

## SCHEDULES

### SCHEDULE 1

Articles 5(1) and 6

#### SCHEDULED WORKS

In the County of Essex, in Thurrock Borough at Shellhaven, Stanford le Hope—

Work No. 1A—A railway (2,540 metres in length) commencing 420 metres south-east of Shell Haven Refinery Entrance Gate 1, passing eastwards for 1,300 metres across the services crossing Work No. 14 on the level and crossing Works Nos. 15, 16, 17, 18, 19, 13, 20 and 21 on the level then turning and passing south-eastwards for 550 metres crossing Works No. 22 on the level then turning southwards for 600 metres and passing junctions with railways (Works Nos. 23, 24A, 24B, 25A, 25B, 1C and 1D) then crossing Work No. 26 on the level and terminating by a junction with the proposed new alignment for Thameshaven, Branch Line approximately 500 metres west of the existing Thameshaven station;

Work No. 1B—A railway (2,540 metres in length) commencing 420 metres south-east of Shell Haven Refinery Entrance Gate 1, passing eastwards for 1,300 metres across the services crossing (Work No. 14) and crossing Works Nos. 15, 16, 17, 18, 19, 13, 20 and 21 on the level then turning and passing south-eastwards for 550 metres and crossing Work No. 22 on the level then turning southwards for 600 metres and passing junctions with railways (Works Nos. 23, 24A, 24B, 25A, 25B, 1C and 1D) and then crossing Work No. 26 on the level and terminating by a junction with the proposed new alignment for Thameshaven Branch Line approximately 500 metres west of the existing Thameshaven station;

Work No. 1C—A railway (265 metres in length) commencing at chainage 4,400 metres on Works Nos. 1A and 1B and passing south-westwards to, and terminating by, a junction with Work No. 1D 85 metres before the junction with the existing Thameshaven Branch Line;

Work No. 1D—A railway (350 metres in length) commencing at chainage 4,400 metres on Works Nos. 1A and 1B and passing south-westwards to, and terminating by, a junction with the existing Thameshaven Branch Line approximately 500 metres west of the existing Thameshaven station;

Work No. 2—A service crossing (30 metres in length), forming a crossing of Works Nos. 25A, 25B and 25C on the level, commencing at a point 5 metres north of the railway (Work No. 25A) at chainage 150 metres, passing southwards and terminating at a point 5 metres south of Work No. 25C;

Work No. 3—A crossing (30 metres in length), forming a road crossing of Works Nos. 25A, 25B and 25C on the level, commencing at a point 5 metres north of the railway (Work No. 25A) at chainage 775 metres, passing southwards and terminating at a point 5 metres south of Work No. 25C;

Work No. 4—A service crossing (30 metres in length), forming a crossing of Works Nos. 25A, 25B and 25C on the level, commencing at a point 5 metres north of the railway (Work No. 25A) at chainage 1,075 metres, passing southwards and terminating at a point 5 metres south of Work No. 25C;

Work No. 5—A crossing (30 metres in length), forming an access crossing of Works Nos. 25A, 25B and 25C on the level, commencing at a point 5 metres north of the railway (Work No. 25A) at chainage 1,400 metres, passing southwards and terminating at a point 5 metres south of Work No. 25C;

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Work No. 6—A crossing (30 metres in length) forming an access crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 250 metres, passing south and terminating at a point 5 metres south of Work No. 24C;

Work No. 7—A service crossing (30 metres in length) forming a crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 425 metres, passing southwards and terminating at a point 5 metres south of Work No. 24C;

Work No. 8—A service crossing (30 metres in length) forming a crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 575 metres, passing southwards and terminating at a point 5 metres south of Work No. 24C;

Work No. 9—A service crossing (30 metres in length) forming a crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 975 metres, passing southwards and terminating at a point 5 metres south of Work No. 24C;

Work No. 10—A service crossing (30 metres in length) forming a crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 1,175 metres, passing southwards and terminating at a point 5 metres south of Work No. 24C;

Work No. 11—A crossing (30 metres in length) forming a crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 1,575 metres, passing southwards and terminating at a point 5 metres south of Work No. 24C;

Work No. 12—A service crossing (30 metres in length) forming a crossing of Works Nos. 24A, 24B and 24C on the level, commencing at a point 5 metres north of the railway (Work No. 24A) at chainage 1,775 metres, passing southwards and terminating at a point 5 metres south of Work No. 24C;

Work No. 13—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 3,119 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 14—A service crossing (30 metres in length) forming a crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 2,225 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 15—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 2,315 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 16—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 2,455 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 17—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 2,750 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 18—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 2,805 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 19—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 2,925 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 20—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 3,320 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 21—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north of the railway (Work No. 1A) at chainage 3,365 metres, passing southwards and terminating at a point 10 metres south of Work No. 1B;

Work No. 22—A crossing (30 metres in length) forming a road crossing of Works Nos. 1A and 1B on the level, commencing at a point 10 metres north east of the railway (Work No. 1A) at chainage 3,780 metres, passing south-westwards and terminating at a point 10 metres south-west of Work No. 1B;

Work No. 23—A railway (150 metres in length), forming a twin track junction connecting to the existing line which runs to the east of the aviation fuel storage depot, commencing with a turnout from the railway (Works Nos. 1A and 1B) at chainage 4,165 metres, passing northwards and terminating 30 metres east of the aviation fuel storage depot;

Work No. 24A—A railway (2,067 metres in length), commencing at a point 100 metres north-east of the existing Bitumen plant, passing eastwards across new level crossings (Works Nos. 6, 27 and 11) and new service crossings (Works Nos. 7, 8, 9, 10 and 12) on the level and terminating at a junction with Works Nos. 1A and 1B;

Work No. 24B—A railway (2,067 metres in length), commencing at a point 100 metres north-east of the existing Bitumen plant, passing eastwards across new level crossings (Works Nos. 6, 27 and 11) and new service crossings (Works Nos. 7, 8, 9, 10 and 12) on the level and terminating at a junction with Works Nos. 1A and 1B;

Work No. 24C—A railway (1,815 metres in length), commencing at a point 100 metres north-east of the existing Bitumen plant, passing eastwards across new level crossings (Works Nos. 6, 27 and 11) and new service crossings (Works Nos. 7, 8, 9, 10 and 12) on the level and terminating at a point 38 metres east of the service crossing (Work No. 12);

Work No. 25A—A railway (1,877 metres in length), commencing at a point 250 metres south-east of the existing Bitumen plant, passing eastwards across new level crossings (Works Nos. 28, 3 and 5) and new service crossings (Works Nos. 2 and 4) on the level and terminating at chainage 1,877 metres by a junction with the Works Nos. 1A and 1B at chainage 4,332 metres;

Work No. 25B—A railway (1,877 metres in length), commencing at a point 250 metres south-east of the existing Bitumen plant, passing eastwards across new level crossings (Works Nos. 28, 3 and 5) and new service crossings (Works Nos. 2 and 4) on the level and terminating at chainage 1,877 metres by a junction with the Works Nos. 1A and 1B at chainage 4,332 metres;

Work No. 25C—A railway (1,621 metres in length), commencing at a point 250 metres south-east of the existing Bitumen plant, passing eastwards across new level crossings (Works Nos. 28, 3 and 5) and new service crossings (Works Nos. 2 and 4) on the level, passing eastwards and terminating at chainage 1,621 metres;

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Work No. 26—A crossing (40 metres in length), forming a road across Works Nos. 1A, 1B, 1C and 1D on the level, commencing at a point 36 metres north-west of the railway (Work No. 1A) at chainage 4,558 metres, passing south-eastwards and terminating at a point 4 metres south-east of the railway (Works Nos. 24A, 24B and 24C) at chainage 168 metres;

Work No. 27—A crossing (40 metres in length), forming a road across Works Nos. 24A, 24B and 24C on the level, commencing at a point 10 metres north of the railway (Work No. 24A) at chainage 810 metres, passing southwards and terminating at a point 10 metres south of Work No. 24C;

Work No. 28—A crossing (30 metres in length), forming a road across Works Nos. 25A, 25B and 25C on the level, commencing at a point 5 metres north of the railway (Work No. 25C) at chainage 620 metres, passing southwards and terminating at a point 5 metres south of Work No. 25A;

Work No. 29A—A railway (1,024 metres in length), commencing at a point 420 metres to the south of the existing Bitumen plant by a junction with the proposed Thameshaven branch line, passing eastwards and terminating at a junction with the proposed Thameshaven branch line at chainage 1,024 metres;

Work No. 29B—A railway (928 metres in length), commencing at chainage 100 metres on the line of, and to the east of, the commencement of Work No. 29A, passing eastwards and terminating at chainage 928 metres on the lines of Work No. 29A;

Work No. 29C—A railway (289 metres in length), commencing on the existing Thameshaven Branch line and terminating at chainage 225 metres on the line of Work No. 29A;

Work No. 29D—A railway (230 metres in length), commencing at chainage 895 on the line of Work No. 29A and terminating on the existing Thameshaven Branch line;

Work No. 30A—A railway (470 metres in length), commencing at a point 435 metres to the south of the Bitumen Plant forming a junction with the proposed Thameshaven Branch line, then turning north-eastwards for 300 metres then eastwards and terminating at the commencement of Works Nos. 25A, 25B and 25C;

Work No. 30B—A railway (470 metres in length), commencing at a point 435 metres to the south of the Bitumen Plant forming a junction with the proposed Thameshaven Branch line, then turning north-eastwards for 300 metres then eastwards and terminating at the commencement of Works Nos. 25A, 25B and 25C;

Work No. 30C—A railway (175 metres in length), commencing on the existing Thameshaven Branch line, passing north-eastwards to and terminating at chainage 166 metres on Works Nos. 30A and 30B; and

Work No. 30D—A railway (175 metres in length), commencing on the existing Thameshaven Branch line, passing north-eastwards to and terminating at chainage 166 metres on Works Nos. 30A and 30B.