OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

# DCO Schedule of Changes
# Document Reference: 3.5

On behalf of
Oxfordshire Railfreight Limited

**October 2026 (Rev 2)**

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| Revision | 2 |

**The Oxfordshire Strategic Rail Freight Interchange and Highways Order 202X**
**DCO Schedule of Changes**

**Schedule of changes made to the draft Development Consent Order (Document 3.1) at Deadline 2**

This document is submitted together with the updated draft DCO (Document 3.1, v3) on 26 October 2026 and identifies the changes that have been made to the draft DCO submitted on 13 October 2026.

This tracker records the most substantive changes. It does not record every change made to address a grammatical or typographical error or an error in cross-referencing.

| Section/Article No. and title | Change | Reason | Date of Draft |
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| Article 2 – Interpretation | New definitions inserted: '*"Bicester Road cycle scheme" means the cycle track to be delivered on the Bicester Road using the funds paid by the undertaker to the local highway authority pursuant to the development consent obligation;*' and<br><br>'*"development consent obligation" means the agreement made pursuant to section 106 of the 1990 Act in relation to the authorised development and any subsequent amendment to the obligation.*'<br><br>Definition of 'CEMP' moved from paragraph 1 of Part 1 of Schedule 2 to article 2, as 'CEMP' is now used in the definition of 'commence' (sub-paragraph (d)). | Amendments made to define the triggering event used for the new 30 mph limit on Bicester Road and Bucknell Road (Schedule 8, Part 3) and the temporary 40 mph limit (Schedule 8, Part 7), linking it to the cycle track funded by the Applicant through the Section 106 agreement, as agreed with OCC. | 26 October 2026 |

| Section/Article No. and title | Change | Reason | Date of Draft |
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| | Definition of commence: in sub-paragraph (d), the wording has been amended to state *removal (subject to paragraphs 21.42 and 21.43 of the CEMP) of hedgerows, trees and shrubs listed in Schedule 13 (removal of trees and hedgerows);* | Amendment made in response to comments from OCC in its Local Impact Report to address concerns raised with regards to the removal of trees. | 26 October 2026 |
| | Definition of 'commence': in sub-paragraph (f), the words '*but not within the existing highway which is maintainable at the public expense by the local highway authority or National Highways*' inserted | The 'commence' amendment ensures that diversion or laying of services within the existing public highway is not carved out from 'commencement'. This change was made to address a concern raised by Oxfordshire County Council in its Local Impact Report [REP1-029]. | 26 October 2026 |
| | Article 2 – Interpretation: definition of 'the undertaker' amended to read:<br><br>*in respect of the main site, Work No. 31 and Work No. 37 only, any other person who has the benefit of this Order in accordance with section 156 (benefit of order granting development consent) of the 2008 Act for such time as that section applies to that person but does not include any such person until such time as the authorised development is commenced on land owned by that person;* | Reference to Work No. 31 added as this land is to be retained by the current landowner and therefore the DCO cannot be personal to the Applicant for that land. | 26 October 2026 |
| Article 4 (parameters of authorised development) | Article 4(4) amended as follows:<br><br>The maximum limits described in paragraphs (2) and (3) do not apply to constrain the | Amendment made at the request of OCC in the Local Impact Report. | 26 October 2026 |

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| | authorised development when it is demonstrated by the undertaker, on application, to the local planning authority's satisfaction ~~on matters related to the local planning authority's functions,~~ and the local planning authority ~~certifies accordingly, that a deviation~~ (in consultation with the relevant highway authority) certifies accordingly that a deviation in excess of these limits would not be likely to give rise to any materially new or materially different significant effects on the environment that have not been assessed in the environmental statement or in any updated environmental information supplied under the 2017 EIA Regulations<br><br>Article 4(4)(b) deleted in full. | | |
| Article 17 – Speed limits | New paragraph (2) inserted: '*Upon the event listed in column (3) of Part 3 (highways subject to 30 mph speed limit) of Schedule 8 no person is to drive any motor vehicle at a speed exceeding 30 miles per hour in the lengths of highway identified in column (2) of Part 3 of Schedule 8.*'<br><br>New Part 3 (highways subject to 30 mph speed limit) inserted into Schedule 8. | Consequential amendment to give effect to the new Part 3 (highways subject to 30 mph speed limit) inserted into Schedule 8 as agreed with OCC and as explained in the 'Change Report' (Document Number 11.2). | 26 October 2026 |
| | Paragraph (2) and its table restructured so that the power of compulsory acquisition does not | Drafting amendments for clarity to link the release of each plot to the relevant paragraph of Requirement 8. | 26 October 2026 |

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| Article 26(2) – Compulsory acquisition of land | apply to the listed land where the '*Event specified in column (3) of the table below has occurred*' (replacing '~~provisions of paragraph 8(4) of Part 1 of Schedule 2 apply~~').<br><br>New column (3) (Event) added so that plots 1/4, 1/10 and 1/11 are excluded where paragraph 8(4) applies in Schedule 2. | | |
| | New column (3) (Event) added so that plots 4/1 and 4/5a are excluded where paragraph 8(3) applies in Schedule 2; and | Plots 4/1 and 4/5a have been added so that they are released if the Applicant is not required to deliver the related highway works. This was discussed at ISH2 and in the Applicant's Post Hearing Submissions [REP1-016] where the Applicant confirmed it was considering whether an amendment to the article should be included, noting that highway works may be carried out by Dorchester Living at Camp Road/Chilgrove Drive, in which case these plots will not be required. | 26 October 2026 |
| | The former paragraph limiting compulsory acquisition of plots 9/12 and 9/21 to where the undertaker agrees with the local highway authority to carry out Work No. 39 has been deleted. | Previously the power to compulsorily acquire land was sought to apply to the land shown on the land plans as 9/12 and 9/21 so that works may be carried out to connect into the A4095 Bicester NW strategic link road works being delivered by third parties. This meant that the Applicant needed land outside the boundary of the adopted highway. However, these plots have been removed as it has been agreed with OCC that the Applicant will either deliver Work No. 39 as proposed (without needing to tie into other works) or the Applicant will pay a s106 contribution, if requested by OCC. As a result, no land outside existing highway is required to | 26 October 2026 |

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| | | deliver the mitigation and no compulsory acquisition would be needed for that junction. This is explained in 'Change Report' (Document Number 11.2). | |
| | References to '~~columns (1) and (2)~~' and '~~column (3)~~' of Schedule 11 amended to '*column (1)*' and '*column (2)*' | Amendment made to reflect the two column structure of Schedule 11. | 26 October 2026 |
| Article 41(2) – Guarantees in respect of payment of compensation | New sub-paragraph (e) inserted: '*article 31 (power to override easements and other rights)*', with consequential re-lettering of the following sub-paragraphs. | Amendment made in response to ExQ 1.4.9 so that a guarantee or alternative security must be in place before the undertaker exercises the power to override easements and other rights, which may also give rise to a liability to pay compensation. | 26 October 2026 |
| Article 57 (certification of plans and documents) | Article 57 has been amended to add the following wording:<br><br>*(4) The undertaker must liaise with the local planning authority to ensure that—*<br><br>*(a) as soon as practicable following the making of this Order, a copy of each of the documents listed in Schedule 16 is included under Part 2 of the local planning register as if this Order were a planning permission granted under the 1990 Act;*<br><br>*(b) a register of those requirements contained in Part 1 of Schedule 2 of this Order (requirements) that provide for further approvals to be given by the local planning authority is included within the local planning* | Wording added in response to ExQ 1.5.8. | 26 October 2026 |

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| | *register under regulation 40 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as if each requirement were a condition of a planning permission granted under the 1990 Act; and*<br><br>*(c) the reference number, the date and the effect of the decision of the Secretary of State of an appeal under paragraph 4 of Part 2 of Schedule 2 of this Order is included within the local planning register under regulation 40 of the Town and Country Planning (Development Management Procedure) (England) Order 2015* | | |
| Schedule 1 (the authorised development) – Work No. 19 (Ardley Road) | New sub-paragraph (d) inserted: '*traffic calming measures forming a gateway to Ardley;*', with consequential re-lettering of the following sub-paragraphs. | Amendment made to authorise gateway traffic calming measures at the entrance to Ardley, supporting the extended 20 mph speed limit on Ardley Road (Schedule 8, Part 2) as discussed and agreed with OCC and as explained in 'Change Report' (Document Number 11.2). | 26 October 2026 |
| Schedule 1 (the authorised development) – Work No. 28 (Aves Ditch (North)) | The words '~~including – (b) improvements to the existing field accesses to provide access into the ecological mitigation area (Work No. 29); and~~' deleted, so that Work No. 28 provides a connection to the bridleway shown on the access and rights of way plans constructed as part of Work No. 29. | Amendment made to remove field access improvements into the ecological mitigation area, which are no longer proposed as part of Work No. 28 and as explained in 'Change Report' (Document Number 11.2). | 26 October 2026 |

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| Work No. 29 (ecological mitigation area (main site)): | Sub-paragraph (a) amended to '*creation of areas of calcareous grassland and species-rich lowland meadow in close proximity to the neighbouring Ardley Cutting and Quarry SSSI*' (~~'and other neutral grassland'~~ deleted). New sub-paragraph (c) inserted: '*the creation of a fenced deadwood veteran tree reserve;*'. The cereal crop sub-paragraph moved to Work No. 37 | Amendment made to reflect the change to works in this area and as explained in 'Change Report' (Document Number 11.2). | 26 October 2026 |
| Work No. 37: heading '*Ecological Mitigation Area (North Of Ardley Road)*' | Works amended to: '*lowland meadow*' (replacing '~~calcareous grassland~~'); other neutral grassland '*margins*'; cereal crop for corn bunting and other priority farmland birds (moved from Work No. 29); and new '*beetle banks*'. '~~The provision of a new private means of access as shown on the access and rights of way plans~~' deleted. | Amendment made to reflect the change to works in this area and as explained in 'Change Report' (Document Number 11.2). | 26 October 2026 |
| Schedule 2, Part 1 – paragraph 1 (interpretation) and requirements 6 and 7 | Paragraph 1: new definition inserted: '*"highways design approach document" means the document of that description referred to in Schedule 16 and certified by the Secretary of State as the highways design approach document for the purposes of this Order;*'<br><br>Requirement 7 (design and phasing of highway works): the highway works must be carried out in accordance with '*the highways design approach document and*' details first submitted to and approved by the relevant highway authority. | The new definition and requirement 7 amendment secure the highways design approach document as a certified document governing the design of the highway works. Amendment made in response to ExQ 1.6.1. | 26 October 2026 |

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| | Requirement 6 (sustainable transport and travel plan): in sub-paragraph (2) '~~Prior to~~' replaced with '*Within three months of*' the occupation of each individual warehouse unit (for submission of the occupier-specific travel plan); sub-paragraphs renumbered (2) to (9); and '*of this Schedule*' inserted after 'Part 3' in sub-paragraph (7). | Requirement 6(2) incorrectly required the submission of a unit specific travel plan prior to occupation of each individual warehouse unit, but it should have required this within three months of occupation, consistent with the Framework Travel Plan (Document 6.3B/APP-203), which aligns with OCC's Travel Plan Guidance. | 26 October 2026 |
| | Requirement 9 (detailed design approval): new sub-paragraph (4) inserted: '*Car parking must not exceed one space per 200 square metres of warehousing floor space and one space per 400 square metres of mezzanine floor space.*' | Amendment made to secure a maximum car parking standard for the warehousing as explained in the technical parking standards document appended to the Applicant's Responses to the Local Impact Report (Document 11.6). | 26 October 2026 |
| | Schedule 2 – Requirement 11(a) (provision of landscaping) amended to state:<br><br>*location, number, species, size, layout, method of trees' support, plant protection measures and planting density of any proposed planting which must accord with the indicative planting detailed in the outline planting schedule contained in Appendix 7.6 of the environmental statement;* | Amendment made in response to ExQ 1.5.18 | 26 October 2026 |
| Schedule 2 – Requirement 8(1) (Design and | Work No. 13A (Aves Ditch Bridleway connection): column (3) amended to add '…the first *warehouse to be occupied*', aligning it with the other first-occupation triggers. | Amendment made for consistency with the other first-occupation triggers in the table. | 26 October 2026 |

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| phasing of highway works) | | | |
| Schedule 2 – Requirement 26(3) (control of operational noise) | Requirement 26 (control of operational noise): new sub-paragraph (3) inserted: '*The acoustic fencing provided as part of the authorised development must be maintained for the lifetime of the development.*' | To secure the long-term retention of the acoustic fencing relied on in the noise assessment as explained in response to ExQ 1.14.6. | 26 October 2026 |
| Schedule 2 – Requirement 32 (Community liaison group) | The words '*at least once every quarter*' inserted, so the group is to continue to meet at least once every quarter until five years from full occupation of the authorised development. | Amendment made following discussions with Cherwell District Council to set a minimum frequency for meetings of the community liaison group. | 26 October 2026 |
| Schedule 5, Parts 1 and 3 (Public rights of way) | Two new entries inserted for permissive shared use cycle tracks in the Parish of Ardley, between the points marked 73-75-76 and 74-75 on the access and rights of way plans (Document 2.3D), each on a detailed alignment to be agreed through the detailed design of the main site landscaping approved under requirement 9, to be provided by completion of Work No. 8. | Amendment made to secure the permissive path across the main site, as agreed with OCC, in order to improve the linkage between the Heyford Park development, Ardley village and a potential future station at Ardley and as explained in 'Change Report' (Document Number 11.2). | 26 October 2026 |
| Schedule 6, Part 3 (New private means of access created) | Entries for the new private means of access marked AG (commencement of Work No. 37) and AK (commencement of Work No. 29) on the access and rights of way plans (Document 2.3B) deleted. | Amendment made as these new private means of access are no longer required as a result of the change application submitted at Deadline 2. | 26 October 2026 |
| Schedule 8, Part 2 (Highways | Ardley Road entry: length of the 20 mph limit extended from '~~79~~' to '*231*' metres east of the | Amendments made to extend the reduced speed limit through Ardley, triggered by the Ardley Road works | 26 October 2026 |

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| subject to 20 mph speed limit) | junction with the existing B430, and triggering event amended from opening to traffic of Work No. '~~20~~' to Work No. '*19*', with a consequential amendment to the start point of the Ardley Road 40 mph entry. New 20 mph entries inserted for Somerton Road (points BE-BF; commencement of any of Work Nos. 1 to 9 or 26) and Somerton Road (Quarry Cottages) (points BG-BH; opening to traffic of Work No. 26). | (Work No. 19), and to introduce a 20 mph limit on Somerton Road and Quarry Cottages associated with Work No. 26. This is explained in 'Change Report' (Document Number 11.2). | |
| Schedule 8, Parts 3 and 4 (Highways subject to 30 mph and 40 mph speed limits) | New Part 3 (Highways subject to 30 mph speed limit) inserted, applying a 30 mph limit to Bicester Road and Bucknell Road from a point 33 metres southeast of the access to Lark Rise to a point 62 metres northwest of the roundabout junction with the A4095 (points AZ-BA; Document 2.10F) on '*Completion of the Bicester Road cycle scheme*'.<br><br>In the 40 mph Part (now Part 4), the Bicester Road and Bucknell Road entry is replaced by an entry for Somerton Road and Ardley Road from a point 33 metres west of the junction with Somerton Road (Quarry Cottages) to a point about 51 metres east of the access to Hilbre House (points BF-BI; Documents 2.10B and 2.10G), on commencement of any of Work Nos. 1 to 9 (the words '~~, 20 or 24 (whichever is the earliest)~~' being deleted). The 50 mph Part is renumbered Part 5. | Amendments made to secure a permanent 30 mph limit, agreed with OCC, on Bicester Road and Bucknell Road linked to delivery of the Bicester Road cycle scheme (now defined in article 2), and to relocate the 40 mph limit to Somerton Road and Ardley Road, as explained in 'Change Report' (Document Number 11.2). | 26 October 2026 |

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| Schedule 8, Part 7 (Temporary speed limits) | - New temporary 20 mph limit inserted on the B430 between the northern and southern boundaries of Ardley village (from commencement of any of Work Nos. 1 to 9 or 36 to completion of Work No. 20).<br><br>- The words '*or 16A*' inserted in the A43 northbound and southbound temporary speed limit entries.<br><br>- New entries inserted for a temporary 40 mph limit on Bicester Road and Bucknell Road (from commencement of any of Work Nos. 1 to 9, 20 or 24 (whichever is the earliest) to completion of the Bicester Road cycle scheme) and a temporary 20 mph limit on the entirety of Somerton Road (Quarry Cottages) (from commencement to completion of Work No. 26). | Amendments made to manage speeds through Ardley and on affected local roads during construction, and to ensure the A43 temporary limits apply whether Work No. 16 or the alternative Work No. 16A is carried out, noting that these works are alternatives to each other. | 26 October 2026 |
| Schedule 11 (Land in which only new rights etc may be acquired) | Entry for plot 2/4a ~~(All rights necessary to create, use and maintain an access and to pass and re-pass with or without vehicles and equipment at all reasonable times in connection with the works and maintenance of the authorised development comprised in Work No. 37 and restrictions to ensure such access is not prevented)~~ deleted | Amendment made as part of the change application submitted at Deadline 2 | 26 October 2026 |

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| | Schedule 11 – entry for plot 9/34 (‘~~All rights necessary for the connection of a new foul sewer to the existing public foul sewer including access and maintenance.~~’) deleted.<br>- | Amendment made as part of the change application submitted at Deadline 2 | 26 October 2026 |
| Schedule 14, Part 2 | Amendments made to the definition of ‘condition survey’ and to paragraph 12 | Amendments made for clarity and as explained in the Applicant’s Responses to Other Parties’ Comments on the dDCO (Document 11.4). | 26 October 2026 |
| Schedule 15 | Schedule 15: new paragraph 15 inserted: ‘*Class P (storage or distribution centre to dwellinghouses) Part 3 (changes of use) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) does not apply to the authorised development.*’ | Amendment made in response to ExQ 1.13.16 | 26 October 2026 |
| Schedule 16 | Schedule 16 updated to reflect revised versions of certified plans and documents. | As per updated documents submitted at Deadline 2. | 26 October 2026 |
| **Changes made at Deadline 1 (Document 3.1 v2 - 13 October 2026) to the dDCO submitted with the Application (Document 3.1v1 - March 2026)** | | | |
| Title page and Table of contents | ‘Laid before Parliament 202[X]’ deleted from the title page.<br><br>Table of contents updated to correct a typo (18) and to reflect amended headings to articles 20, 53 and 59. | This amendment has been made in response to a request by Oxfordshire County Council in its relevant representation [RR-109].<br><br>Further amendments made to correct typographical errors and reflect amended headings. | 13 October 2026 |

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| Preamble | Amendment made to reflect that the Examining Authority panel consists of three members ('…by a Panel of 3 members (the Panel) appointed by…'), with consequential deletion of '[/single appointed person]' and square brackets in the following two recitals. Square-bracketed alternatives resolved so that the recitals refer to 'Chapter 2 of Part 6' and 'section 74' of the 2008 Act, and 'section' amended to '*sections* 114, 115, 117, 120 and 122' in the enacting words. | Amendments to drafting to reflect that the Examining Authority panel consists of three members. | 13 October 2026 |
| Article 2 – Interpretation | Definition of 'bridges' has been deleted. | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has deleted the definition as there are several instances where a different context applies, and considers that this can be resolved as follows:<br>- where the context requires reference to bridges on the bridge plans, to add that drafting; and<br>- in all other instances, 'bridge' bears its ordinary meaning. | 13 October 2026 |
| Article 2 – Interpretation | Definition of 'chief officer of police' amended to replace 'Oxfordshire' with 'Thames Valley' Police Force. | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has amended this definition to refer to Thames Valley Police, which is the police force for the area in which the authorised development is located. | 13 October 2026 |

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| Article 2 – Interpretation – definition of 'commence' | Amendments made to the list of excluded operations in the definition of 'commence' with deletions shown in red strikethrough and insertions shown in green italics as follows:<br><br>(a) 'site preparation, site security, ~~ecological mitigation works~~ and clearance works';<br><br>….<br><br>(c) *'archaeological investigation;'* inserted;<br><br>….<br><br>(f) 'diversion or laying of services *required for the purposes of construction*'<br><br>(g) '~~erection~~ *placement* of construction plant and equipment;'<br><br>'~~geotechnical or ground contamination investigation;~~'<br><br>(h) 'the display of *construction* site notices ~~and advertisements;~~ and' | Following comments made by Oxfordshire County Council in its relevant representation [RR-109] and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has considered this definition and removed reference to the 'ecological mitigation works' in (a).<br><br>The Applicant has replaced 'erection' with 'placement' because the purpose of this carve-out is limited to bringing construction plant and equipment onto site so that the excluded pre-commencement works can be carried out. 'Placement' more accurately reflects that limited purpose.<br><br>The Applicant has removed the carve-out for 'the display of site notices and advertisements' because each phase-specific construction environmental management plan (requirement 10) [APP-189] must include details of temporary signage. Retaining the carve-out would allow such works to start before those details have been approved. However, the Applicant considers it important that it is able to immediately erect health and safety notices related to construction and (h) is drafted to address this.<br><br>The Applicant has included a carve-out for 'archaeological investigation' from the definition of 'commence' on the basis that such investigation is to be carried out pursuant to the archaeological mitigation strategy which is agreed with the County Council [PDA-005]. Requirement 14 of the draft DCO ensures that the archaeological works are carried out in accordance with | 13 October 2026 |

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| | | that approved strategy, for which no further discharge is required. The Applicant therefore considers that it is acceptable to allow those investigations to form part of the exclusions from the definition of 'commence'.<br><br>'Geotechnical or ground contamination investigation', has been removed, but the ability to investigate ground conditions (e) is retained – this is needed before certain requirements can be discharged and it is common and standard practice to allow such investigations for those purposes. | |
| Article 2 – Interpretation | Amendments made to the following definitions:<br><br>''traffic authority' has the *same* meaning…''<br><br>''tribunal' means the ~~Lands Chamber~~ the Upper Tribunal (*Lands Chamber*)';<br><br>''water authority' means Thames Water *Utilities* Limited'.<br><br>Minor amendments to the definition of 'main site' and to paragraphs (7) and (9).<br><br>Definition of 'highway works' amended to refer to Work Nos. '~~12, 13~~ *12A, 12B, 13A, 13B*'. | Amendments made to add clarity to the drafting and, in the case of the amendment to the definition of 'water authority', to correct the company name and ensure that the definitions are in alphabetical order.<br><br>Amendments made to correct typographical and grammatical errors. | 13 October 2026 |
| Article 4(4) – parameters of authorised development | Minor amendment to alter "Article 4" to "article". | Drafting amendment. | 13 October 2026 |

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| Article 5 – Authorisation of use | The word 'is' has been replaced with '*are*' ('…such parts of the authorised development *are* designed…'). | Amendment made to correct a typographical error. | 13 October 2026 |
| Article 9(1)(c) – Street works | Wording restructured to read '…the installation and maintenance *of* structures and equipment for ANPR on or near a highway'. | Amendment made to correct the sentence structure for clarity. | 13 October 2026 |
| Article 9(3)(a) – Street works | The word 'to' is inserted so that the provision now reads '…are… *to* be construed as references to the undertaker'. | Amendment made to correct a typographical error (missing word). | 13 October 2026 |
| Articles 10(2), 12(7) and 14(3) – Power to alter layout etc. of streets; Temporary closure etc. of streets; Accesses | Deemed consent wording amended so that the 42-day period runs from the date on which the application accompanied by all relevant information 'is received'. The amended drafting is shown as follows (new words in green):<br><br>10(2) '….fails to notify the undertaker of its decision before the end of the period of 42 days beginning with the date on which the application ~~is submitted~~ ~~with~~ *accompanied by* all relevant information *is received*…'<br><br>12(7) '….beginning with the date on which the application ~~was submitted with~~ *accompanied by* all relevant information *is received*….'<br><br>14(3) '…beginning with the date on which the application ~~was made~~ *is received*' | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], the Applicant has amended the deemed consent provisions so that the 42-day period runs from the date on which the application, accompanied by all relevant information, is received. This provides certainty as to when the period begins and ensures that deemed consent cannot start to run before the authority has received a complete application. | 13 October 2026 |

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| Article 10(4) – Power to alter layout etc. of streets | A new paragraph 10(4) has been inserted as follows:<br><br>"*If an application for consent under paragraph (1) does not include the statement required under paragraph (3), then the provisions of paragraph (2) will not apply to that application*." | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has agreed to the amendment requested by Oxfordshire County Council. | 13 October 2026 |
| Article 11 – Permanent stopping up of streets | In paragraph (1)(a) and (b), 'of Part 1' and 'of Part 2' relocated to follow 'columns (1) and (2)', and 'access and rights of way ~~plan~~ *plans*'. In paragraph (2)(a), '*and*' inserted, and the punctuation at the end of paragraph (2)(b) corrected. | Amendments made to correct the cross-references to Schedule 4 and the use of the defined term 'access and rights of way plans', and to correct typographical errors. | 13 October 2026 |
| Article 12(9) – Temporary closure etc. of streets | A new paragraph 12(9) has been inserted as follows:<br><br>*If an application for consent under paragraph (4) does not include the statement required under paragraph (8), then the provisions of paragraph (7) will not apply to that application.* | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], and as set out in the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has agreed to the amendment requested by Oxfordshire County Council. | 13 October 2026 |
| Article 14(2) – Accesses | '~~formulation~~ *formation*'. | Amendment made to correct a typographical error so that the provision refers to the formation of a means of access. | 13 October 2026 |
| Article 14(5) – Accesses | A new paragraph 14(5) has been inserted as follows: | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has agreed to | 13 October 2026 |

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| | *If an application for consent under paragraph (1)(b) does not include the statement required under paragraph (2), then the provisions of paragraph (3) will not apply to that application.* | the amendment requested by Oxfordshire County Council. | |
| Article 15 – Maintenance of highways | References to the final certificate and provisional certificate in Part 3 of Schedule 14 amended to '*final certificate (phase)*' (paragraph ~~56~~ *13*) and '*provisional certificate (phase)*' (paragraph ~~55~~ *12*), with the Part 2 references updated to paragraphs 12 and 8 respectively. | Amendments made to reflect defined terms agreed with Oxfordshire County Council and National Highways. | 13 October 2026 |
| Article 16 – Classification of highways | In 16(3), the word '*of*' inserted before 'Schedule 7' and the words '*that Schedule*' inserted after 'column (5) of Part 2 of'. | Amendments made for clarity and to improve the drafting. | 13 October 2026 |
| Article 16(2) – Classification of highways | Cross-references corrected to read 'paragraph ~~38~~ *8* of Part 2 ~~and~~ *or the provisional certificate (phase) in accordance with* paragraph ~~55~~ *12* of Part 3 of Schedule 14'. | Amendments made to the cross-references to the provisional certificate provisions in Parts 2 and 3 of Schedule 14, and to reflect that the local highway authority issues a provisional certificate (phase), so that the trigger for the change of highway authority operates as intended.<br><br>N.B. The Applicant notes that paragraph numbering for the Protective Provisions is to be sequential throughout and intends to revise and check all cross-referencing in the final draft DCO to be submitted at Deadline 7. This is because negotiation of the separate Parts of Schedule 14 is ongoing and paragraph numbering in those negotiations commences with "1" for each Part. | 13 October 2026 |

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| Article 17(2) Speed limits | '20mph' amended to '20 mph'. | Amendment made to correct a typographical error. | 13 October 2026 |
| Article 17(3) Speed limits | '40mph' amended to '40 mph'. | Amendment made to correct a typographical error. | 13 October 2026 |
| Article 17(4) – Speed limits | In 17(4), the erroneous reference '3 of Schedule' corrected to 'of Schedule *8*'. | Amendment made to correct a typographical error. | 13 October 2026 |
| Article 17(1) and (7) – Speed limits | In paragraph (1), '~~column~~ *columns* (1) and (2)'. In paragraph (7), '~~paragraph~~ *paragraphs (1) to* (6)'. | Amendments made to correct a grammatical error and to make clear that the general power to impose temporary speed limits is without prejudice to each of the specific speed limit powers in the preceding paragraphs. | 13 October 2026 |
| Article 18(1) – Traffic regulation | Amendment made to insert paragraph number '(1)'. The words 'is revoked' are replaced with '*are* revoked' and the words '*of Part 1*' inserted after 'column (2)'. | Amendments made for clarity and to correct typographical errors.<br><br>Consequential numbering amendments have been made to article 18 after the insertion of '(1)'. | 13 October 2026 |
| Article 18(8) - Traffic regulation | The deemed consent wording amended from 'within 42 days of receiving an application' to '*before the end of the period of* 42 days *beginning with the date on which* an application … *is received*'. | Amendments made for clarity as to the start date of the 42-day period. | 13 October 2026 |
| Article 19 – Clearways and no waiting | Paragraph number '(1)' inserted and stray dashes and spacing removed. In subparagraph (2), punctuation corrected after '(no waiting at any time)'. | Amendment made to correct a typographical error. | 13 October 2026 |

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| Article 19(4) – Clearways and no waiting | '~~dispersed~~' has been changed to '*dispensed*'. | Amendment made to correct a typographical error, consistent with the reference to vehicles 'selling or dispensing goods' earlier in the same paragraph. | 13 October 2026 |
| Article 20 – Motor vehicle restrictions | Article heading amended from 'Motor Vehicle Restrictions' to 'Motor *vehicle restrictions*' (also reflected in the table of contents). | Amendment made to correct a typographical error. | 13 October 2026 |
| Article 22(3)(a) – Discharge of water | 'consider' replaced with '*considers*' and 'such consent not to be unreasonably withheld' amended to 'such consent *must* not be unreasonably withheld'. | Amendments made for clarity and to improve the drafting. | 13 October 2026 |
| Article 22(9) – Discharge of water | Deemed consent wording amended from 'within 42 days of receiving the application submitted with all relevant information' to '*before the end of the period of* 42 days *beginning with the date on which* the application submitted with all relevant information *is received*'. | Amendments made for clarity as to the start date of the 42 day period. | 13 October 2026 |
| Article 23(6) – Authority to survey and investigate the land | The deemed consent wording amended from 'within 42 days of receiving the application' to '*before the end of the period of* 42 days *beginning with the date on which* the application *is received*'. | Amendments made for clarity as to the start date of the 42 day period. | 13 October 2026 |
| Article 23(6) and (7) – Authority to survey and investigate the land | New paragraph (6) inserted: '*No surveying, monitoring or investigation to which paragraph (1) refers may be carried out under this article in land located within the boundary of any highway without the consent of the relevant* | Following discussions with National Highways, the Applicant has inserted this paragraph so that survey and investigation works within the highway require the consent of the relevant highway authority, and has extended the deemed consent provision in paragraph (7) | 13 October 2026 |

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| | *highway authority*.' Paragraph (7) amended to refer to an application for consent under paragraph (4) or *(6)*. | to such applications so that the giving of consent cannot be unreasonably delayed. Although not expressly sought by Oxfordshire County Council, the Applicant considers it reasonable that it should apply to all highways. | |
| Article 24(6) – Protective works | New paragraph (6) inserted: *'No protective works may be carried out under this article in land located within the boundary of any highway for which the relevant highway authority is responsible without its consent but such consent must not be unreasonably withheld or delayed.*' | The Applicant has inserted this paragraph so that protective works within the highway are subject to the consent of the relevant highway authority, consistent with article 23(6), while the restriction on unreasonably withholding or delaying consent ensures that necessary protective works are not delayed. This follows discussions with National Highways and, as stated above, the Applicant considers it reasonable that this applies to all highways. | 13 October 2026 |
| Article 25(10)(b) – Removal of human remains | 'the ~~relevant~~ *local* planning authority', and stray paragraph number '(12)' deleted. | Amendments made so that the provision refers to the defined term 'local planning authority' and to correct a numbering error. | 13 October 2026 |
| Article 29(2) - Compulsory acquisition of rights and imposition of restrictive covenants | 'column (1) and (2)' amended to 'column*s* (1) and (2)' and the reference to 'column 2)' of Schedule 11 amended to 'column (3)'. | Amendments made to correct a typographical error and to provide the correct cross-reference to the relevant schedule. | 13 October 2026 |
| Article 30(2) – Private rights | The reference to 'restrict covenants' corrected to '*restrictive* covenants' in the cross-reference to article 29. | Amendment made to correct a typographical error. | 13 October 2026 |

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| Article 34(2)(c) - Modification of Part 1 of the 1965 Act | The reference to 'section 22 (2)' corrected to 'section *22(2)*' and the missing closing quotation mark inserted after 'section 4 of this Act'. | Amendments made to correct typographical errors (spacing and a missing quotation mark). | 13 October 2026 |
| Article 35(1)(b) - Temporary use of land for carrying out the authorised development | In paragraph (1)(b), the words *'(not including the threshing barn)'* inserted after 'remove any buildings' and 'that land' replaced with '*the* land'.<br><br>Minor spacing corrections made in paragraph (1)(c)(aa) ('…siting of equipment and apparatus) with access…') and in paragraph (6)(a) ('…disputed compensation) of the 1961 Act'). | Following comments made by Oxfordshire County Council in its relevant representation [RR-109] and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant has amended article 35 to exclude the threshing barn so as to make it clear that the threshing barn is excluded from "buildings" in subparagraph (1)(b).<br><br>Following comments made by Oxfordshire County Council in its relevant representation [RR-109], and as per the Applicant's responses to those comments (Document 9.1A/PDA-008), the Applicant agrees that in subparagraph (1)(b) the correct reference is to "the" land and has amended for clarity in the drafting. | 13 October 2026 |
| Article 37(3) – Statutory undertakers | Closing bracket inserted so that the cross-reference reads 'article 39(4) (recovery of costs of new connections))'. | Amendment made to correct a typographical error (missing closing bracket). | 13 October 2026 |
| Article 49 – Felling or lopping of trees and removal of hedgerows | New paragraph (6) inserted: *'In carrying out works pursuant to paragraph (1), the undertaker must comply with British Standard 3998:2010, "Tree Works Recommendations".*' | Following comments by Cherwell District Council in its relevant representation [RR-024] and discussions with Oxfordshire County Council, the Applicant understands that the Councils accept the principle that trees need to be removed to enable the Proposed Development. However, the Councils sought an appropriate process for the removal of any trees not listed in Schedule 13 to ensure that the Applicant considers whether lopping or | 13 October 2026 |

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| | | cutting back, rather than felling, can enable the Proposed Development.<br><br>The Applicant is content to agree that works to trees under paragraph (1) must be carried out in accordance with the recognised British Standard for tree works which sets out what tree work is considered appropriate in certain circumstances and includes a specific section on pruning for infrastructure. | |
| | New paragraph inserted: '*Where a tree or shrub is within the strategic road network or within highway maintainable by the local highway authority, paragraph (1) is subject to Parts 2 and 3 of Schedule 14 (protective provisions).*' | Following discussions with National Highways, the Applicant has inserted this new paragraph (8) to ensure that the tree or shrub removal is subject to the protective provisions for National Highways and the local highway authority. This ensures that consent is obtained from the relevant approving authority where a tree or hedgerow is within the adopted highway. The Applicant agrees this is appropriate for safety reasons, as access to the highway is required for the purposes of removal. | 13 October 2026 |
| Article 50 – Trees subject to tree preservation orders | The words 'or overhanging land within' deleted and the words '*and specified in Part 1 of Schedule 13 (removal of trees)*' inserted after 'the Order limits'. | Following comments made by Oxfordshire County Council in its relevant representation [RR-109], the Applicant has amended this provision to limit the scope of the article to trees identified for removal in Schedule 13. The purpose is to address the possibility of such trees being protected between now and consent, which would negate the power in article 49.<br><br>Following these changes, the powers in this article no longer apply to trees within or overhanging the Order limits unless those trees are specified in Part 1 of Schedule 13. | 13 October 2026 |

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| | New paragraph (5) inserted: '*Where a tree or shrub is within the strategic road network or within highway maintainable by the local highway authority, paragraph (1) is subject to Parts 2 and 3 of Schedule 14 (protective provisions).*' | Consistent with the new paragraph in article 49, the Applicant has inserted this new paragraph (5) to ensure that the tree or shrub removal is subject to the protective provisions for National Highways and the local highway authority. This ensures that consent is obtained from the relevant approving authority where a tree or hedgerow is within the highway. | 13 October 2026 |
| Article 51 – Trees in conservation areas | Reference to the '~~hedgerow regulations and tree preservation plans~~' replaced with '*tree and hedgerow retention and removal plans*'. | Amendment made to use the correct name of the plans. | 13 October 2026 |
| Article 52 – Interface with waste operation permits | Article restructured. The environmental scheme process (consultation on a draft environmental scheme, submission of a final scheme and a regulator-initiated variation by the Environment Agency) has been deleted. It has been replaced with provision allowing the undertaker, following consultation with the permit holder and the Environment Agency, to apply to vary, transfer or surrender (in whole or in part) an existing permit by a single combined application. The Environment Agency must determine the application within 56 days (or such other period as may be agreed), failing which the undertaker may appeal under regulation 31(1)(a) of the 2016 Regulations.<br><br>Consequential amendments made to the construction of the 2016 Regulations and to the surrender provisions; application charges now | Following receipt of revised drafting from the Environment Agency, the Applicant has replaced the environmental scheme mechanism with an application-based process under the 2016 Regulations. However, the Applicant has retained the time periods because it considers them essential, noting that this is an NSIP.<br><br>Discussion on this drafting remains ongoing with the Environment Agency. | 13 October 2026 |

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| | apply to the undertaker as they would to the permit holder; and the definition of 'environmental scheme' has been deleted. | | |
| Article 53 (heading) – Protective provisions | Article heading amended from 'Protective Provisions' to 'Protective provisions' (also reflected in the table of contents). | Amendment made to correct a typographical error. | 13 October 2026 |
| Article 55(1) – Discharge of requirements and other approvals etc. | Amendment made to insert the paragraph number '(1)' and to replace 'is' with 'are' ('…of Schedule 2 (requirements) *are* to have effect…'). | Amendments made to correct a grammatical error and to update the paragraph numbering. | 13 October 2026 |
| Article 59 – Planning permissions etc. | Article heading amended from 'Planning Permissions etc' to 'Planning permissions etc.' (also reflected in the table of contents). | Amendment made to correct a typographical error. | 13 October 2026 |
| | New paragraph (3) inserted: *'Where any development to which this article relates is carried out or used pursuant to a planning permission granted under the 1990 Act or development consent granted under the 2008 Act, nothing in this article prevents any enforcement action under the 1990 Act or the 2008 Act being taken in relation to any breach of that permission or consent where that breach is not an inconsistency for the purposes of paragraph (2).'* | As explained in the Applicant's responses to Relevant Representations relating to the dDCO (Document 9.1A/PDA-008), the Applicant has agreed and included this new paragraph at the request of Oxfordshire County Council in its relevant representation [RR-109]. The Applicant considers that the inclusion of this provision is reasonable to add further clarity to the scope of this Article. | 13 October 2026 |

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| Schedule 1 (the authorised development) | Minor drafting corrections throughout, including:<br><br>- deletion of the stray words 'the general' in Work No. 13B;<br><br>- 'parameters ~~plans~~ *plan*' (Work No. 8(j));<br><br>- in the further works, '2017 EIA ~~regulations~~ *Regulations*', 'Work Nos. 1 ~~-~~ *to* 9' and '~~regarding~~ *regrading*'. These amendments correct typographical errors and cross-references and ensure consistent use of defined terms. | Amendments made to correct typographical errors. | 13 October 2026 |
| Schedule 2 – Requirements (Interpretation) | Various amendments to the definitions:<br><br>- definition of 'employment scheme': amendment made to insert the sub-paragraph label '(f)' before 'details of the reporting and monitoring of the above measures;'.<br><br>- definition of 'employment scheme' amended to state 'details of how training and *volunteering* opportunities will be provided for employees;'<br><br>- Paragraph 1 (interpretation) of Schedule 2 also amended: new definition of '*landfill reprofiling technical note*' inserted; | Amendments made to ensure that the definitions use the full and correct terms.<br><br>Amendment to the definition of employment scheme made to:<br><br>- correct a numbering error, as per the Applicant's responses to Relevant Representations relating to the dDCO (Document 9.1A/PDA-008); and<br><br>- include volunteering in the definition of 'employment scheme' to address the commitment made by the Applicant at ISH2, when it confirmed it would be content to include details of volunteering opportunities as part of the employment scheme for submission to and approval by the local planning authority. | 13 October 2026 |

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| | - '*the document of* inserted in the definition of 'HGV routeing strategy';<br><br>- '*main site*' inserted before 'design approach document'; and<br><br>- 'sustainable drainage ~~strategy~~ *statement* (main site)'. | | |
| Schedule 2 – Requirement 6(8) (Sustainable transport and travel plan) | The words '*of this Schedule*' inserted after 'in accordance with the provisions of Part 3'. | Amendment made for clarity of the cross-reference at the suggestion of the ExA in ExQ 1.5.14. | 13 October 2026 |
| Schedule 2 – Requirement 8(1) (Design and phasing of highway works) | Amendment made to insert the words '*, so that such highway works are available for use by the public,*' after 'identified in columns (1) and (2) of the following table'. | The Applicant has made this amendment at the request of Oxfordshire County Council, so that it is clear that 'completed' in sub-paragraph (1) means available for use by the public, rather than merely physically finished.<br><br>The Applicant agrees that this provides a clear and objective trigger for the occupation restrictions and, further, has included a definition of 'complete' in a new sub-paragraph (7), as explained below. | 13 October 2026 |

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| | Amendment to the wording included in column (3) of the table against Work Nos. 12B, 14B, 15B, 22, 23, 25B, 27B, 33 and 39, so that each reads:<br><br>'To be completed prior to the occupation of more than 185,806 square metres of warehousing *(and if such warehousing includes mezzanine floorspace, no more than* 61,967 square metres of mezzanine *floorspace*) to be occupied'. | The Applicant has made amendments to the Phase 2 trigger point following engagement with Oxfordshire County Council, which proposed the revised wording now included in the draft DCO.<br><br>The Applicant considers that the changes proposed provide greater certainty. | 13 October 2026 |
| Schedule 2 – Requirement 8(6)(b)(i) (alternative highway works) | Reference to 'sub-paragraph (1)' amended to 'sub-paragraph (1) *or (2)*'. | The Applicant has made this amendment following a request by Oxfordshire County Council in its relevant representation [RR-109] for this drafting to reflect the cross-reference to both sub-paragraphs (1) and (2) in the preceding paragraph (Requirement 8(6)). The Applicant accepts this change. | 13 October 2026 |
| Schedule 2 – Requirement 8(6)(b)(ii) (alternative highway works) | 'or' inserted between limbs '(i)' and '(ii)'. | The Applicant has made this amendment following a request by Oxfordshire County Council in its relevant representation [RR-109] to include 'or' to reflect that alternative options are presented in limbs (i) and (ii). The Applicant agrees that this is a reasonable amendment to make. | 13 October 2026 |
| | The wording '*unless otherwise agreed,*' inserted before 'Parts 2 and 3 (as relevant) of Schedule 14 will apply to such alternative works'.<br><br>Removal of the labelling of limb (iii). | Amendment made to provide flexibility for both parties to agree whether Parts 2 (National Highways) and 3 (local highway authority) of the protective provisions apply to the alternative works. This amendment provides sufficient control to both National Highways and | 13 October 2026 |

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| | | Oxfordshire County Council over the works, whilst ensuring flexibility over how the works are delivered. | |
| Schedule 2 – Requirement 8(7) (Design and phasing of highway works) | New sub-paragraph inserted: '*In this paragraph, "complete" means the completion of the relevant highway works as evidenced by the issue of a provisional certificate pursuant to paragraph 8 of Part 2 of Schedule 14 or a provisional certificate (phase) pursuant to paragraph 12 of Part 3 of Schedule 14 as appropriate and "completed" is to be construed accordingly.*' | The Applicant has inserted this definition following discussions with Oxfordshire County Council to provide an objective test for when highway works are 'complete' for the purposes of the occupation triggers in Requirement 8, by linking completion to the issue of the relevant provisional certificate under the protective provisions. | 13 October 2026 |
| Schedule 2 – Requirement 9(2) (Detailed design approval) | The words '*(excluding ecological mitigation works)*' inserted after 'No component of the authorised development on the main site'. | As discussed at Issue Specific Hearing 2 [ISH2], where the Applicant explained that it was considering amendments to the definition of 'commence' in article 2, the Applicant has removed the blanket carve-out for ecological mitigation works in the definition of 'commence' and has instead applied this carve-out to selected requirements where appropriate.<br><br>The Applicant considers that the carve out in the detailed design requirement is reasonable in this context on the basis that the ecological mitigation works will not be subject to detailed design and therefore it is reasonable for such works to be permitted to be carried out prior to detailed design details having been approved. | 13 October 2026 |
| Schedule 2 – Requirement 10(1) (Construction | The approving body wording restructured to state that the P-CEMP is to be 'approved in writing…*by the local planning authority* or, | Amendment made to provide clarity as to who the approving body of the P-CEMP should be. The Applicant considers that not every P-CEMP will be relevant to the | 13 October 2026 |

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| environmental management plan) | where the P-CEMP relates to the highway works, *the relevant highway authority*'. | highway authority and therefore the drafting ensures that the correct approving body is consulted in each case. | |
| Schedule 2 – Requirement 10(2) (Construction environmental management plan) | In this paragraph '*the following matters*,' inserted after 'Each P-CEMP must include…' and the wording 'each phase' amended to '*the phase concerned*'.<br><br>10(2)(c) - '*vehicles*' and '*details of*' inserted in the dust management plan item;<br><br>10(2)(i) 'measure' corrected to '*measures*'. | Amendments made to improve clarity in the drafting and to correct typographical errors. | 13 October 2026 |
| Schedule 2 – Requirement 10(2)(j) (Construction environmental management plan) | 'details of temporary *advertisement* signage'. | This ensures that details of temporary advertisements are secured through each P-CEMP and makes clearer the distinction between temporary advertisements and 'construction site notices', which are excluded from the definition of 'commence' in article 2. | 13 October 2026 |
| Schedule 2 – Requirement 10(3) and 10(4) (Construction environmental management plan) | '(and revision)' amended to *'(and any revision to it)'*.<br><br>The approving body wording restructured (as per 10(1) above) to state that the P-CEMP is to be 'approved in writing…*by the local planning authority* or, where the P-CEMP relates to the highway works, *the relevant highway authority*'.<br><br>In 10(4), the words '*or, where the P-CEMP relates to the highway works, the relevant* | Amendments made to improve clarity in the drafting and in relation to the approving body wording, to provide clarity as to who the approving body of the P-CEMP should be. | 13 October 2026 |

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| | *highway authority*' inserted after 'as approved in writing by the local planning authority'. | | |
| Schedule 2 – Requirement 13(1) (Earthworks) | The wording ', *which include earthworks,*' inserted after 'on the main site' and the wording '*for that component*' inserted before 'have been approved in advance and in writing by the local planning authority'. | Amendments made to confirm that this requirement operates on a component-by-component basis: only components on the main site that include earthworks require approval of earthworks details, and approval is required for each such component rather than for the main site as a whole. | 13 October 2026 |
| Schedule 2 – (heading) Requirement 14 (Archaeology) | Requirement heading amended from 'Archaeology and built heritage' to '*Archaeology*'. | Following a request by Oxfordshire County Council, and as per the Applicant's responses (Document 9.1A/PDA-008), an amendment has been made to the heading to remove reference to 'built heritage' on the basis that it is not relevant to the requirement. The Applicant agrees to this change. | 13 October 2026 |
| Schedule 2 – Requirement 15(1)(i) (Central hub) | The wording '*has been approved in advance and in writing by the local planning authority.*' inserted at the end of sub-paragraph (1). | Following a request by Oxfordshire County Council in its relevant representation [RR-109], and as per the Applicant's responses (Document 9.1A/PDA-008), the requirement has been amended so that the central hub details must be approved in writing by the local planning authority, rather than merely submitted, consistent with the approach taken in the other requirements. | 13 October 2026 |
| Schedule 2 – Requirements 20 to 22 (Flood risk and surface water drainage) | In Requirement 20, Requirement 21(2) and Requirement 22, the wording '*local planning authority in consultation with the*' has been inserted before 'lead local flood authority'. | This change follows comments made by Oxfordshire County Council in its relevant representation [RR-109], in which it explained that there is an agency agreement in place between Oxfordshire County Council and the district councils within its area which allows the districts | 13 October 2026 |

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| | | to determine applications under the Land Drainage Act 1991. Oxfordshire County Council confirmed that the districts in Oxfordshire are therefore used to determining matters which elsewhere would be dealt with by the County Council.<br><br>On this basis, the Applicant considers it reasonable to make this change to reflect that the local planning authority is the appropriate decision maker in these instances, having first consulted the lead local flood authority. | |
| Schedule 2 – Requirement 21(1) (Surface water drainage) | The wording *'which includes surface water drainage*,' inserted after 'No component of the authorised development on the main site'. | As explained in the Explanatory Memorandum (Document 3.2), this amendment limits the requirement to those components of the authorised development on the main site that include surface water drainage, so that components with no drainage element do not require a drainage strategy. | 13 October 2026 |
| Schedule 2 – Requirement 21(2) (Surface water drainage) | The words '*and maintained for the operational life of the development*' inserted after 'The surface water drainage scheme must be implemented'. | Amendment made to secure that the approved surface water drainage scheme is maintained for the operational life of the development, and not only implemented, as confirmed in the Applicant's Responses to Relevant Representations in response to comments from the Environment Agency (Document 9.1B/PDA-009). | 13 October 2026 |
| Schedule 2 – Requirement 23(1) (Foul water drainage) | Sub-paragraph numbers '(1)' and '(2)' inserted.<br><br>The wording ', *landscape works, biodiversity enhancement works, ecological mitigation works and permanent signage*' inserted after 'excluding earthworks'. | Amendments made to expand the "commencement" carve-outs for the requirement to submit a foul water drainage strategy. The Applicant considers that these carve-outs are justified on the basis that these works will not interact with the foul water drainage. | 13 October 2026 |

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| Schedule 2 – Requirement 23(2) (Foul water drainage) | The wording '*on the main site, excluding earthworks, landscape works, biodiversity enhancement works, ecological mitigation works and permanent signage,*' inserted after 'no component of the authorised development'. | Amendments made to provide clarity to the drafting so that the requirement reflects 23(1) above with the additional carve-outs justified for the reasons identified above. | 13 October 2026 |
| Schedule 2 – Requirement 26 (heading)(Control of operational noise) | Requirement heading amended from 'Control of operational Noise' to '*Control of operational noise*'. | Amendment made to correct a typographical error and to ensure consistency in drafting throughout the draft DCO. | 13 October 2026 |
| Schedule 2 – Requirements 28 and 29 (Contamination risk) | In Requirements 28 and 29, the words '*in consultation with the Environment Agency*' inserted after 'approved in writing by the local planning authority'. In Requirement 28, 'the ~~relevant~~ *local* planning authority'. | Following comments made by the Environment Agency in its relevant representation [RR-042], the Applicant has amended these requirements so that the Environment Agency is consulted on the investigation, remediation and verification of any previously unidentified contamination.<br><br>The reference to the 'relevant' planning authority has also been corrected to the defined term 'local planning authority'. | 13 October 2026 |
| Schedule 2 – Requirement 31(1) (Employment) | Words '*, excluding ecological mitigation works,*' inserted after 'any part of the authorised development'. | As discussed at Issue Specific Hearing 2 [ISH2], where the Applicant explained that it was considering amendments to the definition of 'commence' in article 2, the Applicant has removed the carve-out for ecological mitigation works in the definition of 'commence'. The Applicant considers that the carve-out in the employment requirement is reasonable in this context. | 13 October 2026 |

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| Schedule 2 – Requirement 32(1) (Community liaison group) | The words '*and the community*' inserted after 'to facilitate liaison between various bodies'. | Amendment made following discussions with Cherwell District Council to clarify that the purpose of the community liaison group includes liaison with the local community, as well as between the bodies listed in sub-paragraph (2). | 13 October 2026 |
| Schedule 2 – Requirement 32 (Community liaison group) | Paragraph number *'(4)'* inserted before 'The community liaison group is to continue to meet…'. | Amendment made to correct paragraph numbering. | 13 October 2026 |
| Schedule 2 – Part 2 sub-paragraphs 1(2)(a) and 1(2)(b) (Applications made for certain approvals) | Determination periods for applications amended from '42 days' to '*40 business* days'. | Amendments made following comments by Oxfordshire County Council in its relevant representation [RR-109] and as per the Applicant's responses to those comments (Document 9.1A/PDA-008).<br><br>The Applicant does not agree to Oxfordshire County Council's request to extend the determination periods to 12 weeks. The development is a nationally significant infrastructure project which requires approvals and consents from numerous statutory and other bodies and must not be delayed from commencing development due to obtaining time consuming approvals. The suggested 12 week timescale would introduce unacceptable delays to the delivery of the scheme. However, the Applicant has agreed to the change to 40 business days (which is, in effect, eight weeks). This provides the discharging authority with sufficient time to determine the applications made. | 13 October 2026 |

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| Schedule 2 – Part 2, paragraph 2(2) – (Further information) | Period within which the discharging authority must request further information amended from '10' to '*15*' business days. | Amendment made following comments by Oxfordshire County Council in its relevant representation [RR-109] and as per the Applicant's responses to those comments (Document 9.1A/PDA-008).<br><br>The Applicant does not agree with Oxfordshire County Council's request to extend the time limit to 20 days. However, the Applicant considers that 15 business days strikes a fair balance between the need for this nationally significant infrastructure project to proceed without delay from third parties whilst ensuring that the discharging authority has sufficient time to review the information placed before it in the requirement discharge process. | 13 October 2026 |
| Schedule 2 – Part 3, sub-paragraph 1(1)(d) (Membership, role and protocol of the Sustainable Transport Working Group) | 'National Highways;' inserted as a member of the STWG. | Amendment to include National Highways in the Sustainable Transport Working Group to speak to matters impacting the strategic road network following discussions with NH. | 13 October 2026 |
| Schedule 2 – Part 3, sub-paragraph 1(1)(g) (Membership, role and protocol of the Sustainable Transport Working Group) | Unitary authority wording amended to read '…then *the representatives in* paragraphs (b) and (c) will be replaced by both a highway representative *of the unitary authority for the area within which the authorised development is situated* and a planning representative of the unitary authority *for the area within which the authorised development is situated*'. | Amendment made to make clear that, if a unitary authority is created, the representatives in paragraphs (b) and (c) are replaced by highway and planning representatives of the unitary authority for the area in which the authorised development is situated. | 13 October 2026 |

| Section/Article No. and title | Change | Reason | Date of Draft |
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| Schedule 13 – Part 1 (removal of trees) | Amendment made in the table for 'the tree shown with a circle hatched pink and labelled T93(C)' to 'T93(A)' on the '*tree and hedgerow retention and removal plan (drawing number 2.15D)*'. | Amendment required because previously T93 was recorded as Category C so 'T93(C)' but this is now considered a veteran tree and so it must be recorded as category A so 'T93(A)'.<br><br>The Applicant has therefore amended the entry to reflect the change in Category. | 13 October 2026 |
| Schedule 14 – Part 1 (For the protection of railway interests) | Amendments made, including:<br><br>- definition of 'asset protection agreement' amended to include a basic asset protection agreement in the agreed form;<br><br>- new paragraph 3(2) restricting the exercise of the powers relating to survey and investigation and to trees over railway property without Network Rail's consent;<br><br>- new paragraph 4(3) restricting the acquisition of, or creation of new rights over, railway property without Network Rail's consent;<br><br>- an emergency works exception to the requirement to provide a prior estimate and reduction of the payment period from 60 to 30 days; | Amendments made following negotiations with Network Rail on the protective provisions, which remain ongoing. | 13 October 2026 |

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| | - deletion of Network Rail's mitigation obligation; and<br><br>- minor drafting and numbering corrections. | | |
| Schedule 14 – Part 2 (For the protection of National Highways Limited) | Amendments made, including:<br><br>- correction of internal cross-references throughout following renumbering of the paragraphs of Part 2;<br><br>- deletion of former paragraphs 4 to 6 (time limit for, and single comprehensive list of, requests for further information, and requirement for supervision to be reasonable and proportionate);<br><br>- definition of 'condition survey' no longer limited to structures and assets within the Order limits;<br><br>- new provisions requiring National Highways to facilitate access for the condition survey;<br><br>- deletion of the deemed issue of the provisional certificate and of the 30-day limit on requests for as-built information, and removal of the obligation on National Highways to provide one | Amendments made following discussions with National Highways. National Highways has not yet agreed all of these changes. Negotiations remain ongoing. | 13 October 2026 |

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| | comprehensive list of defects and to grant road space for their remedy;<br><br>- notice of opening of the strategic road network increased from 14 to 56 days, notice of maintenance works increased from 14 to 28 days, and payment for National Highways' remedial works following the final condition survey to be made within 21 days (previously 30 days) of an itemised demand;<br><br>- security provisions restructured so that each phase is secured by acceptable security indemnifying National Highways against breach;<br><br>- public liability insurance changed from a minimum of £10 million to a sum to be agreed subject to a maximum of £50 million;<br><br>- provision for release of the acceptable security on the issue of the final certificate (paragraph 12(3)); and<br><br>- correction of typographical errors | | |
| Schedule 14 – Part 3 (For the protection of the | Amendments made, including: | Amendments made following engagement with Oxfordshire County Council on the protective provisions. Negotiations remain ongoing. | 13 October 2026 |

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| local highway authority) | - definition of 'acceptable security' introduced and the definition of 'bond sum' narrowed;<br><br>- definition of 'county highway works' populated with the relevant Work Nos. and new definitions of 'county highway works fees'<br><br>- notice of commencement of each phase increased from five to 12 weeks;<br><br>- new requirements for stage 3 and (where required) stage 4 road safety audits, commuted sums to be calculated using Oxfordshire County Council's 'Commuted Sum Calculator' (base date November 2025), new maintenance obligations on the undertaker during each maintenance period (phase);<br><br>- new requirement for the undertaker to copy to the local highway authority any notices given to National Highways of the start of its specified works;<br><br>- new 'no fetter on discretion' paragraph;<br><br>- recovery of the local highway authority's costs, and use of the bond and acceptable security, where the undertaker fails to remedy damage or in | | |

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| | an emergency (paragraph 4(8) and (9)); and<br><br>- minor drafting corrections. | | |
| Schedule 14 – Part 5 (For the protection of Thames Water Utilities Limited) | Amendments made, including:<br><br>- parcel '5/11' inserted as the land to which Part 5 does not apply;<br><br>- the period for Thames Water's contingency arrangements extended from 30 to 60 days, running from receipt of Thames Water's written request;<br><br>- Thames Water's approval of plans for works near retained apparatus not to be unreasonably withheld or delayed, with provision for deemed approval;<br><br>- obligation on the undertaker to use reasonable endeavours to minimise damage, obstruction or interference to Thames Water's undertaking; and<br><br>- minor drafting, cross-reference and numbering corrections.<br><br>- | Amendments made following negotiations with Thames Water on the protective provisions. Not all of these changes have yet been agreed with Thames Water. Negotiations remain ongoing. | 13 October 2026 |
| Schedule 14 – Part 6 (For the protection of | Definitions of '*Anglian Water*' and '*Rising Main*' inserted, and new paragraph 6 inserted restricting the undertaker from appropriating, | Amendments made as set out in the Applicant's response (Document 9.1/PDA-007) to Anglian Water's relevant representation in order to protect its rising main | 13 October 2026 |

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| electricity, gas, water and sewerage undertakers) | acquiring, extinguishing, interfering with or overriding any interest of Anglian Water in respect of the Rising Main otherwise than by agreement, and requiring the undertaker to enter into deeds of consent and variations where the authorised works would conflict with Anglian Water's interests. | connecting Cherwell Valley Motorway Service Area to the wastewater treatment works north-east of Ardley. | |
| Schedule 14 – Part 7 (For the protection of Southern Electric Power Distribution plc) – further amendments | Amendments made, including:<br><br>- fixed sums for 'acceptable insurance', contractors' pollution liability cover and 'acceptable security' replaced with levels to be agreed between the undertaker and SSE (acting reasonably), having regard to the nature, value and risk of the specified works;<br><br>- new paragraph 6 (acquisition of land) preventing the undertaker from acquiring or interfering with SSE's land interests, rights or apparatus otherwise than by agreement, and requiring the undertaker to enter into deeds of consent and variations;<br><br>- notice periods for works near overhead lines reduced from 56 to 28 days; | Amendments made following negotiations with SSE on the protective provisions. Not all of these changes have yet been agreed by SSE. Negotiations remain ongoing. | 13 October 2026 |

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| | - 'best endeavours' replaced with 'all reasonable endeavours' in the co-operation paragraph; and<br><br>- consequential cross-reference and numbering corrections. | | |
| Schedule 15, paragraph 8 – Control of Pollution Act 1974 | The words '~~and the principles of the code of construction practice~~' deleted. | Amendment made to remove an erroneous reference to a 'code of construction practice'. | 13 October 2026 |
| Schedule 16 | Schedule 16 has been updated to reflect updates to the certified documents. | As per updated documents submitted since the Application submission. | 13 October 2026 |