



**Giants on the Quayside**  
**Spillers Wharf**

**Design and Access Statement**

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# Introduction

This Design and Access Statement supports the proposals for the Giants on the Quayside development, situated on Spillers Wharf, Newcastle Quayside.

## Supporting information

The following information has been provided in support of the planning application proposals:

### Design and Access Statement

#### Drawings:

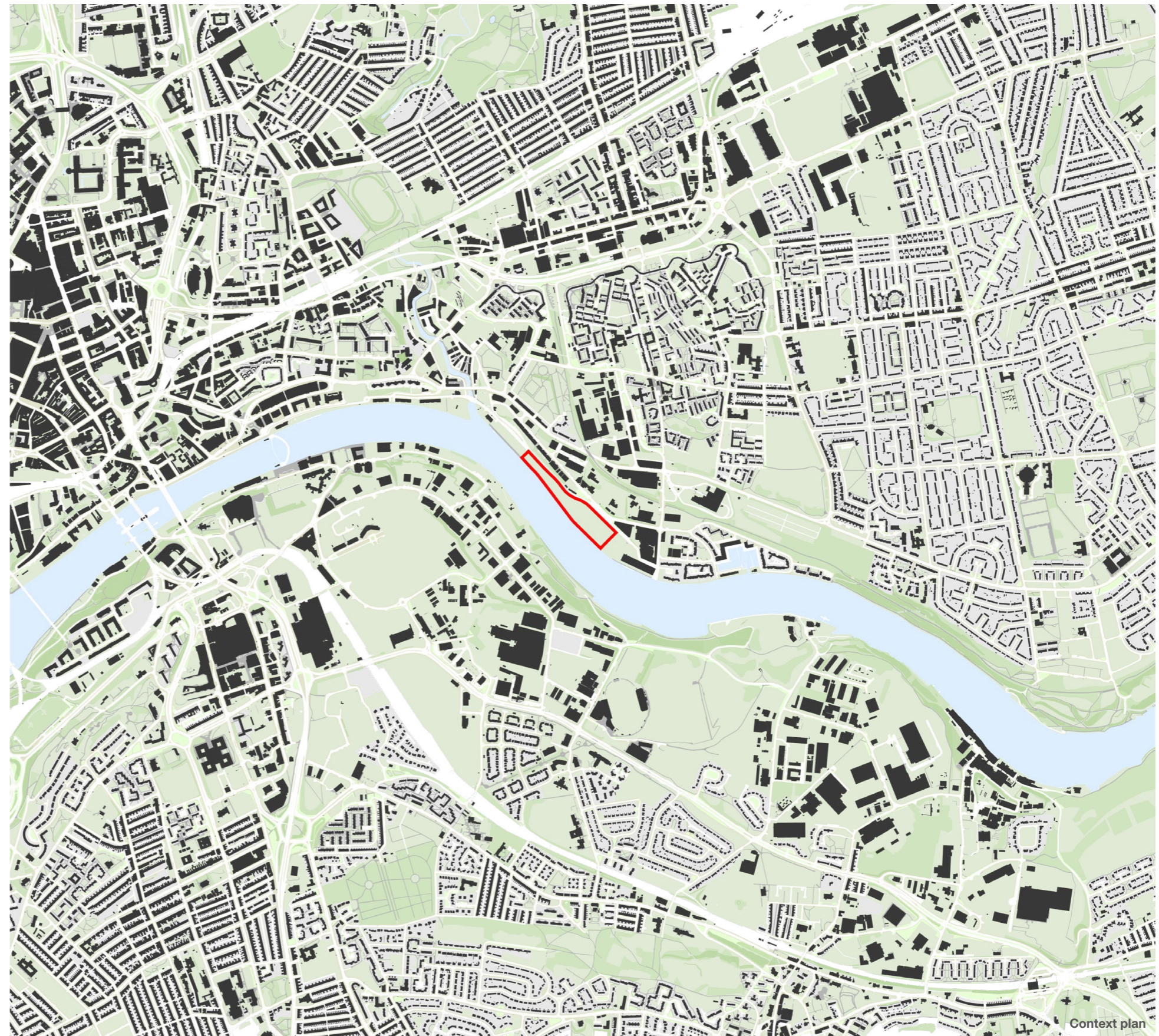
- GOTQ-RYD-00-ZZ-DR-A-00000-S2-P2-Existing Site Location Plan
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- GOTQ-RYD-00-ZZ-DR-A-08000-S2-P2-Topographical and Existing Services Site Plan
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- GOTQ-RYD-A-01-DR-A-30101-S2-P2-Fun Warehouse - GA Plan - Level 01
- GOTQ-RYD-A-02-DR-A-30102-S2-P2-Fun Warehouse - GA Plan - Level 02
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- GOTQ-RYD-A-ZZ-DR-A-39101-S2-P2-Fun Warehouse - Strip Sections
- GOTQ-RYD-B-00-DR-A-30200-S2-P2-Wheel Terminus - GA Plan - Level 00
- GOTQ-RYD-B-01-DR-A-30201-S2-P2-Wheel Terminus - GA Plan - Level 02
- GOTQ-RYD-B-02-DR-A-30202-S2-P2-Wheel Terminus - GA Plan - Level 03
- GOTQ-RYD-B-03-DR-A-30203-S2-P2-Wheel Terminus - GA Plan - Level 04
- GOTQ-RYD-B-04-DR-A-30204-S2-P2-Wheel Terminus - GA Plan - Level 05
- GOTQ-RYD-B-04-DR-A-30205-S2-P2-Wheel Terminus - GA Plan - Roof Plan
- GOTQ-RYD-B-ZZ-DR-A-36200-S2-P2-Wheel Terminus - GA Elevations
- GOTQ-RYD-B-ZZ-DR-A-36201-S2-P2-Wheel Terminus - GA Elevations
- GOTQ-RYD-B-ZZ-DR-A-36202-S2-P2-Wheel Terminus - GA Sections
- GOTQ-RYD-B-ZZ-DR-A-39200-S2-P2-Wheel Terminus - Strip Sections
- GOTQ-RYD-B-ZZ-DR-A-39201-S2-P2-Wheel Terminus - Strip Sections
- GOTQ-RYD-C-ZZ-DR-A-30300-S2-P2-Bin 1 - GA Plans
- GOTQ-RYD-D-ZZ-DR-A-30400-S2-P2-Bin 2 - GA Plans
- GOTQ-RYD-E-ZZ-DR-A-30500-S2-P2-Bin 3 - GA Plans
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- GOTQ-RYD-E-ZZ-DR-A-36500-S2-P2-Bin 3 - Elevations and Sections
- GOTQ-RYD-00-ZZ-DR-A-39300-S2-P2-Bins - Strip Sections

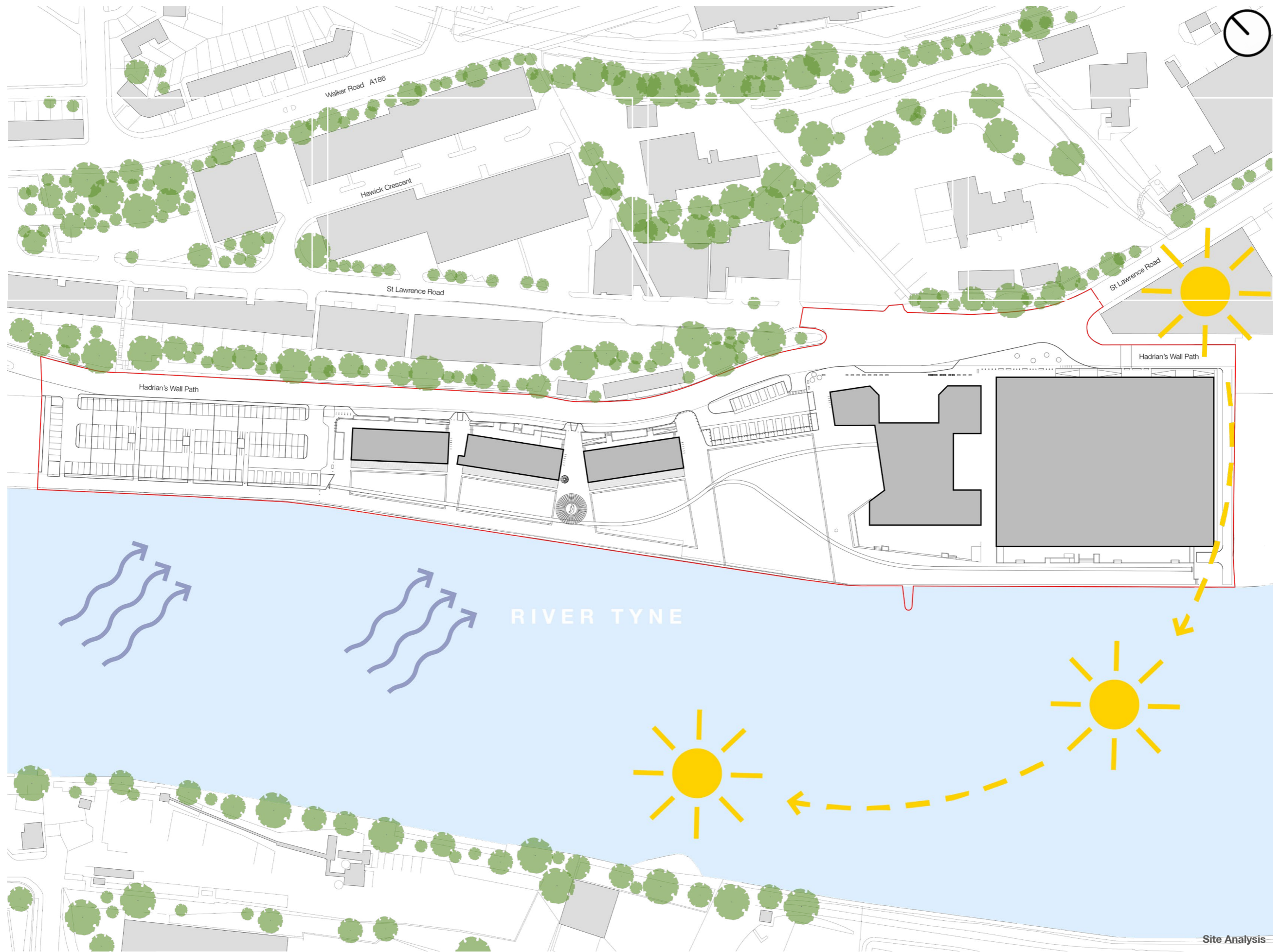
# Context Appraisal



The site lies to the east of the city centre and adjoins the River Tyne. To the east is the Anzio House Army Reserve Centre and beyond that residential properties. To the north is a mature tree setting, whereby the topography banks up to St Lawrence Road and the Ouseburn Wharf residential development, alongside various industrial units and beyond that residential properties. To the west is an existing surface car park and Cycle Hub, and beyond that is Ouseburn and the City Centre. Whilst the site is not in a Conservation Area it is adjacent to the Lower Ouseburn Conservation Area (200m to the west). The site is approximately 400m south of the buffer zone of the Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site.

The site is outside of the Newcastle Air Quality Management Area and lies within Flood Zone 1.







## Local Context

### Previous masterplan studies

The Farrell Masterplan is the most significant masterplan study in relation to the site and recent redevelopment of the quayside. Emerging in the early 1990s, it has led development along Newcastle and Gateshead Quayside to create the vibrant area of residential, leisure, nightlife and office development that exists now.

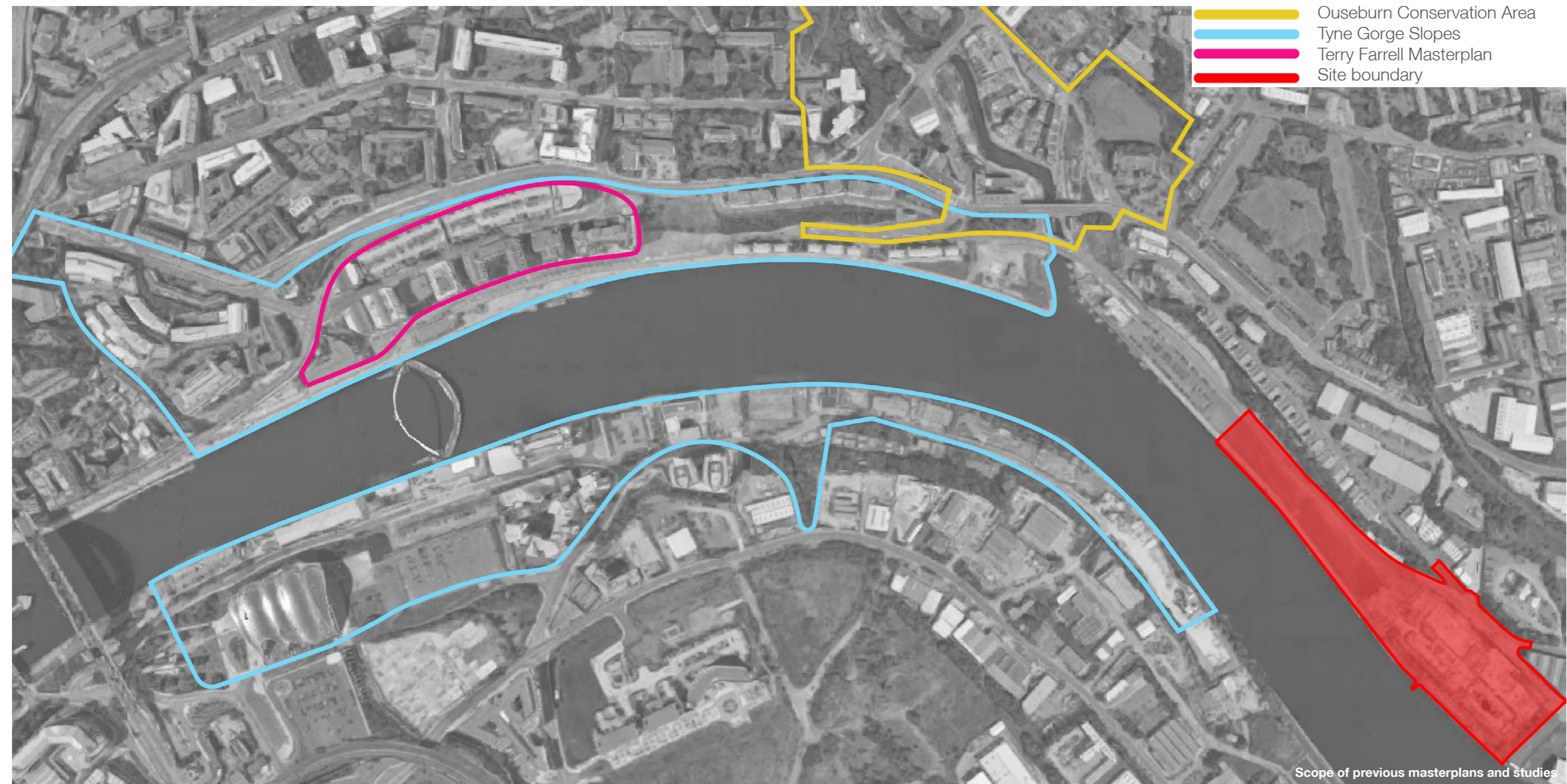
Terry Farrell and Partners were chosen by the Tyne and Wear Development Corporation (TWDC), after forming in 1987, prior to public consultations to lead the regeneration of the East

Quayside. The masterplan was formed on a modern recreation of the historic chares leading down to the river, and links to the Newcastle Central and Lower Ouseburn conservation areas. Initial works concentrated on site clearance and the establishment of a serviced and developable working platform. Since then, development on Newcastle Quayside has come in the form of Mariners' Wharf residential development; office development housing KPMG and NEPIA; the Malmaison and Premier Inn Hotels and, later, St Ann's Quay residential development and East

Quay 5 (Barclays). This has been complemented by the Millennium Bridge connecting to new development on Gateshead Quayside, focused on the BALTIC Centre for Contemporary Art and the Sage. However, little development has been undertaken since the early 2000s.

Although, the Urban Landscape Study of the Tyne Gorge (2003) is not a masterplan, it has helped manage development along the Newcastle and Gateshead Quayside. Within the report, emphasis is placed on the topography and landscape of the land surrounding the Tyne.

This emphasis has served to protect a sense of place along the Tyne and maintain its historic character whilst enabling new development to take place, ensuring growth and avoiding stagnation. The Gateshead Quays Masterplan Report (2010) is also of importance to the development site.





# Serial Vision

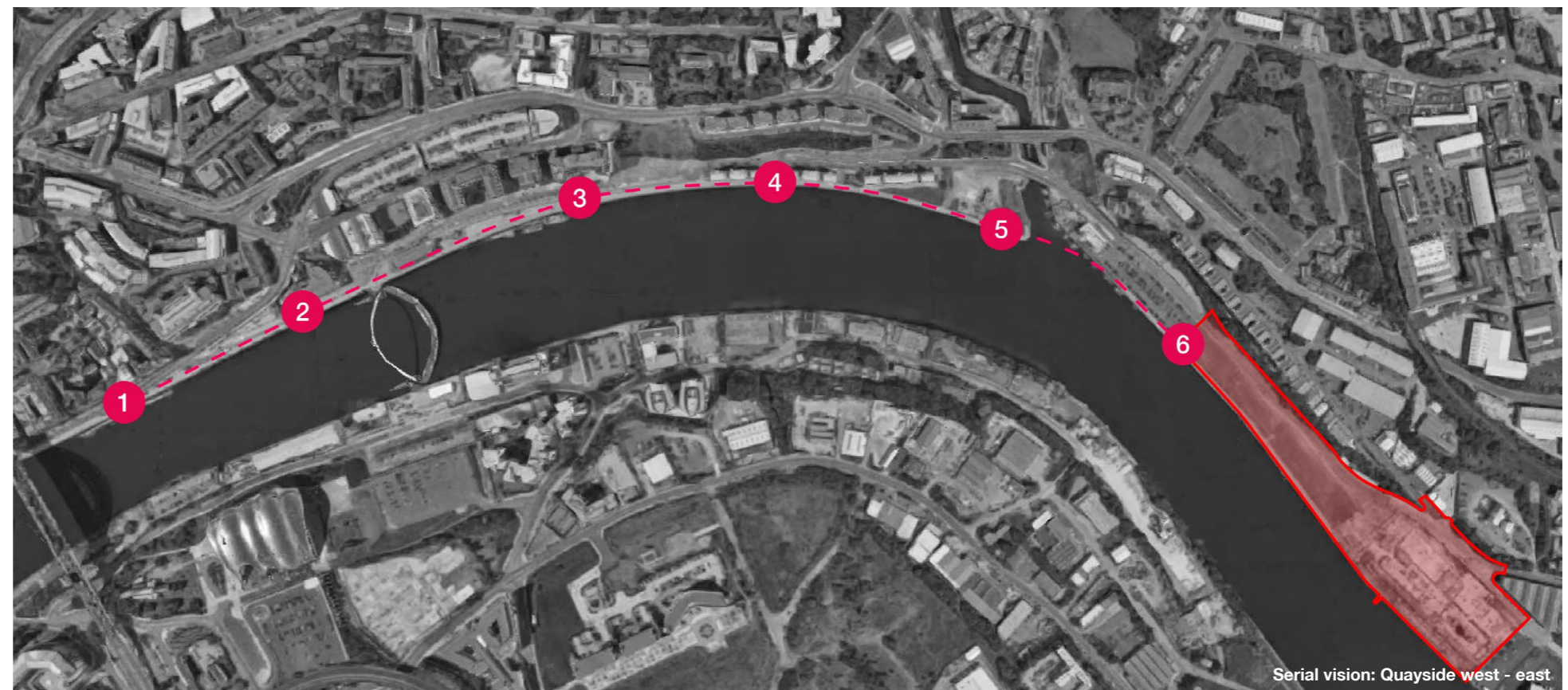
## Quayside west to east

Travelling east along the quayside, views unfold as the river curves along this very well used pedestrian and cycle route. Beginning at the Customs House (opposite the Sage), the street trees, Millennium Bridge and Baltic are the focal points of the view. St Ann's Quay and High Quay are visible in the distance. There is plenty of animation with the river, boats and masts, street furniture, lighting and trees, providing a high quality environment.

The landscape corridor between Mariners' Wharf and St Ann's Quay, and the edge of the site embankment comes into view as you reach the Pitcher and Piano. Adjacent St Ann's Quay the embankment is visible, with the quayside walkway wall and street trees in the foreground. High Quay provides the upper roofline, with Mariners' Wharf and the St Lawrence Road apartments undulating as the river curves. Further east, the curve of the path brings the gable end of Mariners' Wharf into view, with St Lawrence Road apartments front elevations more pronounced. Passing St Ann's Quay apartments, and looking up the bank, this is the first time St Ann's Church is visible. The poor quality embankment and former car park vacant plot detract from the otherwise high quality public realm.

Passing the Quaylink bus stop, Mariners' Wharf and High Quay dominate the view, although elements such as the Cycle Hub and the Ouseburn become clearer. Walking in front of Mariners' Wharf, neither the site nor St Ann's Church are visible. The view is channelled to the south of the apartment blocks which provide animation and detail to the narrower path. The curve of the river is emphasised and the urban form can be seen to taper out into a more rural setting in the distance.

The character changes adjacent Malmo Quay, becoming focused on the Ouseburn and buildings clustered around the mouth. There is an unattractive vacant site at Malmo Quay, and the quality of the public realm diminishes on approach to Spillers Wharf.





Tyne bridge



Spillers Wharf - Newcastle quayside



Law Courts - Newcastle quayside



S Shore road - Gateshead



Byker bridge



Toffee Factory  
Contextual site photographs

# Planning Policy

## National Planning Policy Context

The National Planning Policy Framework (NPPF) provides guidance on design as part of its broader presumption in favour of sustainable development. It attaches great importance to the design of the built environment. Paragraph 127 states that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience

With regard to transport, the NPPF states that new development should be designed to encourage the use of sustainable transport modes for both goods and people (Paragraphs 108 and 110). They should therefore be designed, where practical, to, inter alia, accommodate the efficient delivery of goods and supplies, give priority to pedestrian and cycle movements and access to public transport facilities, and create safe and secure layouts which minimise conflicts between traffic, pedestrians and cyclists.

## Planning Practice Guidance

The Planning Practice Guidance (PPG) states that good design should enhance the quality of buildings and spaces, by considering, inter alia, form and function, efficiency and effectiveness, and their impact upon wellbeing. It also sets out a number of issues which should be considered, including local character, safe, connected and efficient streets, crime prevention, access and inclusion and cohesive and vibrant neighbourhoods. It notes that the scale of the building elements should be both attractive and functional, when viewed and used from neighbouring streets, gardens and parks.

The PPG also notes that local building forms and details can be successfully interpreted in new development, without necessarily restricting the scope of the designer. The use of local materials, building methods and details can be an important factor in enhancing local distinctiveness when used in evolutionary local design and can also be used in more contemporary design.

## Local Planning Policy Context

The adopted Development Plan for the site comprises the Core Strategy and Urban Core Plan (2010-2030) for Gateshead and Newcastle upon Tyne (adopted March 2015) and the saved policies of the Newcastle upon Tyne Unitary Development Plan (adopted 1998).

## Unitary Development Plan

The site lies within an area allocated for industrial and commercial improvement (Saved UDP Policy ED4.1). Saved Policy ED4 advises that planning permission will be granted for development which assists the regeneration of older industrial areas provided that any proposed scheme is appropriate having regard to the policies of the plan and any other material considerations.

Saved Policy H2 (Residential Amenity) – Impact on residential amenity will be assessed with particular regard to, inter alia, ensuring satisfactory daylight, sunlight, outlook and privacy for all dwellings - existing and proposed - particularly in relation to good existing standards in the locality; avoiding the introduction of additional accesses, traffic or

parking which would increase visual intrusion, noise or disturbance, or prejudice road safety; and ensuring that non-residential development or associated operations will not harm residential amenity through an increase in noise, disturbance, smells, fumes or other harmful effects.

Saved Policy EN1.1 (Design) - All development will be required to meet high standards of design in accordance with the Council's design principles.

Saved Policy OS1, OS1.1 and OS1.2 (Open Space) - Developers will be required to provide open space in association with housing development and major developments for other land uses.

Saved Policy T5 and T5.1 (Pedestrians) - The needs of pedestrians, cyclists and horse riders will be acknowledged in new developments and traffic management schemes. The safety and convenience of pedestrians will be given priority where appropriate in traffic management measures; all central area initiatives; and the design of all development and highway improvement schemes.

Saved Policy T5.3 (Cycling) - Cycling in Newcastle will be encouraged by ensuring cyclists' needs are considered as part of new development and where appropriate, requiring that facilities, including parking, are provided, to satisfy operational requirements and standards.

Saved Policy T7.1 and T7.2 (Transport Impacts) - Development requiring improvements to the public highway will not be allowed unless: appropriate contributions are obtained from developers; the operational, economic and environmental interests of those affected by development are properly safeguarded; it is in accordance with the standards of the highway authority; and appropriate provision is made for public transport, pedestrians, cyclists and horse riders.

## Core Strategy and Urban Core Plan

The application site lies within the defined Urban Core. Policy CS2 (Spatial Strategy for the Urban Core) sets out that the Urban Core is the priority location for development which will maintain and enhance its vibrancy. This will be achieved by supporting developments which enhance and diversify culture, leisure and tourism facilities and by securing high-quality design that promotes local distinctiveness and sustains and enhances the historic environment.

Policy CS8 (Leisure, Culture and Tourism) states that development which improves the range and quality of leisure, culture, and tourism facilities, including major sports venues and events, will be encouraged by focusing leisure, cultural and tourist attractions in the Urban Core and at accessible locations. The supporting text for this Policy states that there is a need to broaden the existing evening economy, increasing the range of facilities so that it is more socially inclusive and that new facilities, as part of mixed use schemes, will help attract visitors through the day and, where appropriate, support the evening economy.

Policy CS14 (Wellbeing and Health) requires development to contribute to creating an age friendly, healthy and equitable living environment thorough:

- Creating an inclusive built and natural environment
- Promoting and facilitating active and healthy lifestyles
- Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality
- Promoting access for all to green spaces, sports facilities, play and recreation opportunities.

Policy CS15 (Place-Making) requires development to:

- Respond positively to local distinctiveness and character
- Create safe and inclusive environments
- Respect and enhance significant views and the setting of heritage assets

- Respond to the unique character and importance of the River Tyne, its tributaries and its setting
- Respond positively to opportunities to introduce public art

There are also a number of specific Urban Core Policies which are relevant. Policy UC3 (Leisure, Culture and Tourism) recognises that development which enhances and diversifies leisure, culture and tourism will be achieved by extending the offer across the daytime and night time to a broader range of visitors through family friendly attractions.

With regard to parking at the site, Policy U10 (Car Parking) requires the location and supply of safe, secure car parking to be managed by minimising car parking for development reflecting the highly accessible nature of the location.

Policy UC12 (Urban Design) requires development to be designed to respect and enhance the positive characteristics and context, provide a coordinated approach that reinforces and creates linkages to its surroundings and use high quality, durable and sustainable materials appropriate to the character of the area and envisaged use of the site.

Policy UC13 (Respecting and Managing Views Within, From and Into the Urban Core) states that, to respect important public views, there will be a presumption against development proposals that would cause significant harm. Views that will be respected include those:

- From or across or into the Tyne Gorge
- From defined major movement corridors/routeways
- Of designated heritage assets, other distinctive landmark buildings and structures

Policy U16 (Public Realm) seeks to enhance the network of public open spaces and routes by development improving the existing public spaces and creating new spaces whilst Policy UC 17 (Public Art) states that development of Key Sites and Development Opportunity Sites will include public art.

The site is located within the Quayside and Ouseburn Sub-Area. Policy QO1 (Quayside and Ouseburn Sub-Area) recognises the role of leisure, culture and tourism development in promoting the development of the Quayside and Ouseburn Sub-Area.

#### **Development and Allocations Plan**

The Council consulted on the Newcastle Development and Allocations Plan Newcastle upon Tyne 2015 – 2030 (DAP) Pre-Submission Plan between 5th October and 16th November 2018. Since the Plan is at an early stage in its preparation and has not yet been submitted for Examination, it can only be given limited weight at this stage.

# Access



## Access

A transport assessment is being submitted with this planning application by SYSTRA (Transport Consultants). The transport assessment will consider the impact that the development will have on various transport issues including on the surrounding road network from a safety and capacity aspect. It will identify measures to be taken to deal with any anticipated impacts resulting from the development for all modes of transport including the requirement for improvements to the provision of sustainable transport.

The development will be supported by a Travel Plan which includes a package of measures tailored to the needs of the development aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. The plan involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for employees and visitors, ie health and financial.

## Location

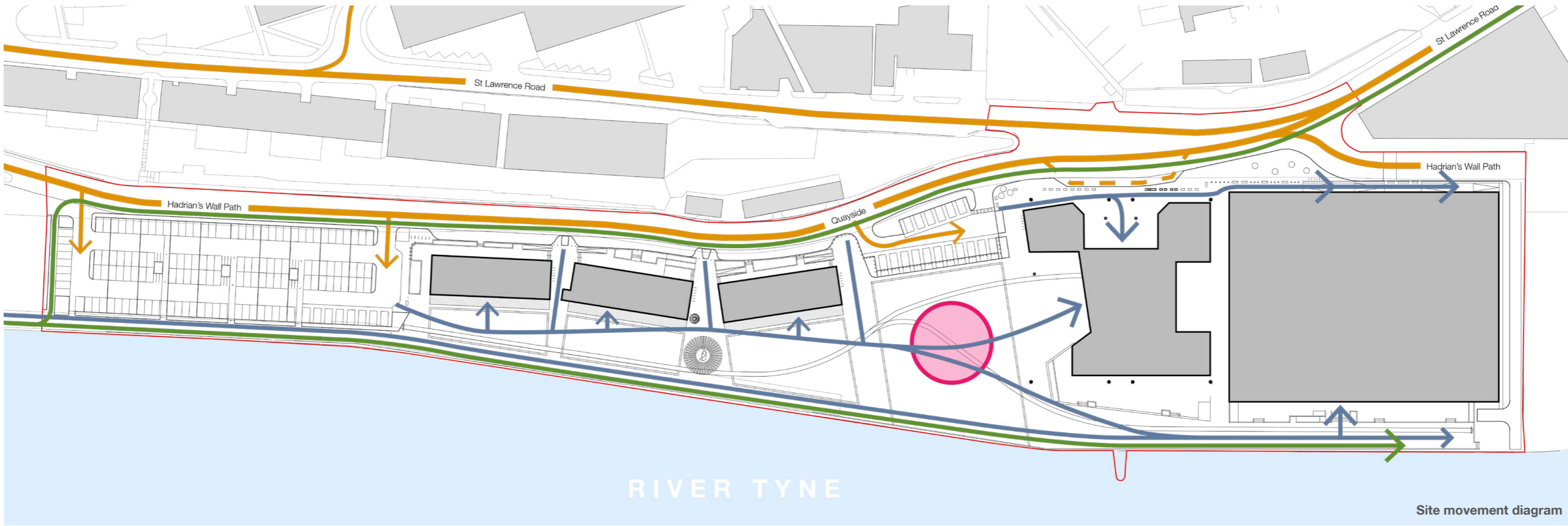
The location of the development on the Quayside and within Newcastle city centre, is considered to provide substantial opportunity for visitors and employees to travel to and from the development by sustainable modes of transport. However, it is acknowledged that improvements will be required to embed the development into the wider infrastructure to improve the interface between the development and the surrounding area. As such public realm, walking and cycling improvements are central to the development design and are discussed further below.

## Pedestrian

Almost all journeys include an element of walking therefore pedestrian facilities should not be considered in isolation. Walking offers the connection between cycling, public transport and highways. This means that having safe, visually attractive and well functioning pedestrian infrastructure is an important foundation to sustainable travel.

The development is largely surrounded by an extensive network of pedestrian infrastructure; increasing the appeal and convenience of travelling by foot. In particular, the location offers significant opportunities to use walking as a mode of transport for visitors. However the stretch of the Quayside immediately in front of the site has no footway and connections to the wider network are poor.

The development will be supported by fundamental improvements to the public realm to connect the development to the wider Quayside and to the City Centre. It is anticipated that the development, in effect, completes the Quayside providing a destination point at the eastern extent. The public realm will be treated with the same palette of materials utilised on the wider quayside providing a cohesive and continuous connection to the Quayside and the City Centre. Informal pedestrian crossings with tactile paving will be provided on all approaches to the development.





### Cyclists

The availability of traffic free cycle routes that are direct and safe can have a positive effect on cycling levels. The development benefits from a good cycle network with both on and off road cycle routes nearby including National Cycle Network Route 72. These cycle routes connect to the City Centre and the wider residential areas of Newcastle and Tyne and Wear. However measures to improve the interface between the cycle network and the development are required.

The development will be supported by fundamental improvements to the cycle route network within the vicinity of the Development and is intended to embed the Development into the existing public realm. The cycle routes on the Quayside will be upgraded to improve cyclist amenity. Wide cycle lanes will be provided on both sides of the carriageway to facilitate commuter trips and to maintain the National Cycle Network Route 72. An alternative route will be provided adjacent to the River Tyne to access the development. This will be a shared use route and tailored towards leisure cyclists.

Covered and secure cycle parking facilities will be installed on site. Cycle parking will be located across the site to allow users to get as close to specific elements of the development as possible.

### Public Transport

The bus is a viable mode of travel over short and medium distances although some routes and services with limited stops can make longer distances viable. The guidance document 'Guidelines for Planning for Public Transport in Developments' (1999) advises that bus stops should be located within 400m of a development ie a five minute walk for ease of accessibility. The site is still considered to be well-served by buses with the closest bus stop located on St Lawrence Road, approximately a 280m walk away. This stop is served by the Q3 and number 18 service. Approximately 500m to the north on Commercial Road a further main service (no. 12) can be reached.

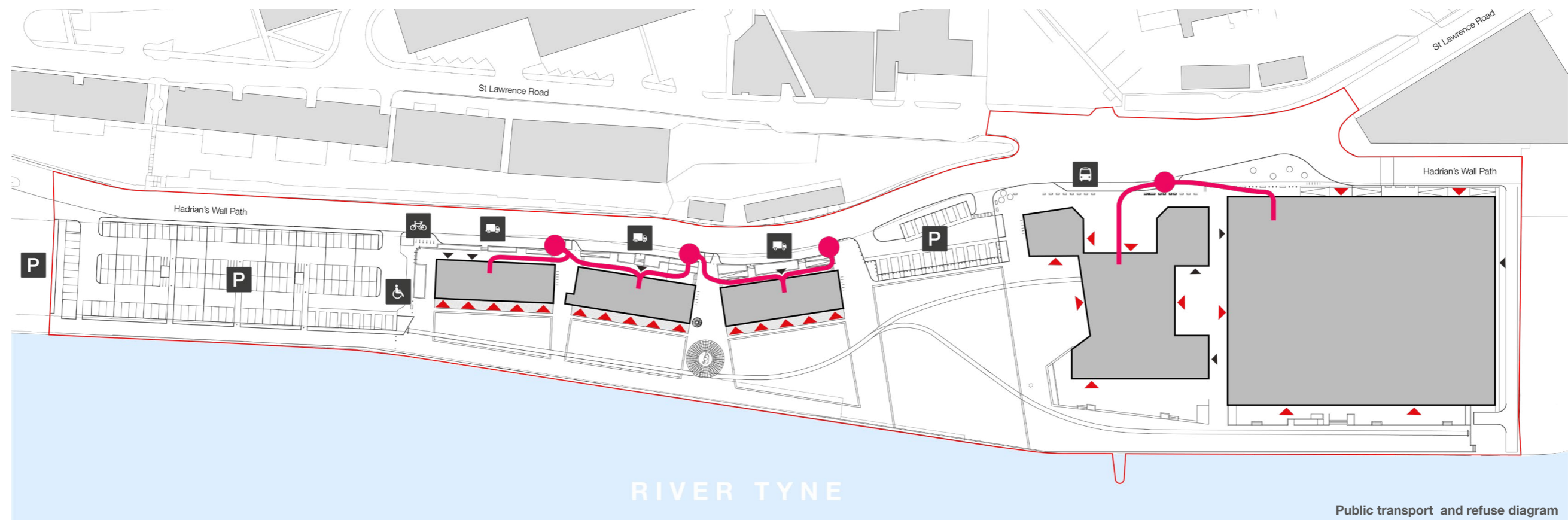
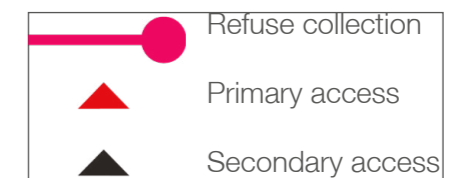
Options will be explored to extend or provide new bus services to the development.

### Inclusive Access

The development will be designed to comply with the current building regulations – "Access to and use of buildings – Approved Document M". The development will have dropped kerbs with tactile paving at appropriate locations and all carriageways and footways will be lit to the appropriate standard. Accessible car parking spaces will be provided close to the entrances and level access thresholds will be provided into all of the buildings. The buildings entrances will have a canopy or covered recess to provide protection from the elements and help to make the entrance more identifiable on the façade. Where applicable, lift access will be provided to upper floors and all the buildings will be designed to be fully Disability Discrimination Act (DDA) compliant in respect of internal facilities, including stairs, lobby areas, WCs, door widths etc. The development will also comply with the Equality Act 2010 which brings together and replaces existing equalities legislation including the DDA 1995.

### Refuse

Access for service and refuse vehicles will be accommodated by laybys located in close proximity to the individual buildings.



Public transport and refuse diagram

# Design



### Amount and use

Site area - 38,969sqm

### Bin 1

Gross internal area - 975.7sqm

### Bin 2

Gross internal area - 988.9sqm

### Bin 3

Gross internal area - 975.7sqm

### Fun Warehouse

Gross internal area - 10,771sqm

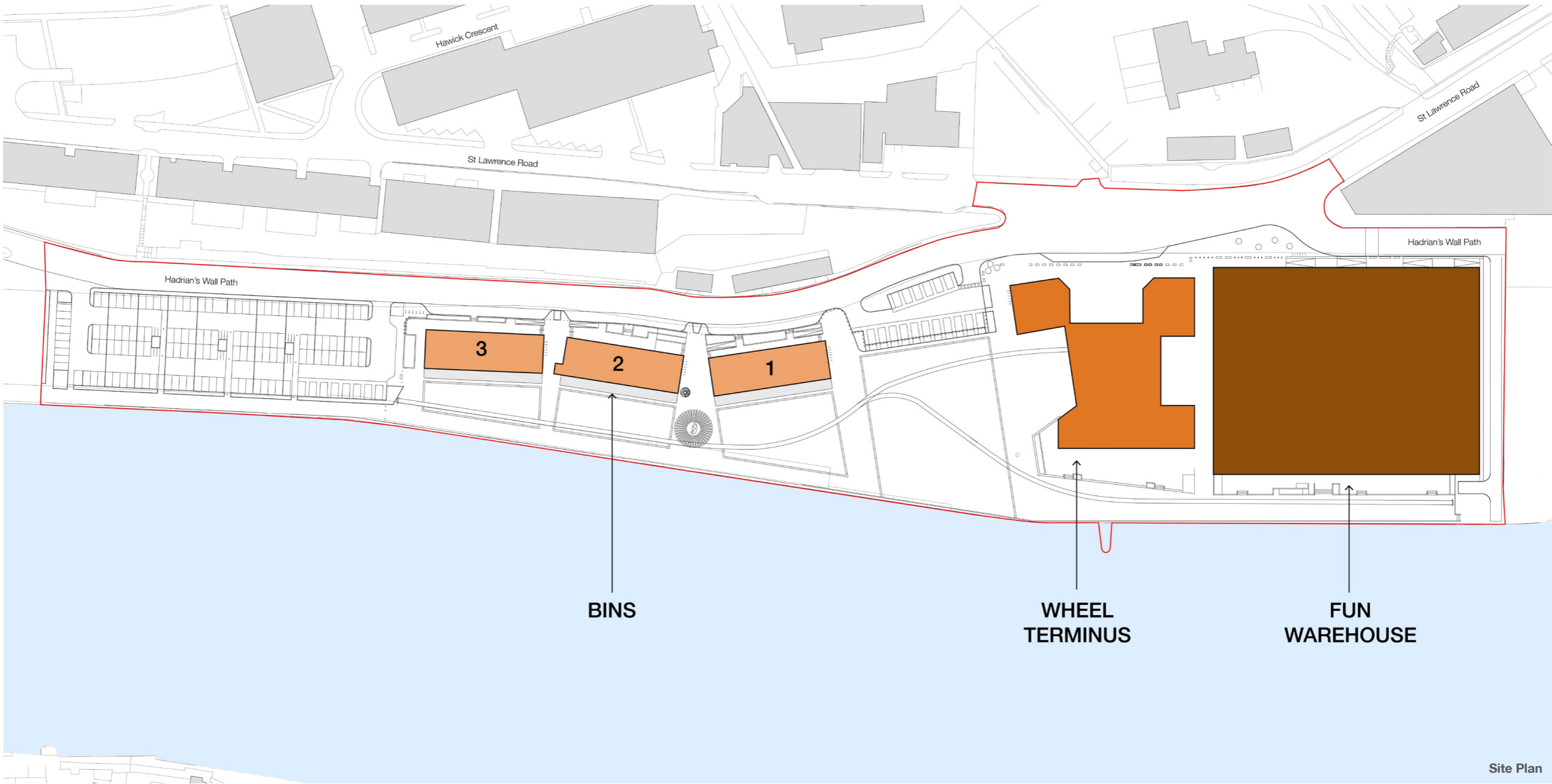
### Wheel Terminus

Gross internal area - 6,790sqm

Total proposed gross internal area - 20,501.3sqm

### Layout

The masterplan organises the way the site attracts and handles pedestrians. Effective space planning ensures a smooth visitor experience, putting safety, comfort and enjoyment as lead objectives. Operational flow from arrival to departure are defined, spaces planned and located to ensure a successful site layout.



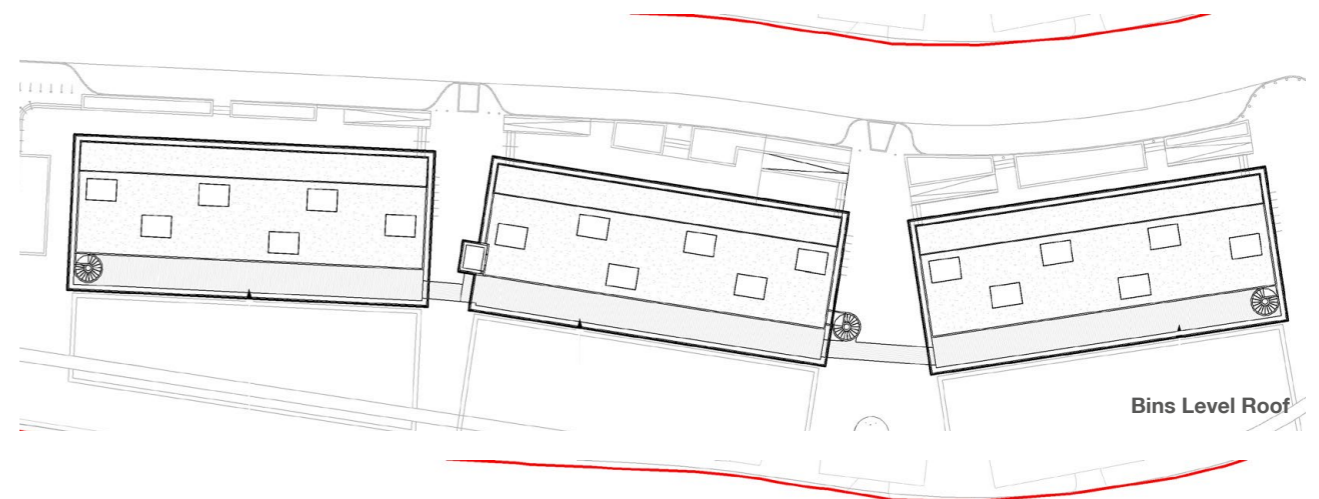


## Bins

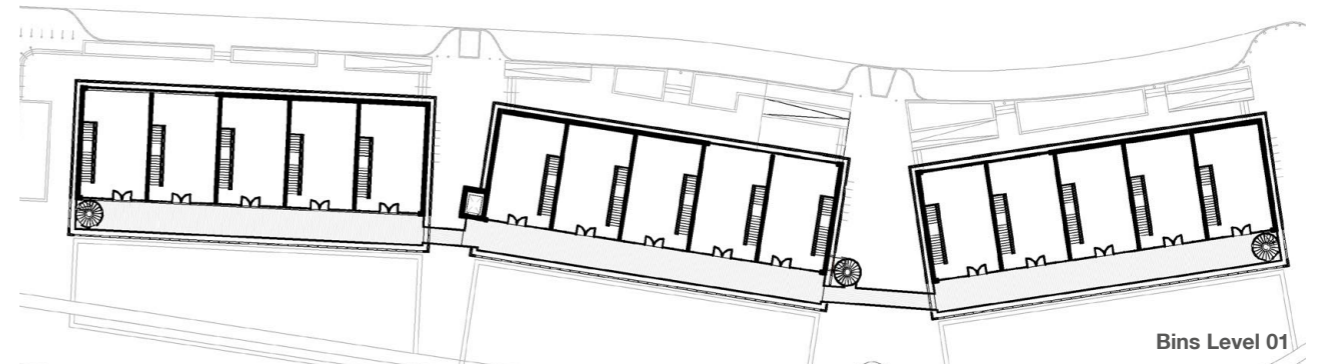
Comprising three buildings arranged along the quayside, the Bins offer up to five food and beverage units to each building. Creating a vibrant setting to the quayside promenade the Bins are situated immediately east of the car park.

Each of the buildings are two storeys with a communal terrace at first floor, boasting views across the quayside promenade, towards the River Tyne. With maintenance access to roof level only, gardens and plant space serve the building whilst providing a positive view from neighbouring residential properties and the observation wheel. A central lift serves all Bins to provide inclusive access throughout the three buildings.

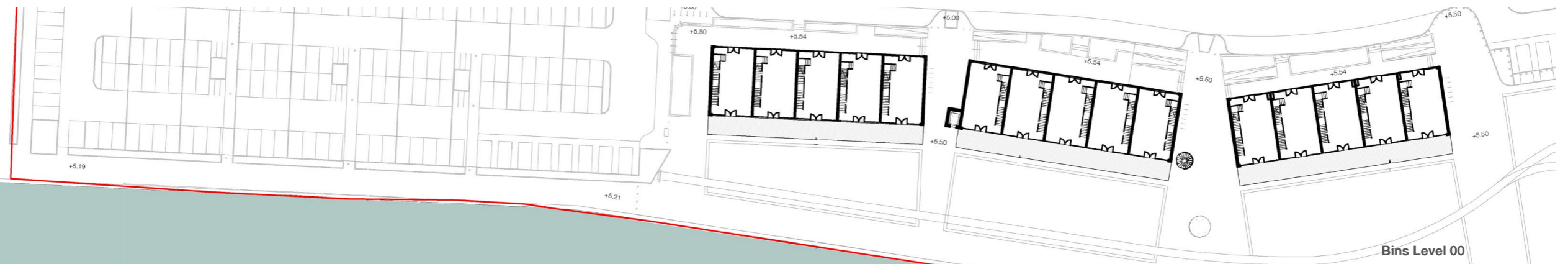
The internal layout is designed to be flexible to suit an array of facilities and operators, it is possible that one building is let to one large operator as opposed to five smaller. With dedicated service access to the north, the units can be easily managed with clear boundaries between public and private spaces.



Bins Level Roof



Bins Level 01



Bins Level 00

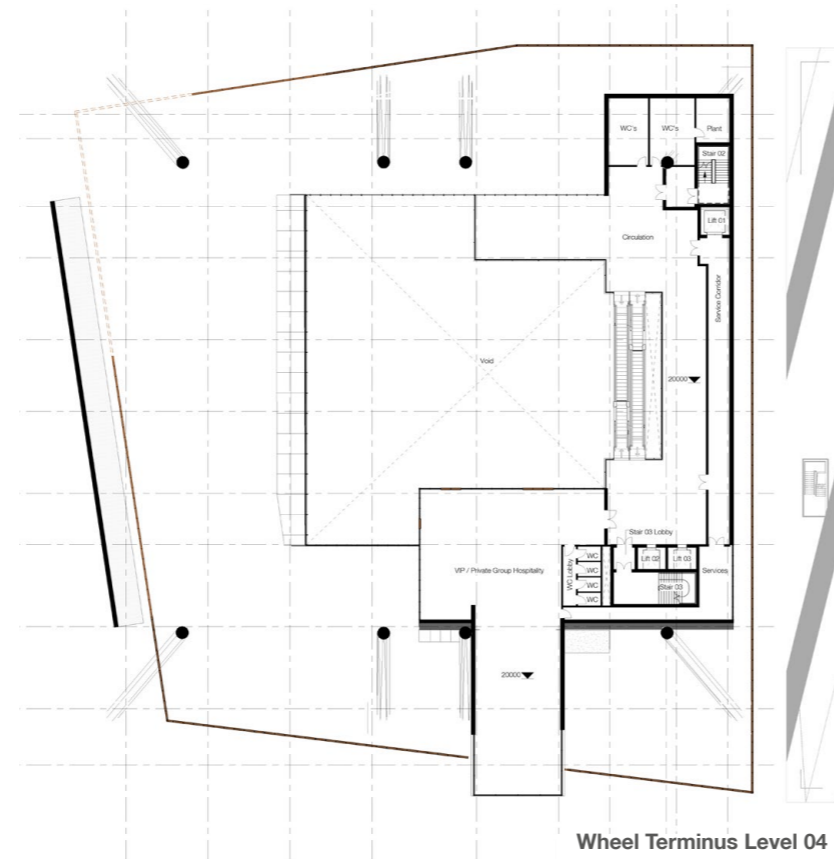


## Wheel Terminus

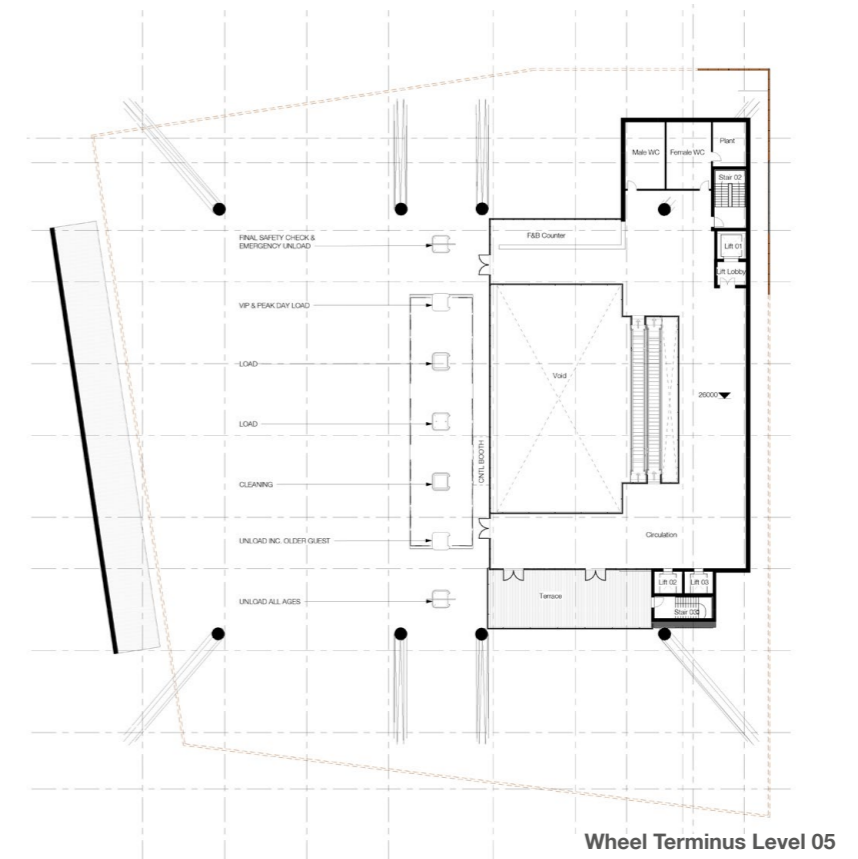
Designed to feature a multi storied vertical courtyard, the Wheel Terminus boasts light and an impressive arrival with views up the atrium to the towering wheel above. A wall of vertical circulation to the east forms the backdrop of the Terminus, reaching high above the ticket / admissions counter. The vast ground floor takes on the character of an industrial hub.

Levels 00 and 02 are designed for public use, and are to support the main attraction zone. Levels 03 to 05 are controlled and accessible only to admitted visitors. Three types of vertical circulation facilitate the journey up and down from the wheel loading platform.

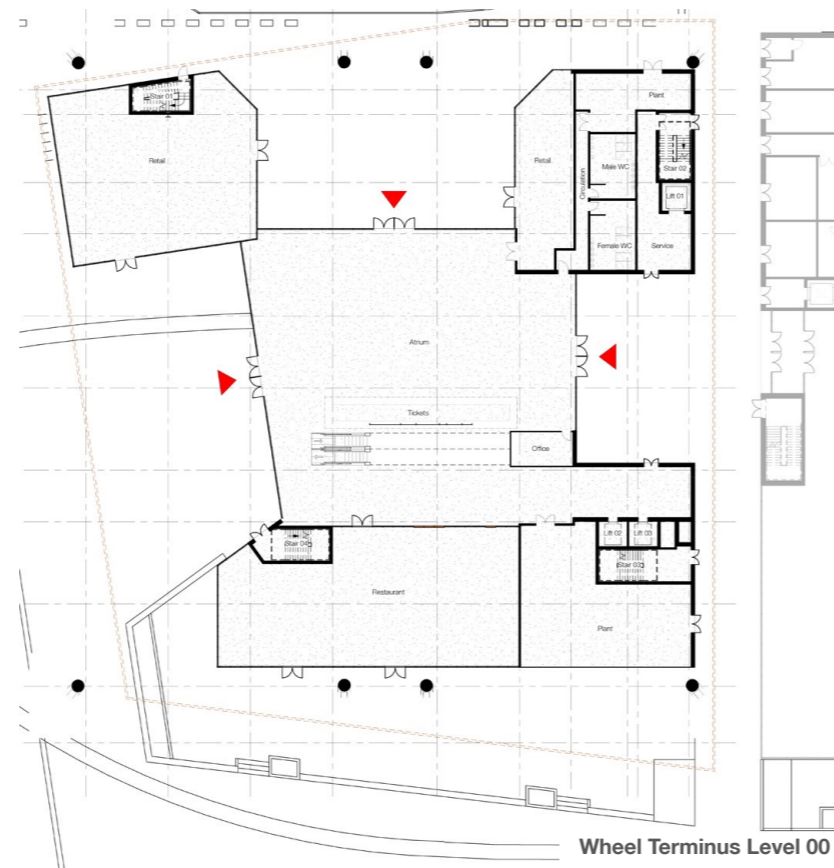
- Public escalators connecting levels 00 and 02 for all visitors to access food and beverage, and retail levels
- Scissor escalators used from level 03 to 05
- Controlled lifts used for people with disabilities, VIP guest, elderly and others



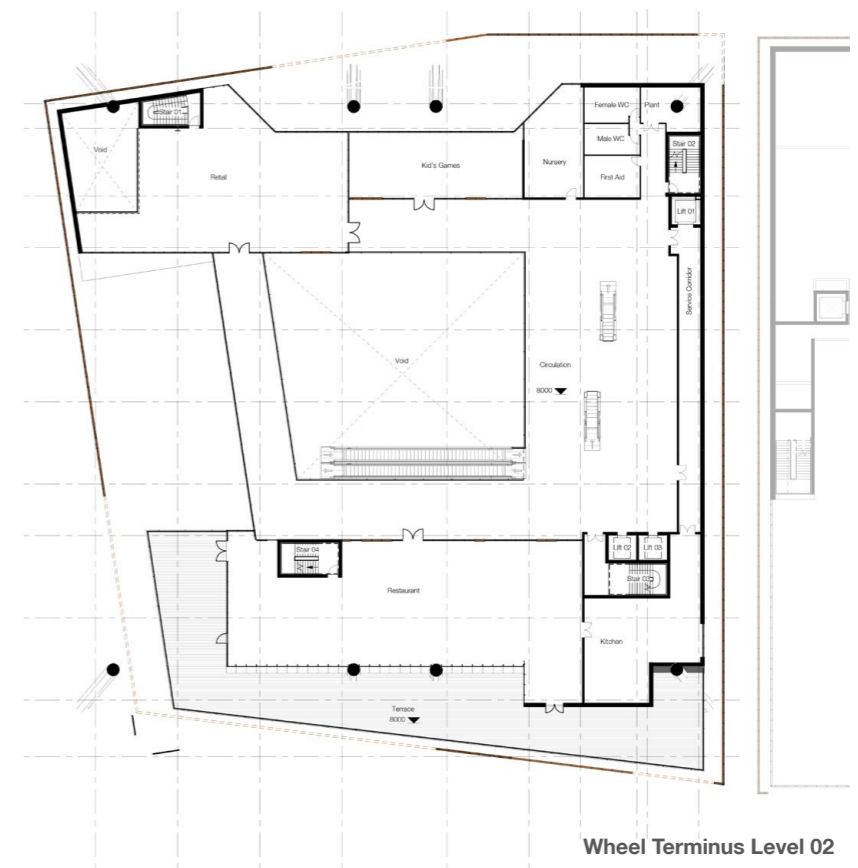
Wheel Terminus Level 04



Wheel Terminus Level 05



Wheel Terminus Level 00



Wheel Terminus Level 02

As an indoor family entertainment centre dedicated to physical / active play, the Fun Warehouse will host state of the art sport, gaming, adventure climbing and other activities within the vast open plan and 12m ceiling height.

Ground floor comprises a barcade area to facilitate computer gaming. A family physical / active play zone is proposed with equipment such as trampolines, climbing walls and more. The virtual golf complex features a simulator based experience with a bar, swing rooms and a cafe included as part of the offering.

At level 01 the virtual golf zone continues. Alongside this are cafes overlooking the play zone and supporting family party rooms boasting uncompromised views out across the river.





## Landscape

The site is divided into three zones.

1. Parking
2. Bins and plaza
3. The Wheel Terminus and Fun Warehouse

The Quayside promenade connects all zones, with the landscape proposals bringing all three areas together.

The car parking area will provide 171 spaces, including 25 disabled spaces and 12 motorcycle

spaces. Tree and shrub planting will soften the views over the car park and provide a separation with the quayside. Its surface will be block paved with pedestrian walkways connecting to the quayside promenade. A drop off area is provided nearest the plaza.

The Giant sculpture has been located centrally to the paved Bins Plaza providing a suitable setting and adequate meeting and congregation space for groups of visitors. Hosted to a moveable platform the sculpture will allow for a flexible use

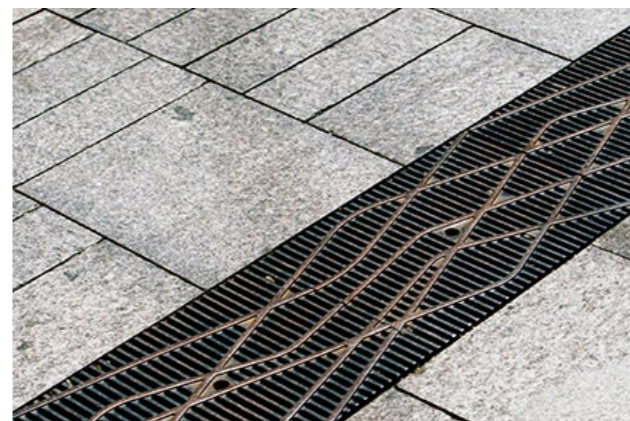
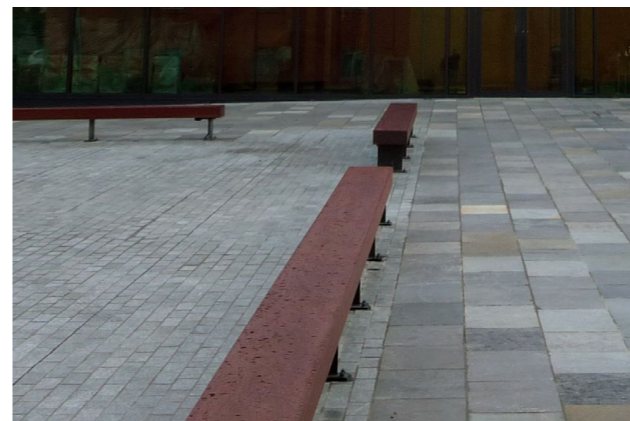
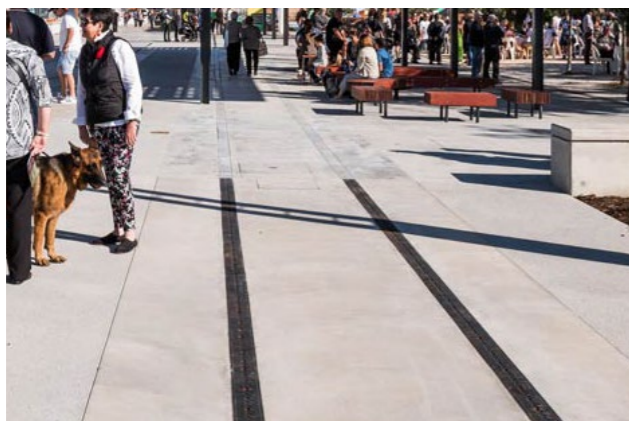
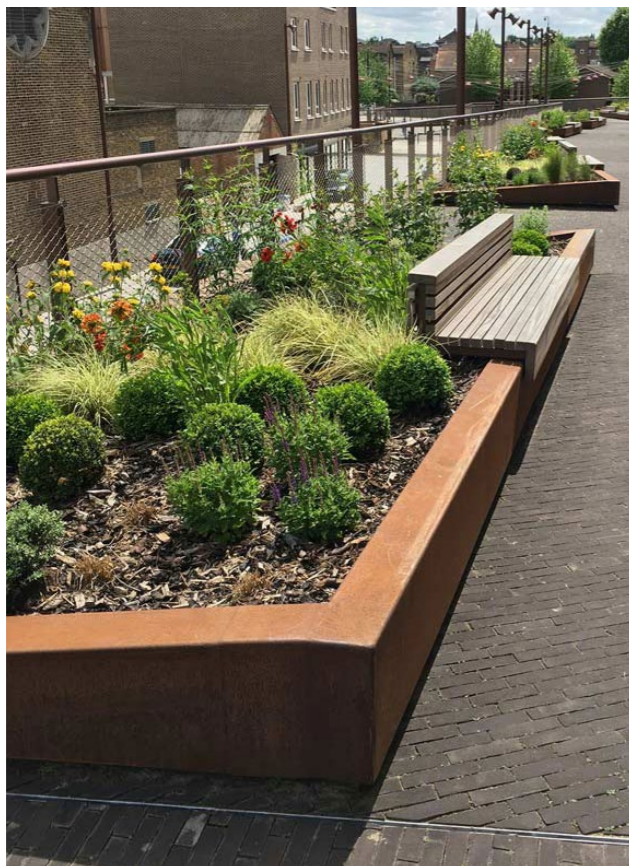
of external space across the site.

A large paved plaza provides a setting to the Wheel Terminus and wraps around the riverside frontage of the site. Terraces provide break out space from the restaurants along this façade, capturing the views of the River Tyne. To the north of the plaza is a car park for 17 disabled spaces, allowing access directly to the Wheel Terminus. A drop off layby is aligned along the north western façade of the building.

The entire public realm of the site will be designed for crowd safety by a mixture of bollard, raised planters, cycle stands, signage and block seats.

The hard landscape materials and street furniture will be selected to enrich the local landscape character, reflect the heritage of the site, and create a welcoming world class destination. The planting scheme will be designed in liaison with ecologists, recognising the sites location on the River Tyne wildlife corridor, and species will be selected to enhance the wildlife value of the site.





Landscape materiality

### Appearance and materiality

Architectural form and materiality celebrate the Spillers site heritage and broader Tyneside context. Proposed forms play with visions of spiral grain chutes, angular bins, conveyors and bridges, all collaged in a playful promenade composition leading towards the Whey Aye Wheel.

The angled roof lines and façades evoke a language of the former wheat bins on site, in an abstracted and contemporary manner.

The materials directly draw from the sites heritage. Morphing traditional brick, oxidised steel and distressed concrete surfaces in modern ways. Proposed tones and textures signify a more contextually fitting design in close proximity to the Ouseburn Conservation Area. Perforated metal sheets, meshes and facade punctures create layers, depth and views in and out of the proposals.

### Bins

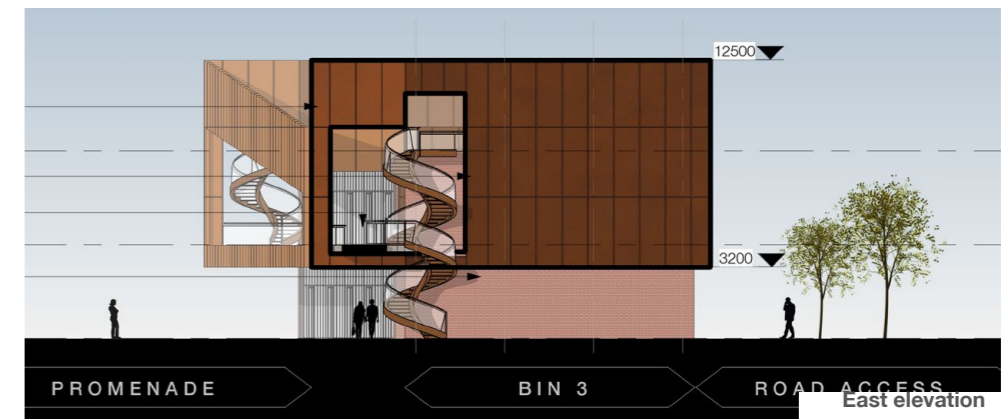
Arriving to site from the car park and city centre, the Bins provide the initial architectural expression on site with a language continuing throughout. Angular façades of Corten wrap the three Bins in a symmetrical manner to provide a homogeneous setting.

The buildings comprise curtain wall glazing, brickwork and Corten, with the external lift and stair access incorporated within the material palette. The simple division between units allows for letting flexibility and a defined external language. Signage and branding to tenants is intended to be incorporated with internal signs and lighting.

At level 01, external terraces look over the public plaza and River Tyne, all of which are connected with a simple wide walkway.

To the north, the elevation comprises a mix of solid and perforated Corten panels. Glazing sits behind the perforations to provide interest to the street scape.

The east and west elevations are intended to be simplistic with the feature Corten wrap and brickwork base.





Level 01 view - Bin 1

### The Wheel Terminus

Inspired by the spirit of the Spillers site and Newcastle's industrial heritage, the structure is celebrated both externally and internally with materiality creating an industrial aesthetic. The structure of the wheel is expressed throughout the terminus building to the ground, enhancing the landmark on approach.

The evocative layered facade utilises perforated Corten panels to add depth, and play with light to create an interesting and ever changing internal environment.

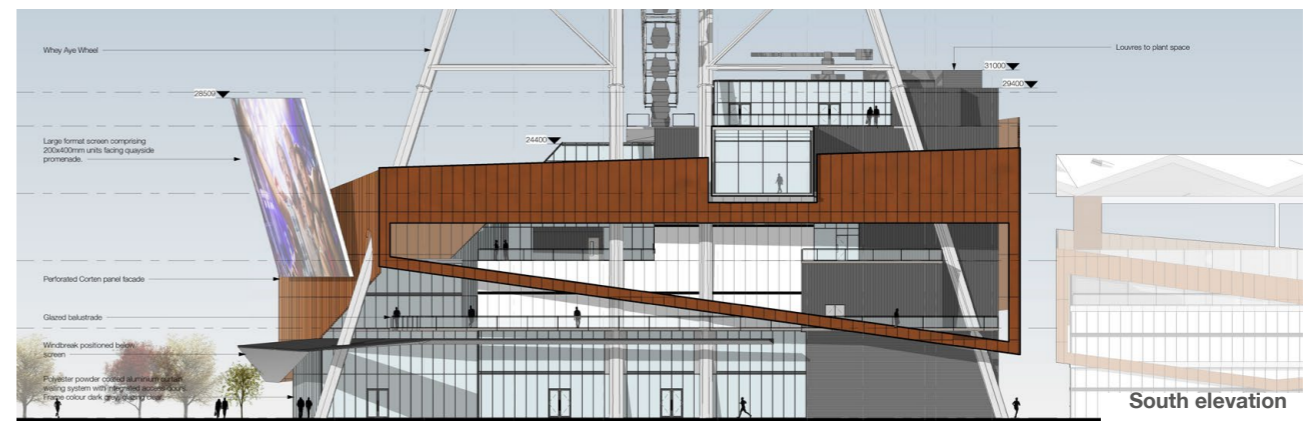
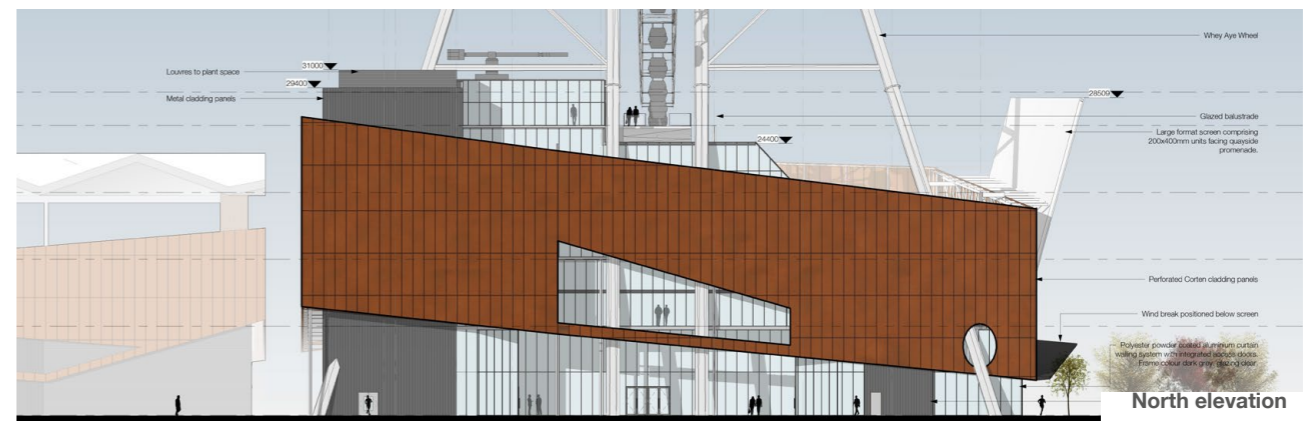
To the west, the building hosts a 40m x 16m LED screen, addressing the public plaza. The buildings overall scale and design have been considered to ensure the screen is an integral element of the design expression.

The north elevation, with access from Hadrian's Wall Path, the proposal welcomes visitors with a glazed frontage to retail units and the expansive atrium. Again, the observation wheel structure punctures through the building facade to strengthen the visitor arrival experience and aid way finding to the building entrance.

Internally, the building benefits from high ceilings and large open spaces. The central glazed atrium presents visitors with visual connectivity to bars, restaurants and retail units, accessed via the central escalators rising to roof level, to access the observation wheel. The palette of materials internally is again proposed to appear industrial, referencing the site's history.

External terraces are provided at varying levels with views south across the River Tyne and west towards the public plaza. With the majority of the external elevations glazed this ensures an active frontage. The south elevation also features a viewing box at level 04, featuring full height glazed walls and ceiling to provide uninterrupted views across the River Tyne.

A wind canopy is proposed to the west and south, deflecting any down winds caused from the screen. This will also act as solar shading to the south facing restaurant unit.





Wheel Terminus Internal CGI

## Fun Factory

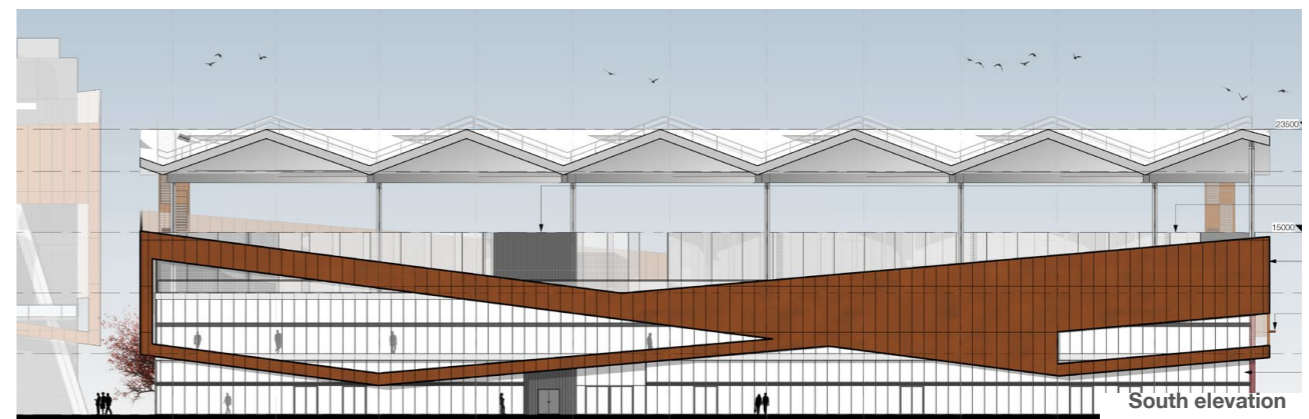
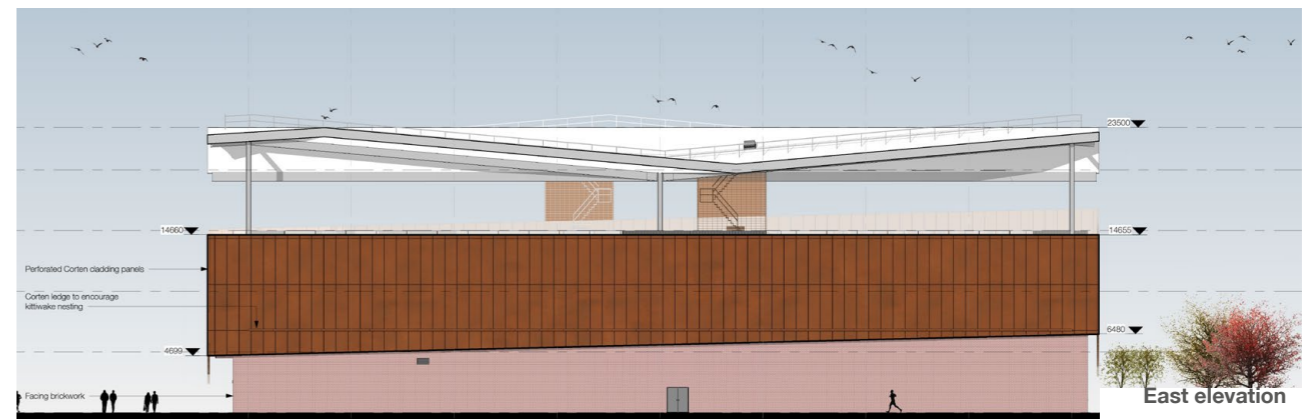
In a similar vein to the Wheel Terminus, the Fun Warehouse utilises a layered facade and a mix of solid and perforated Corten panels as the predominant feature to its external appearance. The main entrances to the building are expressed in glazing to the north and west.

From the south, the building is glazed with food and drinks units benefiting from views over the River Tyne and opening out to the external terrace at ground floor. The angular Corten wrap references the Wheel Terminus, picking up the alignment from the western corner.

To the east is a blank facade of brickwork and Corten. This elevation includes a considerable ledge in response to the sites ecology by promoting nesting for kittiwakes. Tying in with the materiality across the site, the masonry base is robust and compliments the surrounding palette.

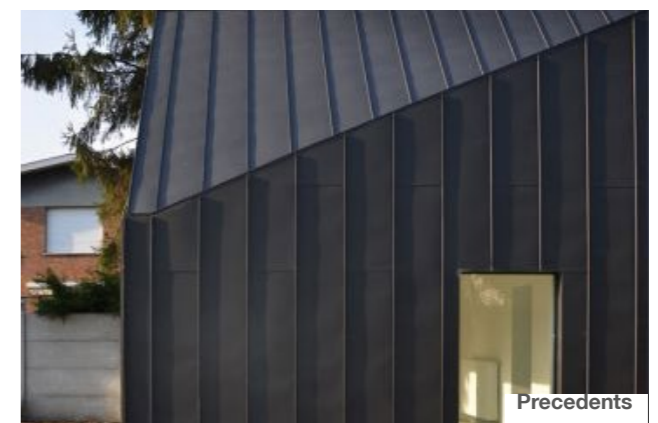
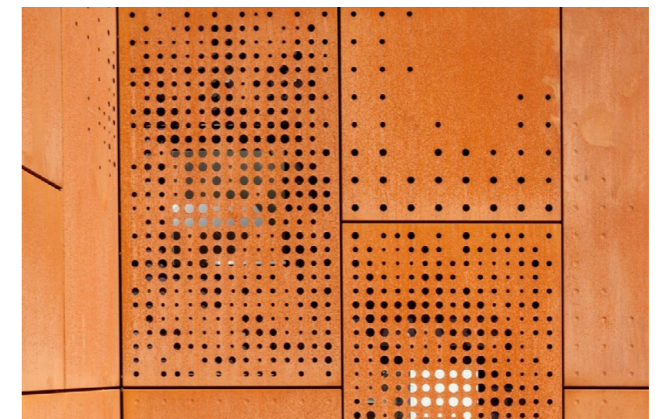
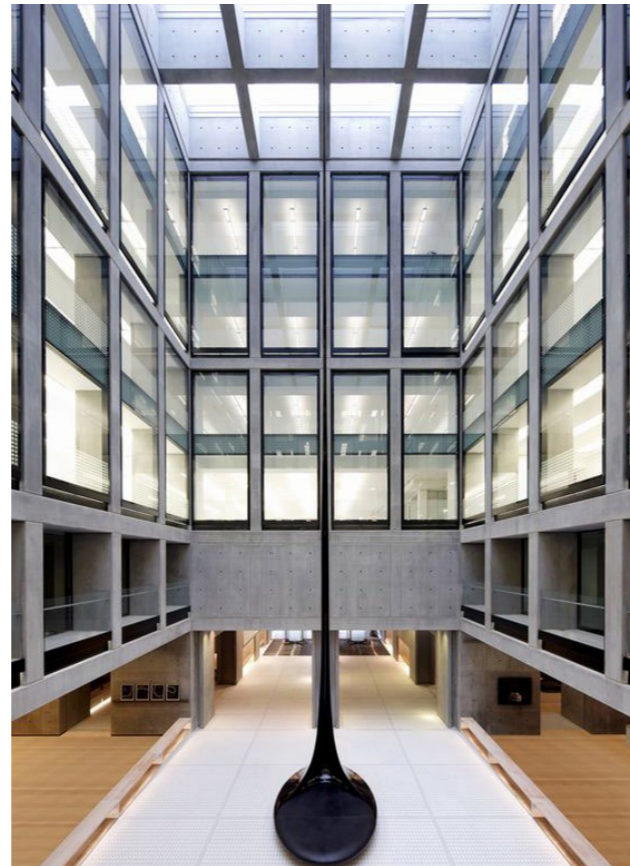
At roof level, the multi purpose sports pitches are enclosed in metal mesh fencing to ensure all activities are safe and controlled. The angular roof provides desirable shelter to ensure the facility can be operated all year round. Roof access stairs for maintenance purposes are wrapped in a metal mesh to continue the industrial aesthetic. Roof lights are proposed to provide views to and from the observation wheel.

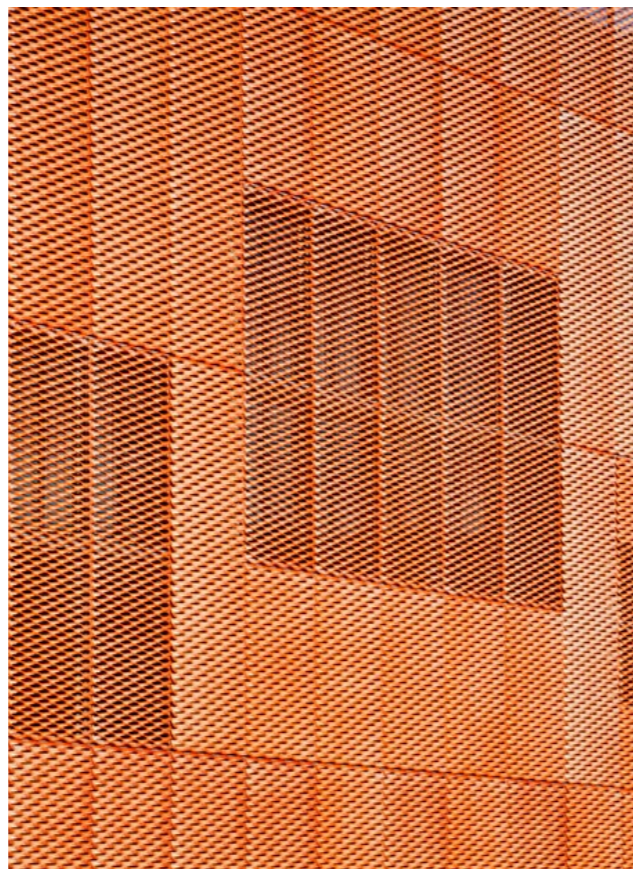
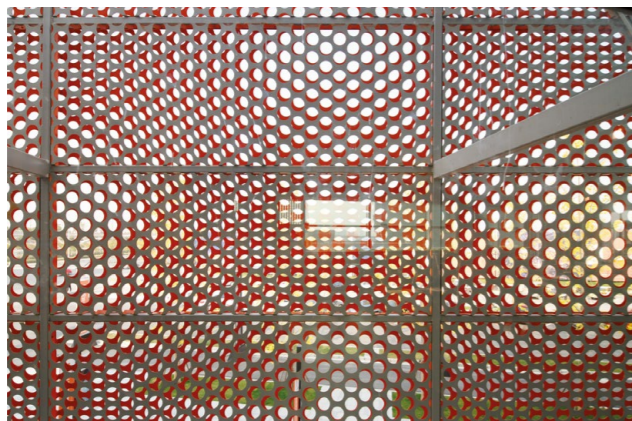
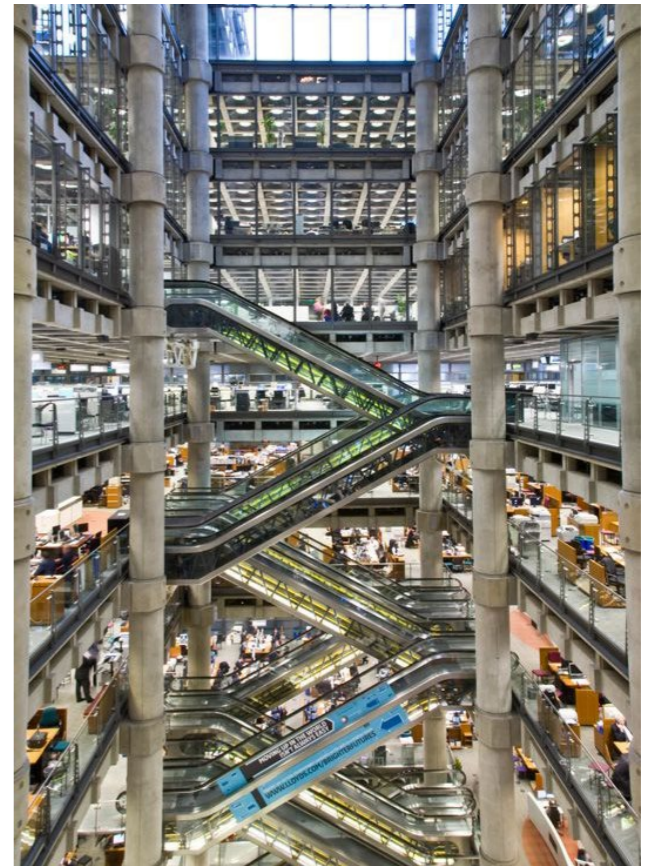
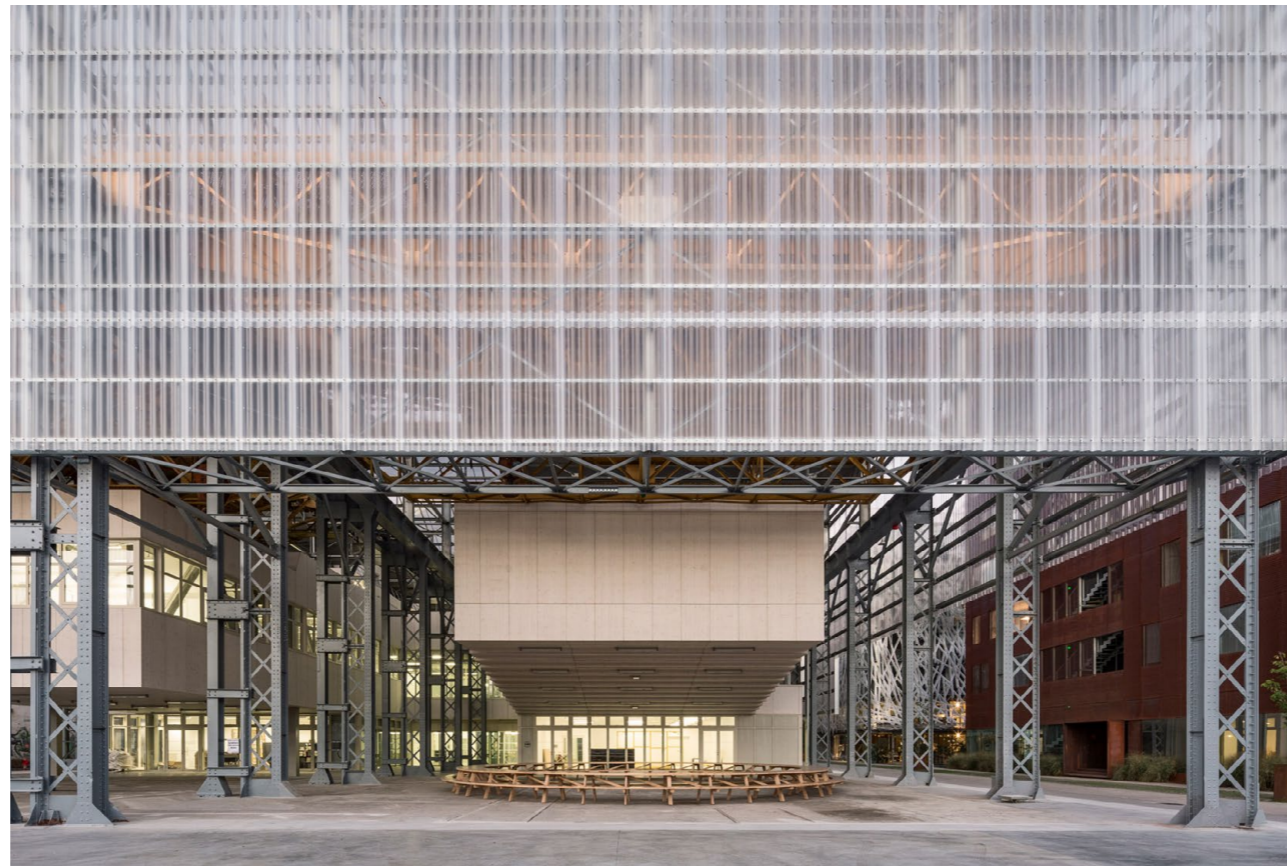
The design of the roof has been developed to compliment the sites architectural language. The multi faceted form mimics the angular façades and wheel structure.





Fun Warehouse Internal CGIs





Precedents

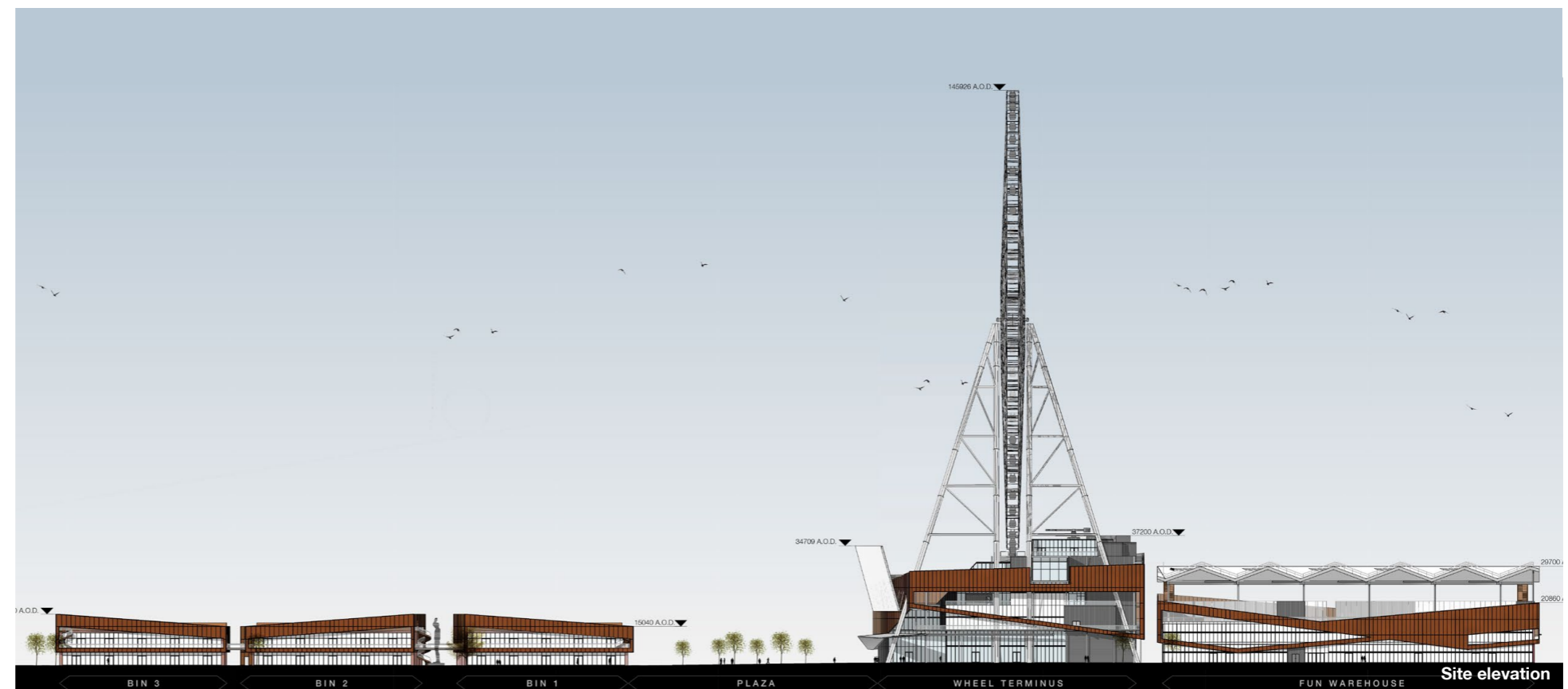
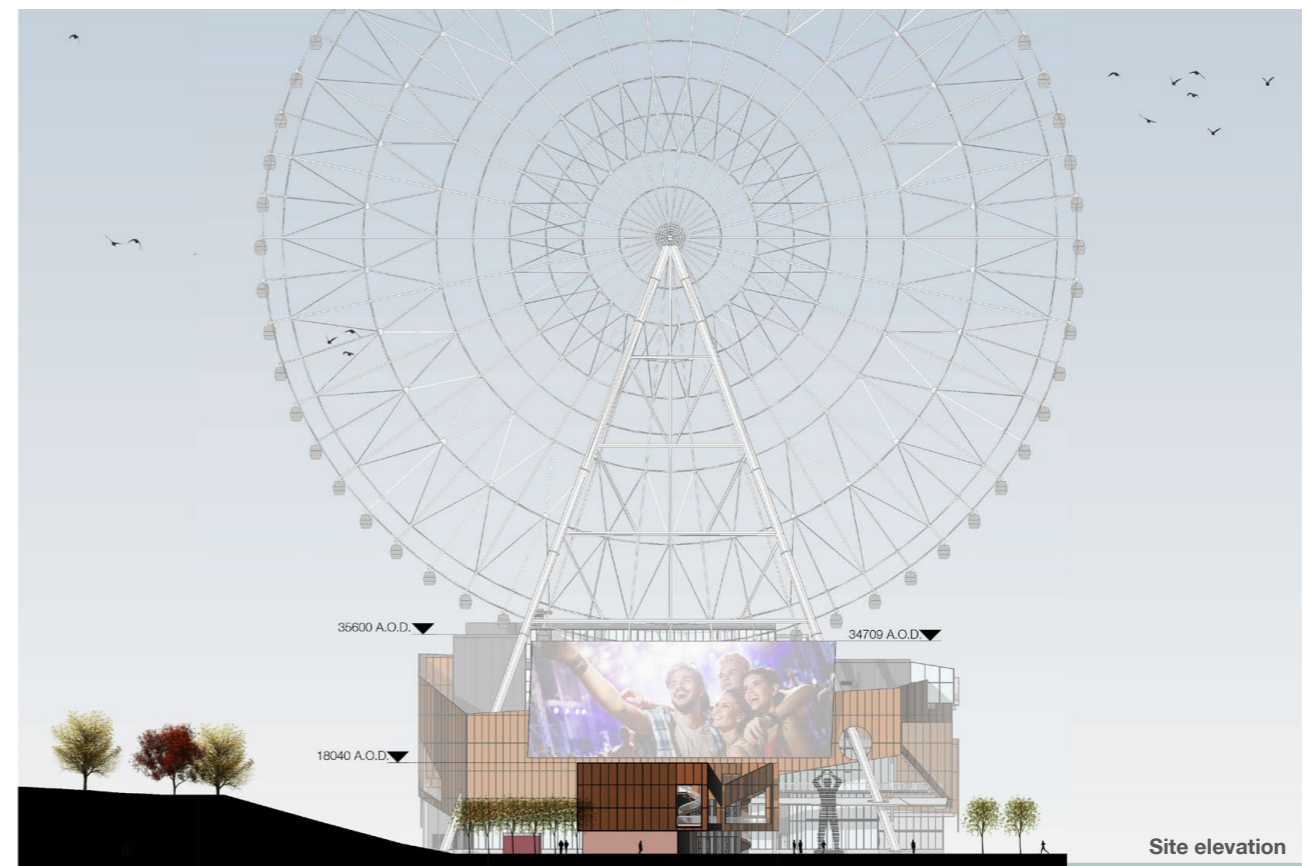
### Scale and massing

The Whey Aye Observation Wheel celebrates Newcastle's continued and momentous transformation of the Tyneside river corridor for public enjoyment.

Landmarked by the tallest observation structure in Europe, the 33,000sqm promenade is designed to tell the amazing story of the North East. The mixed use leisure, food, retail and entertainment development embraces a passion for experience, immersing visitors deep in to the hearts, heights and horizons of Newcastle.

The development aims to respond to internal layouts and orientation of the buildings. The south facing elevations provide expansive views of the River Tyne and gorge and is highly glazed to allow for this. The architecture is designed to sit comfortably on what is a large site with vast open areas, enabling the development to host key events within the city as it continues to grow. Features such as the various terraces and LED screen as part of the Wheel Terminus, again responds to the landscaping to create a dynamic setting to the observation wheel landmark.

With the Bins reaching 18m above ordnance datum (AOD) they sit comfortably in their relationship to the car park and visitor arrival point. The highest point on the Wheel Terminus is 37.2m AOD, with the wheel rising to a maximum height of 145.9m AOD.





Plaza view 01



Hadrian's Wall Path Road view



Plaza view 02

