

SCHEDULES

SCHEDULE 3

Articles 9

PERMANENT STOPPING UP OF HIGHWAYS AND PRIVATE MEANS OF ACCESS

PART 1

HIGHWAYS TO BE STOPPED UP FOR WHICH A SUBSTITUTE IS TO BE PROVIDED AND NEW HIGHWAYS WHICH ARE OTHERWISE TO BE PROVIDED

| (1) <i>Area</i> | (2) <i>Highway to be stopped up</i> | (3) <i>Extent of stopping up</i> | (4) <i>New highway to be substituted/provided</i> |
|---|---|--|--|
| <i>The rights of way and access plans – sheet 1</i> | | | |
| In the administrative area of the Royal Borough of Greenwich; in the county of Greater London | Boord Street and Dreadnought Street | A length from a point on the existing Boord Street 130 metres south-west of its junction with the existing Millennium Way to the existing Dreadnought Street, and then in a generally north westerly direction, for a total distance of 90 metres. | Reference A To be substituted by a length of new highway from a point on Boord Street 130 metres south-west of its junction with the existing Millennium Way to the premises known as Studio 338, in a generally north westerly direction, for a distance of 80 metres. |
| | Footbridge (including National Cycle Route No. 1 & Thames Path) | The whole footbridge. | Reference B To be substituted by a length of new Boord Street foot and cycle bridge from a point on Boord Street 140 metres south-west of its junction with the existing Millennium Way, in a generally south westerly direction, |

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| <i>(1)</i> <i>Area</i> | <i>(2)</i> <i>Highway to be stopped up</i> | <i>(3)</i> <i>Extent of stopping up</i> | <i>(4)</i> <i>New highway to be substituted/provided</i> |
|---------------------------|---|--|--|
| | | | to its junction with the improved Tunnel Avenue. |
| | — | — | Reference C Silvertown Tunnel Southbound. A length of new highway from the new Silvertown Tunnel South Portal, in a generally north-easterly direction to the new Silvertown Tunnel North Portal, for a distance of 1425 metres. |
| | — | — | Reference D Silvertown Tunnel Northbound. A length of new highway from the new Silvertown Tunnel South Portal, in a generally south-westerly direction to the new Silvertown Tunnel North Portal, for a distance of 1405 metres. |
| | — | — | Reference E Silvertown Tunnel southern approach Southbound. A length of new highway from the new South Portal of the Silvertown Tunnel, in a generally south easterly direction, for a distance of 160 metres. |

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|---------------------------|---|--|---|
| | — | — | <p>Reference F</p> <p>Silvertown Tunnel southern approach Northbound.</p> <p>A length of new highway from its junction with the existing A102 Blackwall Tunnel southern approach northbound, in a generally north-easterly direction to the new South Portal of the Silvertown Tunnel, for a distance of 130 metres.</p> |
| | — | — | <p>Reference G</p> <p>Pavilion Lane (Realigned)</p> <p>A length of new highway from a point on the existing A102 Blackwall Tunnel southern approach Southbound 130 metres south of the existing Blackwall Tunnel Southbound South Portal, in a generally southerly direction then turning eastwards to its junction with the northbound carriageway of the existing Millennium Way, for a distance of 150 metres.</p> |
| | — | — | <p>Reference H</p> <p>Pavilion Lane (Realigned)</p> |

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|---|--|--|---|
| | | | A length of new highway from a point on the northbound carriageway of the existing Millennium Way 75 metres to the north west of its junction with the existing Edmund Halley Way, in a generally southerly direction to its junction with the Silvertown Tunnel southern approach Northbound, for a distance of 215 metres. |
| <i>The rights of way and access plans – sheet 2</i> | | | |
| In the administrative areas of the Royal Borough of Greenwich and the London Borough of Newham; in the county of Greater London | – | – | Reference C – Refer to sheet 1 |
| | – | – | Reference D – Refer to sheet 1 |
| <i>The rights of way and access plans – sheet 3</i> | | | |
| In the administrative area of the London Borough of Newham; in the county of Greater London | Dock Road (including National Cycle Route No. 13 (part)) | A length from its junction with the existing Tidal Basin Roundabout, in a south westerly direction and then in a south easterly direction, for a total distance of 395 metres. | Reference A To be substituted by a length of new highway from a point 110 metres west of the point where the existing A1020 Silvertown Way off-slip joins the Tidal Basin Roundabout, in a generally south-easterly direction, to a point where it joins the existing North Woolwich Road, for a distance of 430 metres. |

| <i>(1)</i> <i>Area</i> | <i>(2)</i> <i>Highway to be stopped up</i> | <i>(3)</i> <i>Extent of stopping up</i> | <i>(4)</i> <i>New highway to be substituted/provided</i> |
|---------------------------|---|--|--|
| | Scarab Close (part) | A length from its junction with the existing Dock Road in a south westerly direction, for a distance of 25 metres. | Reference A (part) To be substituted in part by new highway (being part of the realigned Dock Road (Reference A)) from a point 110 metres west of the existing A1020 Silvertown Way off-slip, in a generally southerly direction, to a point where it joins the existing Scarab Close, for a distance of 55 metres. |
| | — | — | Reference B New left turn off-slip. A length of new highway from a point on the existing A1020 Silvertown Way off-slip 40 metres south-east of the Tidal Basin Roundabout, initially in a north-westerly direction then turning in a southerly direction, to a point where it joins the Silvertown Tunnel northern approach Southbound, for a distance of 95 metres. |
| | — | — | Reference C – Refer to sheet 1 |
| | — | — | Reference D – Refer to sheet 1 |
| | — | — | Reference E Silvertown Tunnel northern approach Southbound. |

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|---------------------------|---|--|--|
| | | | A length of new highway from a point 70 metres west of the point where the existing A1020 Silvertown Way off-slip joins the Tidal Basin Roundabout, in a generally south-easterly direction to the new North Portal of the Silvertown Tunnel, for a distance of 205 metres. |
| | — | — | Reference F Silvertown Tunnel northern approach Northbound. A length of new highway from the North Portal of the new Silvertown Tunnel, in a generally north-westerly direction to its junction with the new (part of the) Tidal Basin Roundabout, for a distance of 210 metres. |
| | — | — | Reference G A length of new highway from a point on the new Dock Road (realigned), 60 metres to the south-east of its tie-in with the North Woolwich Road, in a generally north westerly direction, for a distance of 80 metres. |
| | Tidal Basin Roundabout (part) | A length from a point on the | Reference H (part) |

| (1) <i>Area</i> | (2) <i>Highway to be stopped up</i> | (3) <i>Extent of stopping up</i> | (4) <i>New highway to be substituted/provided</i> |
|--------------------|--|--|---|
| | (including National Cycle Route No. 13 (part)) | existing Tidal Basin Roundabout where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way on the northern side of the existing roundabout, in a generally south-easterly direction, and then in a southerly direction and then in an easterly direction, to a point where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way on the southern side of the existing roundabout. | To be substituted by a length of new highway from a point on the existing Tidal Basin Roundabout where the new Tidal Basin Roundabout passes under the existing A1011 Silvertown Way on the northern side of the existing roundabout, in a generally south-easterly direction, and then in a southerly direction and then in an easterly direction, to a point where the new Tidal Basin Roundabout passes under the existing A1011 Silvertown Way on the southern side of the existing roundabout, for a distance of 270 metres. |
| | — | — | Reference H (part) A length of new highway within the central island of the new part of Tidal Basin Roundabout from a point on the new Tidal Basin Roundabout 90 metres south west of the centre point of where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way, in a generally south-easterly direction for a distance of 45 metres to a point where it |

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|--------------------|--|-------------------------------------|---|
| | | | joins the new Tidal Basin Roundabout at a point 95 metres south west of the centre point of where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way. |

PART 2

HIGHWAYS TO BE STOPPED UP FOR WHICH NO SUBSTITUTE IS TO BE PROVIDED

| (1) <i>Area</i> | (2) <i>Highway to be stopped up</i> | (3) <i>Extent of stopping up</i> |
|---|---|--|
| <i>The rights of way and access plans – sheet 1</i> | | |
| In the administrative area of the Royal Borough of Greenwich; in the county of Greater London | Pavilion Lane | A length from its junction with the existing Millennium Way in a generally southerly direction to the existing A102 Blackwall Tunnel southern approach Southbound, for a distance of 180 metres. |
| <i>The rights of way and access plans – sheet 2</i> | | |
| None | None | — |
| <i>The rights of way and access plans – sheet 3</i> | | |
| In the administrative area of the London Borough of Newham; in the county of Greater London | Layby north of the existing A1020 Lower Lea Crossing, 35 metres east of the existing overbridge, on which the A1020 Lower Lea Crossing passes over the Docklands Light Railway Woolwich Branch. | The whole layby. |
| | Area north of the Tidal Basin Roundabout. | Area of existing carriageway forming part of the existing A1020 Lower Lea Crossing approaching the existing Tidal Basin Roundabout. |

PART 3

PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH
A SUBSTITUTE IS TO BE PROVIDED AND NEW PRIVATE
MEANS OF ACCESS WHICH ARE OTHERWISE TO BE PROVIDED

| <i>(1)</i> <i>Area</i> | <i>(2)</i> <i>Private means of access to be stopped up</i> | <i>(3)</i> <i>Extent of stopping up</i> | <i>(4)</i> <i>New private means of access to be substituted/provided</i> |
|---|---|--|---|
| <i>The rights of way and access plans – sheet 1</i> | | | |
| In the administrative area of the Royal Borough of Greenwich; in the county of Greater London | – | – | Reference 1 New private means of access on the north side of the new Silvertown Tunnel South Portal, providing access to the new tunnel services compound from the south side of the existing Millennium Way. |
| | Reference a Access to premises (occupied by Priority TM Limited and Southern Gas Networks plc) on the south side of the existing Millennium Way, 50 metres south-east of its junction with the existing Edmund Halley Way. | A length from its junction with the existing Millennium Way south-eastward, for a distance of 20 metres. | Reference 2 To be substituted by a new private means of access located to the east of the new Silvertown Tunnel, providing access from the south side of the existing Millennium Way. Reference 10 To be substituted by a new private means of access located to the east of the new Silvertown Tunnel, providing access from the south side of the existing Millennium Way. |
| | – | – | Reference 3 |

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| (1) <i>Area</i> | (2) <i>Private means of access to be stopped up</i> | (3) <i>Extent of stopping up</i> | (4) <i>New private means of access to be substituted/provided</i> |
|--------------------|--|---|---|
| | | | New private means of access located around the rear, east and west sides of the premises known as Studio 338, providing pedestrian access from the new highway (Reference A). |
| | Reference b Access to premises (occupied by Brenntag UK Ltd) from the north side of the existing Morden Wharf Road 20 metres to the east of the existing Tunnel Avenue. | A length from its junction with the existing Morden Wharf Road northwards, for a distance of 5 metres. | Reference 8 To be substituted by a new private means of access located to the south-west of Tunnel Avenue, providing access from the south-west side of the improved Tunnel Avenue. |
| | Reference c Access to premises (occupied by Brenntag UK Ltd) from the south-west side of the existing Tunnel Avenue, from a point immediately south of the existing footbridge. | A length from its junction with the existing Tunnel Avenue south-westwards for a distance of 10 metres. | Reference 4 To be substituted by a new private means of access on the south-west side of the existing Tunnel Avenue, in the same location as the existing access to Brenntag UK Ltd, but repositioned at the new highway boundary of the improved Tunnel Avenue. |
| | Reference d Access to premises (occupied by London Power Networks plc) from the east side of the existing Pavilion Lane, 50 metres south of its junction with the | The whole hardened area in front of the existing electricity substations. | Reference 5 To be substituted by a new private means of access located on the west side of the new Silvertown Tunnel, providing access from the west side of the |

| (1) Area | (2) Private means of access to be stopped up | (3) Extent of stopping up | (4) New private means of access to be substituted/provided |
|--|---|---|---|
| | existing Millennium Way. | | existing Millennium Way. |
| | — | — | Reference 6 New private means of access located on the east side of the Silvertown tunnel, providing access from the south side of the existing Millennium Way, to new pressure reduction station (PRS). |
| | Reference e Access to premises (occupied by O’Keefe) from the south-east side of the existing Boord Street 155 metres to the south-west of the existing Millennium Way. | A length from its junction with the existing Boord Street, south-eastwards, for a distance of 5 metres. | Reference 7 To be substituted by a new private means of access located on the south-east side of the existing Boord Street, in the same location as the existing access to O’Keefe, but repositioned at the new highway boundary of the A102 Southbound and providing access for non-motorised users only. |
| | Reference f Access (pedestrian) to premises (occupied by Brenntag UK Ltd) from the south-west side of the existing Tunnel Avenue, from a point immediately south of the existing footbridge. | A length from its junction with the existing Tunnel Avenue south-westwards for a distance of 5 metres. | Reference 9 To be substituted by a new (pedestrian) access to premises on the south-west side of the existing Tunnel Avenue, repositioned at the new highway boundary of the south-west side of the improved Tunnel Avenue. |
| <i>The rights of way and access plans – sheet 2</i> | | | |

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| (1) <i>Area</i> | (2) <i>Private means of access to be stopped up</i> | (3) <i>Extent of stopping up</i> | (4) <i>New private means of access to be substituted/provided</i> |
|---|---|--|--|
| None | None | – | None |
| <i>The rights of way and access plans – sheet 3</i> | | | |
| In the administrative area of the London Borough of Newham; in the county of Greater London | Reference b Access to premises (occupied by Docklands Light Railway Limited) from the north-west side of the existing Scarab Close, 45 metres to the west of the existing Dock Road. | A length from its junction with the existing Scarab Close, westwards for a distance of 40 metres. | Reference 1 To be substituted by a new private means of access to Docklands Light Railway, on the west side of the new part of Tidal Basin Roundabout, from the circulatory carriageway of the roundabout. |
| | – | – | Reference 2 New private means of access to the new tunnel services compound on the east side of the Silvertown Tunnel from the new highway to be known as the Tunnel Services Compound Access Road (off the realigned Dock Road). |
| | Reference h Access to premises (occupied by Docklands Light Railway Limited and ASD Limited) from the south-west side of the existing Dock Road, 235 metres south-east of the existing Scarab Close. | A length from its junction with the existing Dock Road south-westwards for a distance of 105 metres. | Reference 3 (part) To be substituted by a new private means of access from the south side of the new Dock Road (realigned). |
| | Reference i Access to premises (occupied by Docklands Light | A length from its junction with the existing Dock Road south-westwards for a distance of 65 metres. | Reference 3 (part) To be substituted by a new private means of access from the south |

| (1) Area | (2) Private means of access to be stopped up | (3) Extent of stopping up | (4) New private means of access to be substituted/provided |
|-------------|--|--|---|
| | Railway Limited and Quintain (No.8) Limited) from the south-west side of the existing Dock Road, 300 metres south-east of the existing Scarab Close. | | side of the new Dock Road (realigned). |
| | Reference k (part) Scarab Close (part) | A length from a point on the existing Scarab Close, 75 metres south-west of its junction with the existing Dock Road, in a south-westerly direction, for a distance of 5 metres. | Reference 4 To be substituted by a new private means of access from the west side of the new Dock Road (realigned). |
| | Reference m Access to existing statutory undertakers' apparatus from the south-west side of the existing Tidal Basin Roundabout. | A length from its junction with the existing Tidal Basin Roundabout in a north-easterly direction, for a distance of 15 metres. | Reference 5 To be substituted by a new private means of access, in the same location as the existing access to statutory undertakers' apparatus, but repositioned from the edge of the new part of the Tidal Basin Roundabout. |

PART 4

PRIVATE MEANS OF ACCESS TO BE STOPPED UP FOR WHICH NO SUBSTITUTE IS TO BE PROVIDED

| (1) Area | (2) Private means of access to be stopped up | (3) Extent of stopping up |
|--|---|------------------------------|
| <i>The rights of way and access plans – sheet 1</i> | | |
| None | None | – |
| <i>The rights of way and access plans – sheet 2</i> | | |

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| (1) <i>Area</i> | (2) <i>Private means of access to be stopped up</i> | (3) <i>Extent of stopping up</i> |
|---|---|---|
| None | None | — |
| <i>The rights of way and access plans – sheet 3</i> | | |
| In the administrative area of the London Borough of Newham; in the county of Greater London | Reference a Access to premises (occupied by Docklands Light Railway Limited) from the north of the existing A1020 Lower Lea Crossing, 60 metres west of the existing Tidal Basin Roundabout. | A length from its junction with the existing A1020 Lower Lea Crossing in a northerly direction for a distance of 15 metres. |
| | Reference c Access to premises (occupied by McGee Group) from the south-east side of the existing Scarab Close, 25 metres west of the existing Dock Road. | A length from its junction with the existing Scarab Close south-eastwards for a distance of 10 metres. |
| | Reference d Access to premises (occupied by McGee Group) from the south-east side of the existing Scarab Close, 35 metres west of the existing Dock Road. | A length from its junction with the existing Scarab Close south-eastwards for a distance of 10 metres. |
| | Reference e Access to premises (occupied by Hanson Quarry Products Europe Limited) from the north-west side of the existing Dock Road, 70 metres south-east of the existing Scarab Close. | A length from its junction with the existing Dock Road, north-eastwards for a distance of 10 metres. |
| | Reference f Access to premises (occupied by Hanson Quarry Products Europe Limited) from the north-west side of the existing Dock Road, 125 metres south-east from the existing Scarab Close. | A length from its junction with the existing Dock Road north-eastwards for a distance of 5 metres. |

| (1) <i>Area</i> | (2) <i>Private means of access to be stopped up</i> | (3) <i>Extent of stopping up</i> |
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| | <p>Reference g</p> <p>Access to premises (occupied by O'Connell Plant and Groundworks Limited) from the north-west side of the existing Dock Road, 165 metres south-east of the existing Scarab Close.</p> | <p>A length from its junction with the existing Dock Road north-eastwards for a distance of 5 metres.</p> |
| | <p>Reference j</p> <p>Access to premises (occupied by Docklands Light Railway Limited) from the south-west side of the existing Dock Road, 330 metres south-east of the existing Scarab Close.</p> | <p>A length from its junction with the existing Dock Road south-westwards for a distance of 10 metres.</p> |
| | <p>Reference k (part)</p> <p>Scarab Close (part)</p> | <p>A length from a point on the existing Scarab Close, 25 metres south-west of its junction with the existing Dock Road, in a south-westerly direction, for a distance of 50 metres.</p> |