



## **Action Points from Issue Specific Hearing 1**

### **Action Point 4 – DPWLG’s emergency system management / evacuation strategies**

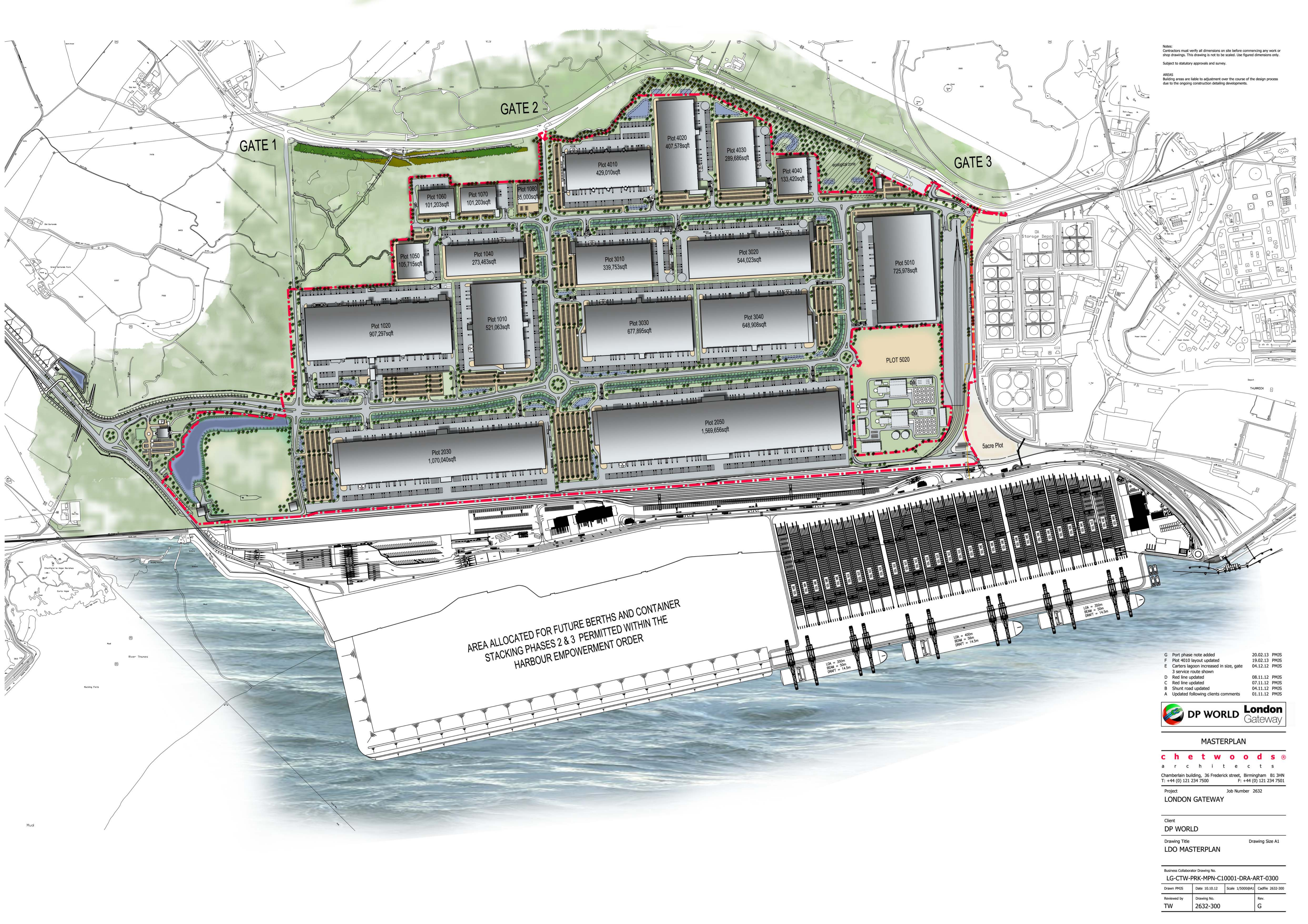
Interested Party Ref: 20035309

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As requested by the Examination Panel at Issue Specific Hearing 1 (Action Point 4), the following provides a summary of DPWLG’s emergency system management / evacuation strategies that rely upon or have implications for the surrounding road network feeding onto the proposed LTC:

- The potential for total site evacuation is limited based on possible scenarios.
- In the event of a Portside emergency that requires a halt of landside operations, all further incoming traffic will be held at gate and “Operational stack” will be enacted. In this scenario, security will manage traffic to queue on park roadways to ease potential impact on public roadways.
- Should emergency services be required, security will escort them on site from the Sorrell’s roundabout and direct them through the best route. For Port incidents, this will be straight down the two-lane entrance road “Gateway drive”, as this is most direct route to the main gate.
- If an incident occurs in the Logistics Park, security will also enact traffic management.
- Gates 1 and 2 (see attached plan) are available for access and egress dependent on location that emergency services are required. These are primarily for emergency vehicle access, but can be utilised to release traffic onto the western aspect of the manorway adjacent to the Sorrells roundabout when necessary. For example, the nearby gate will be opened by security and used for emergency vehicle access whereas dependent on severity traffic exiting the area can be diverted either by the usual exit on gateway drive (up to Sorrells roundabout) or onto the manorway via the alternative gate by KBC.
- Main access routes to the site depend primarily on roadways connecting via the Manorway and Sorrells roundabout, all gates and Gateway Drive filter onto the aforementioned roadways.





Notes:  
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.  
Subject to statutory approvals and survey.

AREAS  
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.

AREA ALLOCATED FOR FUTURE BERTHS AND CONTAINER STACKING PHASES 2 & 3 PERMITTED WITHIN THE HARBOUR EMPOWERMENT ORDER

G	Port phase note added	20.02.13	PMJS
F	Plot 4010 layout updated	19.02.13	PMJS
E	Carters lagoon increased in size, gate 3 service route shown	04.12.12	PMJS
D	Red line updated	08.11.12	PMJS
C	Red line updated	07.11.12	PMJS
B	Shunt road updated	04.11.12	PMJS
A	Updated following clients comments	01.11.12	PMJS



MASTERPLAN

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Project: LONDON GATEWAY  
Job Number: 2632

Client: DP WORLD

Drawing Title: LDO MASTERPLAN  
Drawing Size: A1

Business Collaborator Drawing No.: LG-CTW-PRK-MPN-C10001-DRA-ART-0300

Drawn PMJS	Date 10.10.12	Scale 1/5000(A1)	Castle 2632-300
Reviewed by TW	Drawing No. 2632-300	Rev. G	