and (3).	The amendment provides confirmation and clarity that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission until an operational air quality plan has been submitted to and approved in writing by the relevant planning authority. It also clarifies that from the date notice is served in accordance with article 44(1), the airport must be operated in accordance with that plan, and that notice cannot be served until the plan is approved.
Schedule 2, Requirement 32	Various amendments made to sub-paragraphs (1) and (3).	The amendment provides confirmation and clarity that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission until a greenhouse gas action plan has been submitted to and approved in writing by the relevant planning authority. It also clarifies that from the date notice is served in accordance with article 44(1), the airport must be operated

Provision	Change made to the dDCO	Explanation for change
		in accordance with that plan, and that notice cannot be served until the plan is approved.
Schedule 2, Requirement 33	Various amendments made to sub-paragraphs (1) and (3).	The amendment provides confirmation and clarity that the airport cannot be operated above the passenger cap permitted by the LLAOL planning permission until an operational waste management plan has been submitted to and approved in writing by the relevant planning authority. It also clarifies that from the date notice is served in accordance with article 44(1), the airport must be operated in accordance with that plan, and that notice cannot be served until the plan is approved.
Schedule 2, Requirement 34	Insertion of a definition of “discretionary consultee”	Consequential amendment as a result of this term being used in paragraph 35(2)(b). See further commentary of paragraph 35 below.
Schedule 2, Requirement 34	Substitution of, “parties” with “undertaker and the discharging authority”.	Amendment made to clarify which two parties are being referred to.
Schedule 2, Requirement 35	Insertion of new provision to provide the discharging authority with discretion to consult with the consultees listed in Requirement 24, if the relevant conditions are met.	This amendment has been included in response to a request made by Buckinghamshire Council.
Schedule 2, Requirement 35	Insertion of a new sub-paragraph (2).	The amendments clarify that where consultation is required, the discharging authority may rely on consultation that has taken place by the undertaker during the pre-application stage in order to discharge any requirement to consult a body in Part 1, Part 2 or Part 4 of Schedule 2, and in determining whether consultation with any discretionary consultee is required under paragraph 35(1)(a).

Provision	Change made to the dDCO	Explanation for change
Schedule 2, Requirement 37	Insertion of new requirement relating to the Register of requirements.	This requirement commits the undertaker to establishing and maintaining a register of requirements contained within Parts 1, 2 and 4 of Schedule 2. The Applicant has included this in response to a request from the Examining Authority.
Schedule 2, Requirement 40	Substitution of, “relevant planning authority” with “Luton Borough Council” in sub-paragraphs (1) and (2).	Amendments made to clarify that it is Luton Borough Council who is the body responsible for enforcement action through the ESG, and not a relevant planning authority.
Schedule 8, Part 3	Substitution of, “relevant planning authority” with “Luton Borough Council” in paragraph (19)(2)(a).	This amendment clarifies that notice under article 44(1) is to be served to Luton Borough Council specifically.
Schedule 8, Part 4	Insertion of a new Part 4, providing protective provisions for the benefit of Cadent Gas Limited.	This reflects the fact that these protective provisions have now been agreed between the parties.
Schedule 8, Part 5	Insertion of a new Part 5, providing protective provisions for the benefit of National Highways Limited.	This reflects the fact that these protective provisions have now been agreed between the parties.
Schedule 9	Extensive updates made to the list of documents to be certified.	Amendments have been made in order to bring greater clarity in relation to which version of documents is to be the certified documents. These amendments are made in response to comments received from the Examining Authority.