

Hicks Gate Fire Station

Welcome

Thank you for viewing the exhibition which shows proposals for a new strategically located fire station on the Avon Ring Road.

The project is part of 'Investing for the future' a programme of works which will ensure that Avon Fire & Rescue Service can continue to provide an excellent emergency service to local people.

The redevelopment of Keynsham Town Centre and the need to move the present part time fire station provides an opportunity to review service delivery in this area.

The proposal is to close Brislington and Keynsham fire stations and amalgamate resources at a new purpose built fire, wholetime station and training facility at Hicks Gate.

The location of the new fire station is critical to ensure improved response times to the wider area. The site close to the A4 and Avon Ring Road will achieve this and provide improved support to crews in the city of Bath as well as easy access into both Bristol and South Gloucestershire.

Other sites in existing urban areas would not deliver the response times to both areas and because the site is within Green Belt it is important that landscaping and design reflect a rural approach.

As a result of declining budgets between 2010 and 2014 Avon Fire & Rescue Service has made a total of £11million of savings and efficiencies. The 'Investing for the future' proposals will provide further savings while ensuring emergency response capabilities are not diminished.

Have your say:

Following initial discussions with officers at B&NES Council the project team would like to share the proposals with key stakeholders and invite comment before submitting a planning application.

Having looked at the exhibition please let us know what you think by completing one of the comment forms which you can either post in the box provided or return to the address shown on the form.

If you have any queries you can discuss these with one of the team, or email: info@abc-pr.co.uk.

You can also view this exhibition and more information about the Investing for the future programme on line at www.avonfire.gov.uk.

If you have any further queries please contact:

ABC, consultation co-ordinator
 Tel: 0117 977 2002 or email: info@abc-pr.co.uk



Site Location

Hicks Gate roundabout is located on the outskirts of Keynsham where the A4 and the Bristol Ring Road meet.

The site is situated just to the South East of Hicks Gate roundabout providing quick access to the road network and the surrounding area.

The site is situated within the Green Belt zoning which currently helps to maintain a split between Keynsham and Brislington. The sites current use is for storage and arable land.

Views of the site are limited to a few locations within the surrounding area. Long range views into the site are only possible from a limited number of points to the North side of the river. Short distance views are possible from the roads surrounding the site however little can be seen due to the thick vegetation that borders the site.

Ecology surveys have revealed that there is little in terms of ecological importance on the site.

The new proposal will aim to strengthen existing habitats such as hedge rows to encourage and aid the movement of wildlife through the site and in the surrounding area.



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Existing Site Opportunities and Constraints

Levels

The site slopes from its highest point to the South to its lowest in the North adjacent to the A4. The three sides of the site that are bounded by roads are bunded creating a visible barrier to the site. The bunding varies from 1.5m at the existing access point to around 3.5m adjacent to the roundabout.

Access and Traffic

The present access is in the South East corner with a level difference of around 1.5m. However the current access does not have the required visibility splays to safely join Durley Hill. The curvature of the road makes visibility an important issue. A point half way between the existing access and the Durley Hill road junction to the West provides the best visibility splays.

A potential new access could not occur between the roundabout and the first junction on Durley Hill. This is because of the speed of approaching traffic, the restricted view from the bend in the road and the proximity to an existing junction (the roundabout).

Vegetation

The North, West and South sides of the sites are heavily planted with semi-mature trees and bushes. The vegetation starts part the way up the bunding from the road and continues to the site boundary. This provides a substantial visual screen to the site from all the surrounding roads.

The Eastern boundary to the adjacent field consists of some small trees and a substantial hedgerow. This provides some visual screening but also allows habitat corridors for the surrounding wildlife.

Noise

The A4 and the Ring Road are both fast and heavily utilised roads that will create considerable noise pollution. To reduce the potential for noise pollution to affect the occupants of the building, then the new Fire Station is best situated to the South end of the site.

Potential Location of the Fire Station

The best location for the proposed Fire Station is to the South of the site, adjacent to Durley Hill. This is due to a variety of factors including: potential site access, speed of departure, mitigation of noise pollution and more level ground.

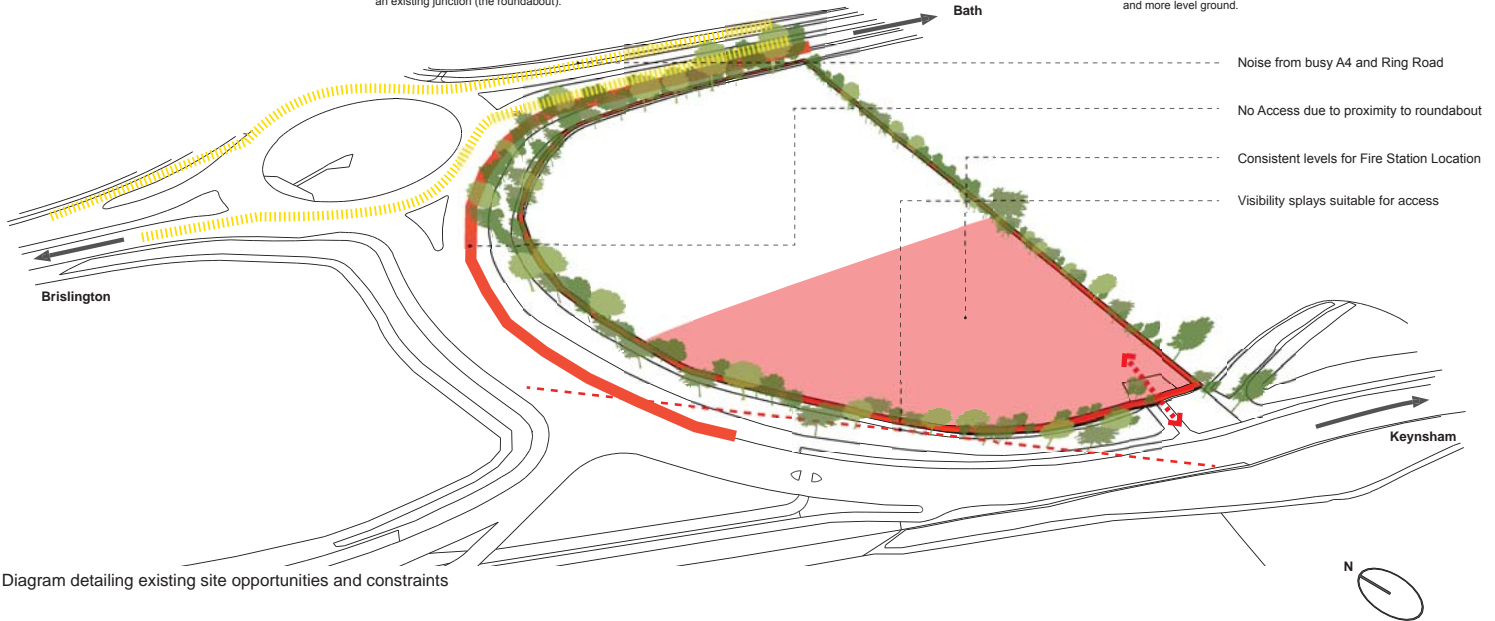


Diagram detailing existing site opportunities and constraints

Proposed Site Strategy

Site Layout

The site layout is based around the quickest route for the appliances to access Durley Hill in order to help reduce response time. The two-storey station building is situated adjacent to the appliance bay to provide the relevant services and uses for the permanently manned Fire Station. The training facility is positioned to the rear of the site away from the road and out of view of the passing public.

Security

The majority of the site will be made secure by fencing and automated gates. There will also be secure refuse and cycle storage.

Public Private Orientation

The intention of the site and internal layout is to separate the different areas and uses positioning the main administration and office accommodation at the front of the building and locating the servicing areas to the rear. The parking and entrance is kept to the south side of the building so its visible for any potential visitors. The admin and offices are then situated on the ground floor observing the entrance. To the rear on the ground floor are the servicing and training areas that have a greater relationship to the servicing and training yard. On the first floor the social spaces such as the mess and the lounge are situated on the more public front to activate the facade. The quiet rooms are kept to the rear to provide some privacy.

Massing

The Fire Station forms a two storey volume positioned for maximum efficiency. However due to its location within the Green Belt the buildings mass has been broken down to reflect a smaller rural development. By separating the appliance bay from the main body of the station the building can form two volumes that sit together creating a more considered development. Further articulation in the form helps to break up the mass further.

Access

Access off Durley Hill provides the most efficient departure route for the appliances. Returning appliances drive around the building to access the wash bay and training yard. The training yard can be accessed without affecting any appliances responding to an emergency.

Vegetation and Screening

The majority of the site is very well screened by existing vegetation. Buffer zones will be introduced to the West and North of the site to provide further screening from views into the site.

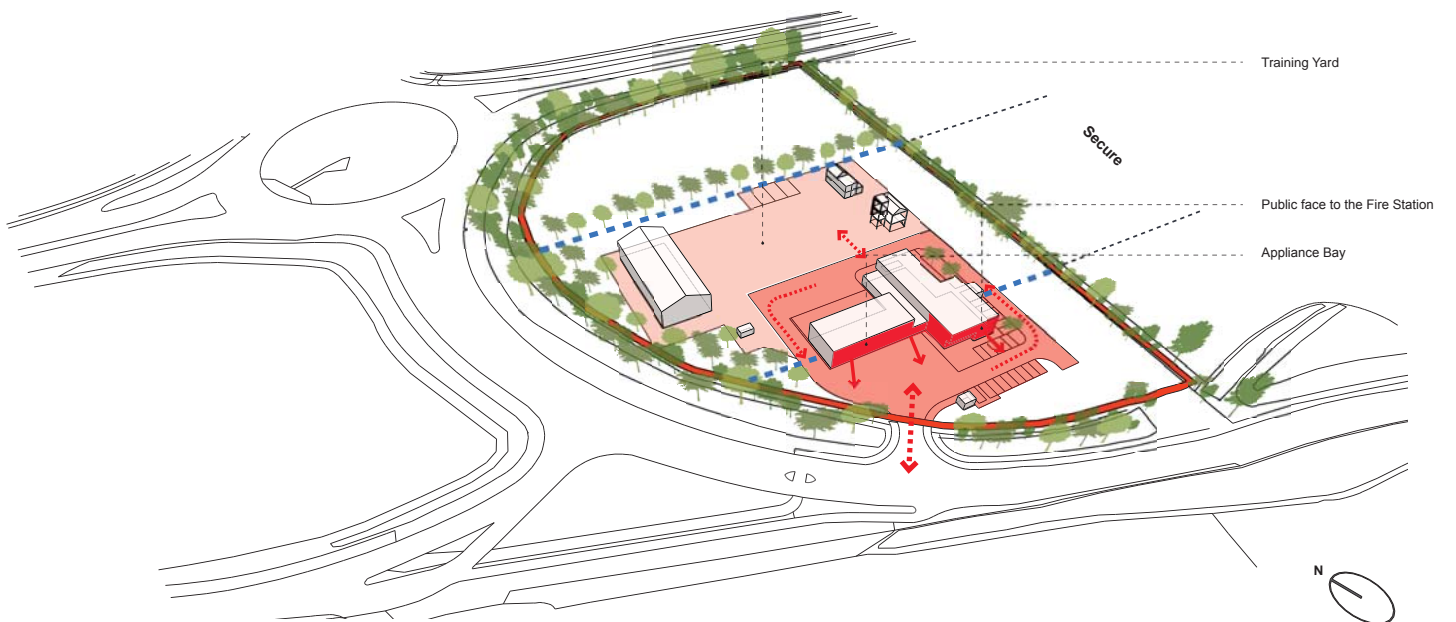


Diagram detailing proposed site strategy

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Proposed Fire Station

The proposed development comprises of a five bay Fire Station and associated training facilities on a green field site adjacent to the Hicks Gate roundabout.

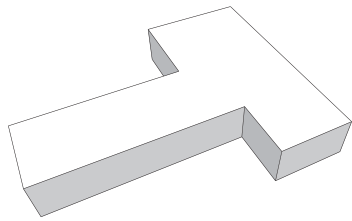
The site layout is designed around the most efficient departure route for the fire appliances to access Durley Hill and the Hicks Gate roundabout. The Fire Station and appliance bay face onto the road and provide a public presence whilst the training facility is located to the rear of the site out of view.

The Fire Station has a complex mix of uses, covering training, living, support and operational facilities that need to be carefully planned to make sure it functions as efficiently as possible. The various uses have been separated and grouped to allow for maximum efficiency to help keep response times to a minimum.

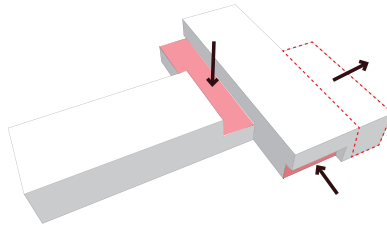
- Training
- Living
- Support
- Operational



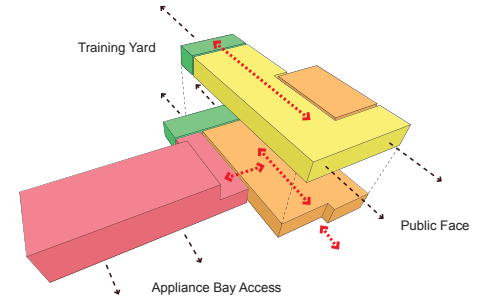
Diagrams showing development of the building mass



Solid Massing



Broken Massing



Use Distribution

Proposed Internal Layouts



Ground Floor Plan



First Floor Plan

- Department Legend
- Living
 - Operational
 - Support
 - Training

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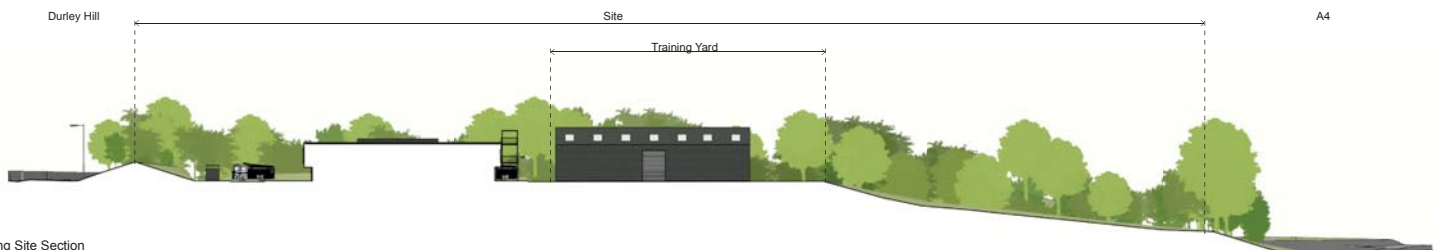


Perspective View of the Fire Station Entrance

Materials

The proposed building materials have been chosen to reflect the rural vernacular palette.

The main body of the building will be clad in a charcoal grey corrugated metal cladding. This will be contrasted and articulated with areas of timber. The colours and tones will also help the building be to blend into the rural landscape.



Long Site Section