

SCHEDULES

SCHEDULE 3

PERMANENT STOPPING UP OF HIGHWAYS AND PRIVATE MEANS OF ACCESS

PART 4

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

<i>(1) Area</i>	<i>(2) Private means of access to be stopped up</i>	<i>(3) Extent of stopping up</i>
<i>The rights of way and access plans – sheet 1</i>		
None	None	–
<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	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	A length from its junction with the existing Dock Road, north-eastwards for a distance of 10 metres.

Changes to legislation: There are currently no known outstanding effects for the
The Silvertown Tunnel Order 2018, PART 4. (See end of Document for details)

Dock Road, 70 metres south-east of the existing Scarab Close.

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.

Reference g
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.

A length from its junction with the existing Dock Road north-eastwards for a distance of 5 metres.

Reference j
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.

A length from its junction with the existing Dock Road south-westwards for a distance of 10 metres.

Reference k (part)
Scarab Close (part)

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.

Changes to legislation:

There are currently no known outstanding effects for the The Silvertown Tunnel Order 2018, PART 4.