

# Project Context

## Transport Network

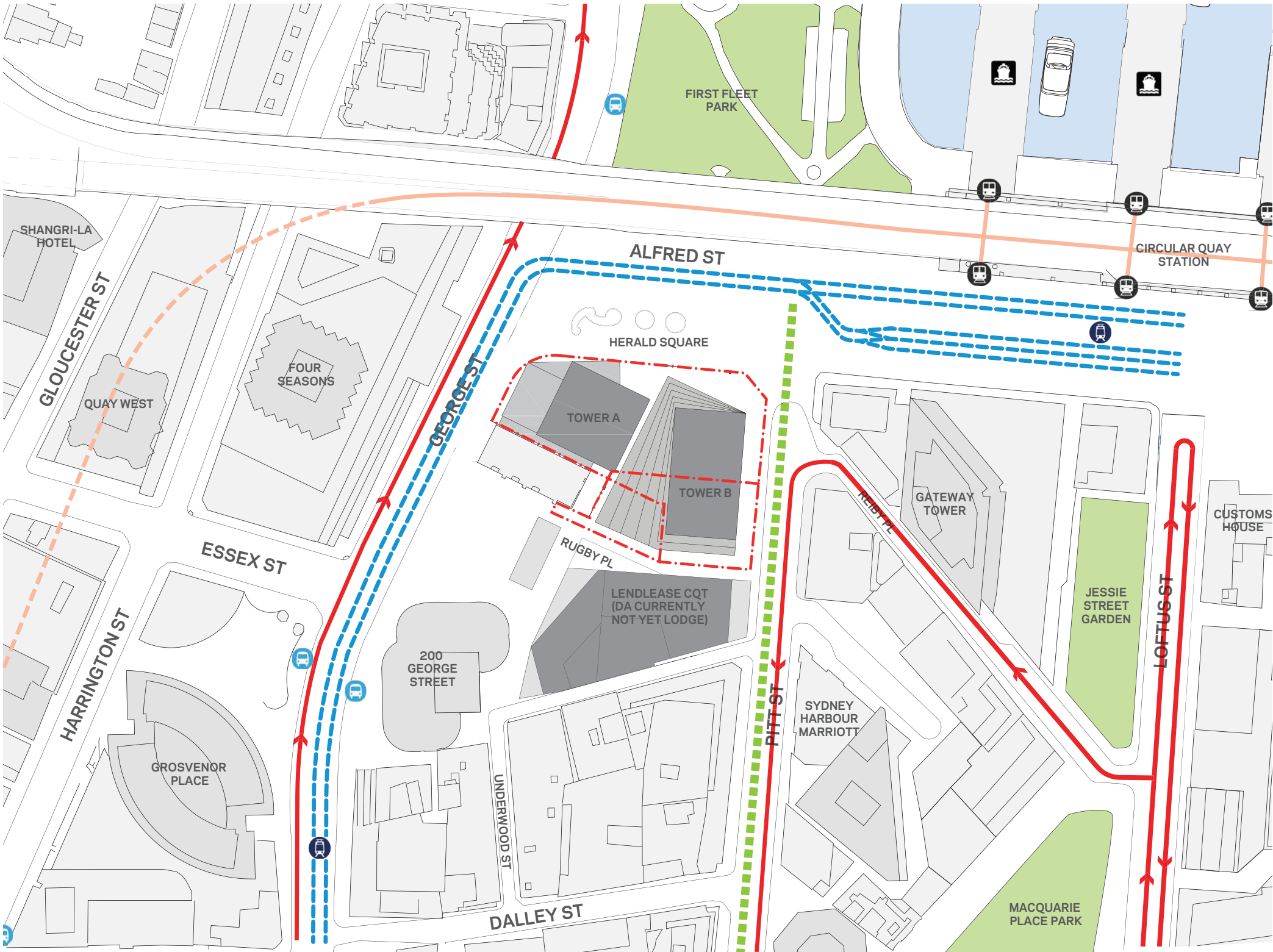
### Transport

The site location is central to Sydney's busiest transport hubs. A high volume of buses, trains, light-rail and ferries link commuters to a wider transport network beyond this interchange. As a result, the project site is highly accessible and will be able to promote the use of public transport in lieu of private vehicular transport.

The site has the advantage of being positioned at the start of two main future transport networks laid out in the [Sustainable Sydney 2030 Plan](#); this includes the future light rail network and the proposed bicycle network associated to the future cycling hub.

Key

	Train Station
	Existing Bus Stop
	Ferry Stop
	Main Bus Route
	Railway
	Future Light Rail Stop
	Future Light Rail
	Future Bike Lane
	Site Boundary



# Project Context

## Environmental Constraints

### Vista

Wanda Sydney is located on one of the few sites directly fronting Circular Quay. At a height above the Cahill Expressway, the vista is unobstructed.

### Topography

The site is on an incline gradient heading away from the Quay and up to the Sydney Observatory, with a local 3.7m height difference from the east to the west of the site boundary.

### Sun Exposure

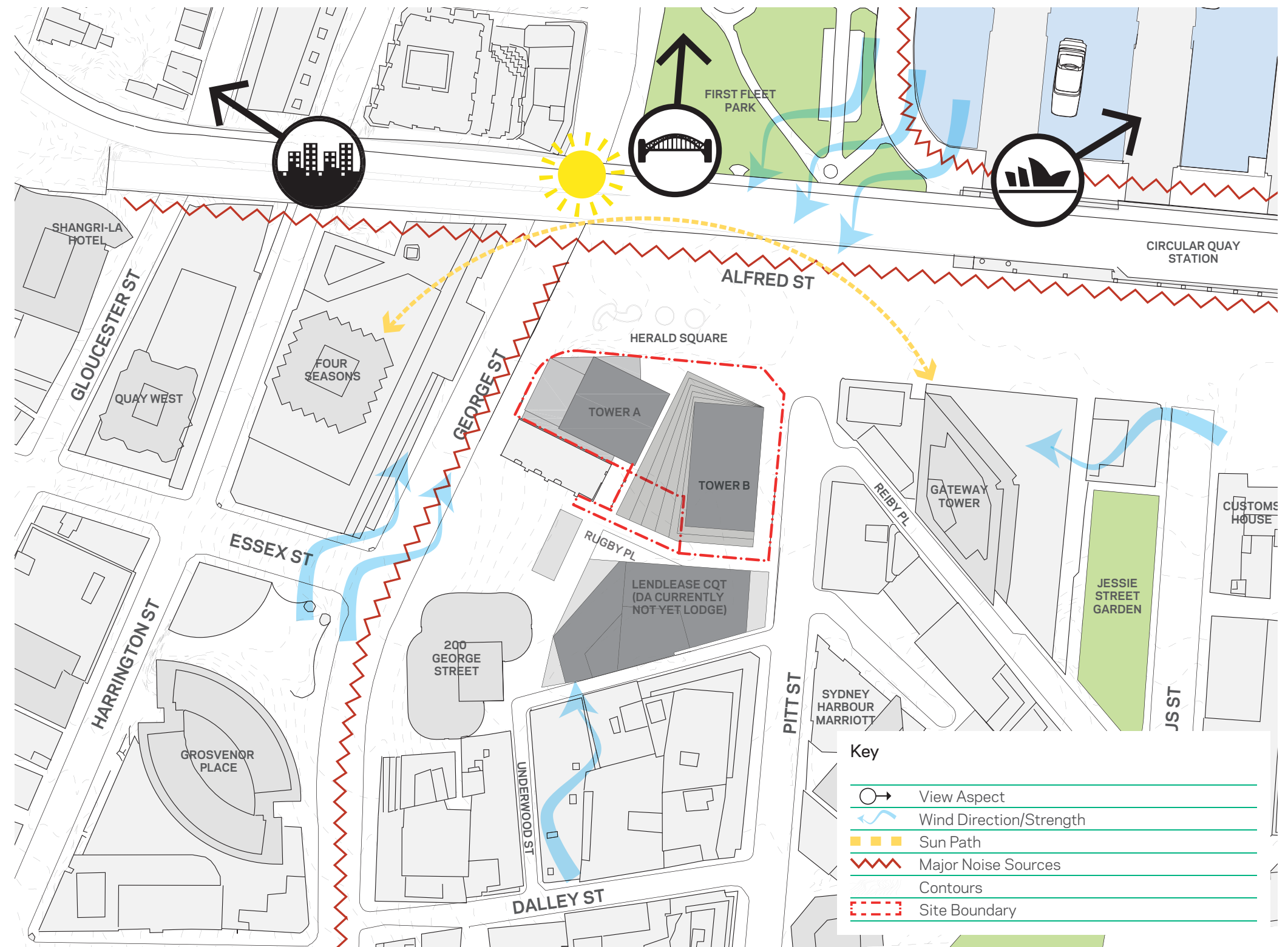
The site will experience abundant sunlight on its northern aspect, and minor shading will occur during the early morning and late afternoon for all seasons.

### Noise

A degree of noise originates from traffic and train noise from the Cahill Expressway to the north. Noise pollution from buses and traffic along main arteries within the CBD is expected to reduce once George Street is pedestrianised.

### Wind Exposure

The prevailing winds for the site are from the North-East during the summer and South-West in the winter. Whilst most southerlies will be shielded by the development on the southern side.





# Project Context

## Site Constraints

### Visual connection to surrounding context

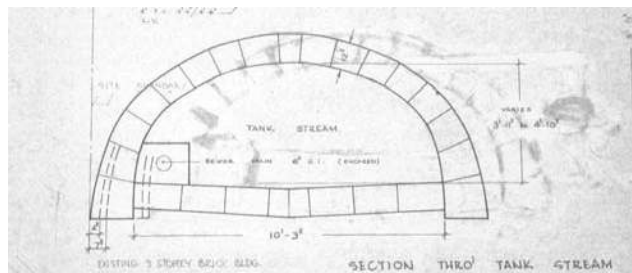
Visual barriers to the potential views for the development are minimal; the Cahill Expressway is the only obstacle blocking expansive views to the harbour at low level.

### Future transport network

The [Sydney City Centre Access Strategy](#) highlight future changes to Circular Quay Transport infrastructure, including: the new Light Rail and Cycle Lanes. The future CBD Rail corridor is located on North-Eastern corner of the site.

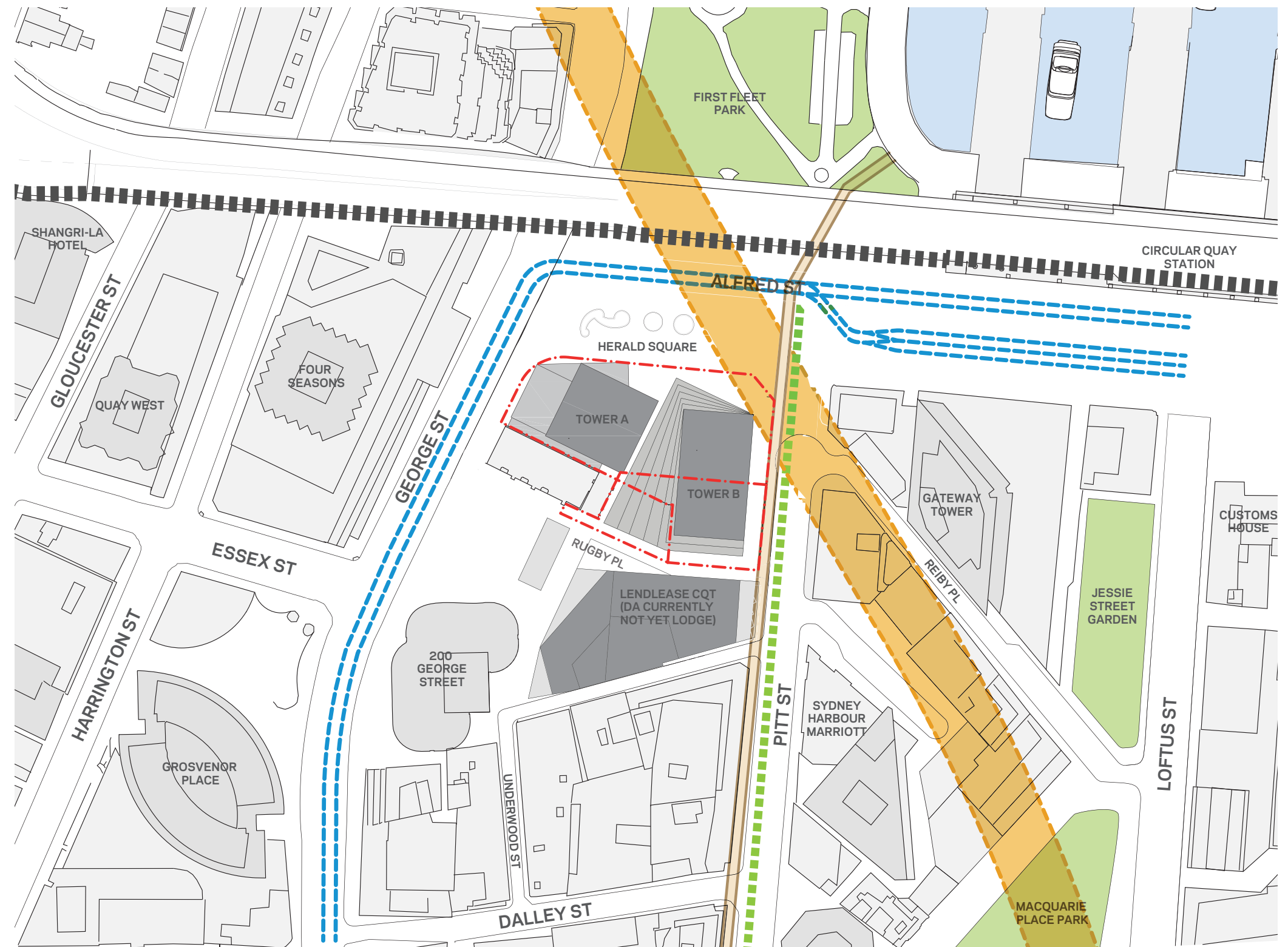
### Heritage Item

The heritage Tank Stream runs along the eastern site boundary, situated approximately 2.7m under Pitt Street.



#### Key

	Pedestrianised Areas (Subject to approval)
	Cahill Expressway
	Tank Stream (Underground)
	Rail Tunnel (Subject to approval)
	Future Light Rail
	Bike Lane (Subject to approval)
	Site Boundary





# 03 — Design Principles





## Design Principles

### Urban Response - City Scale

The new tower emerges elegantly from the ground towards the sky.

#### Connecting the building to the city

The building volume has been 'massaged' into an iconic form that smoothly connects the city scale to the human scale.

The volume twists in response to its immediate context. This is achieved by subtly rotating the building volume as it gets closer to the ground. The geometry change is gentle and deliberate, giving the podium an elegant and articulated form.

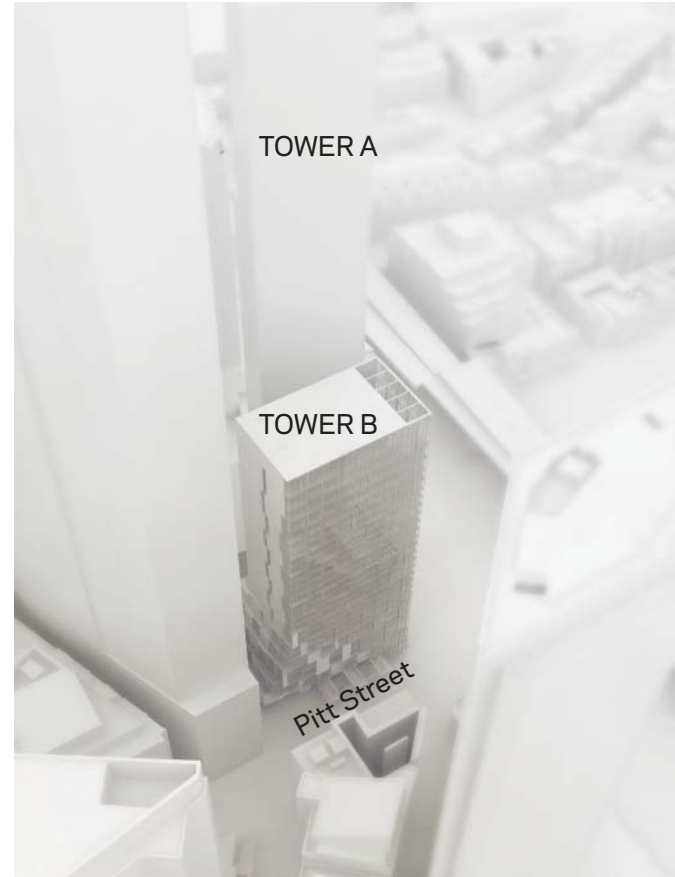
In the lower levels the volume shifts to give way to entries, covered zones, and terraces—enhancing the relationship with the surroundings.



#### North East

Sweeping towards the city

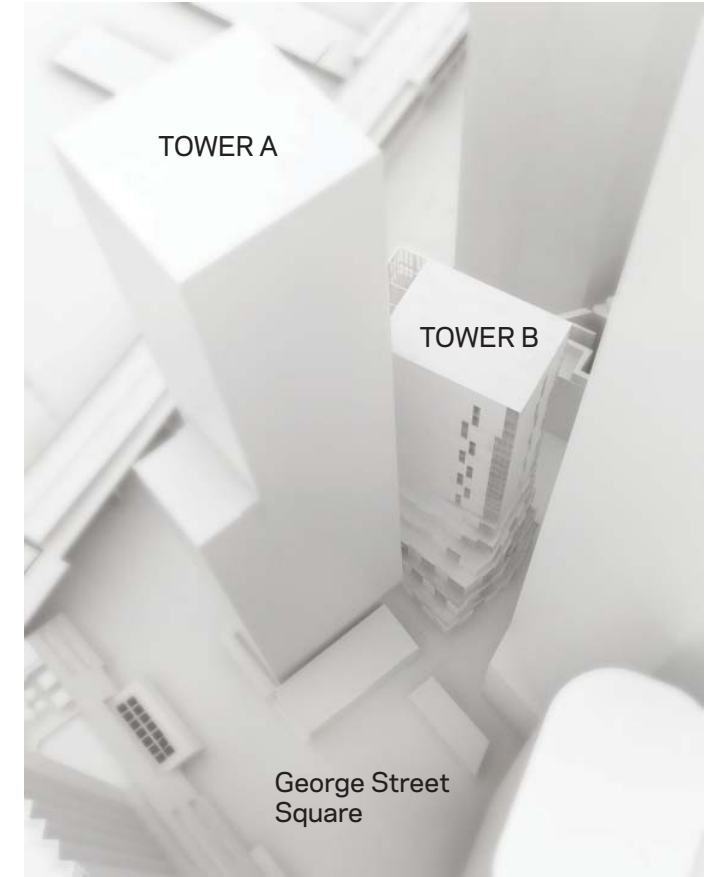
The building makes its presence felt toward the bottom of the building—gently sweeping up, without blocking views to Tower A, shown in the model view looking west along Cahill Expressway, above.



#### South East

Pulling back to create space

In this model view from above, the building slips into the site to create the port cochere, and to guide visitors around the corner from Pitt Street and into Rugby Place Laneway.



#### South West

Stepping back to activate the square

The volume gently steps back as it moves up to allow a better amenity at ground (daylight and sun access), and create terraces on lower levels.



## Design Principles

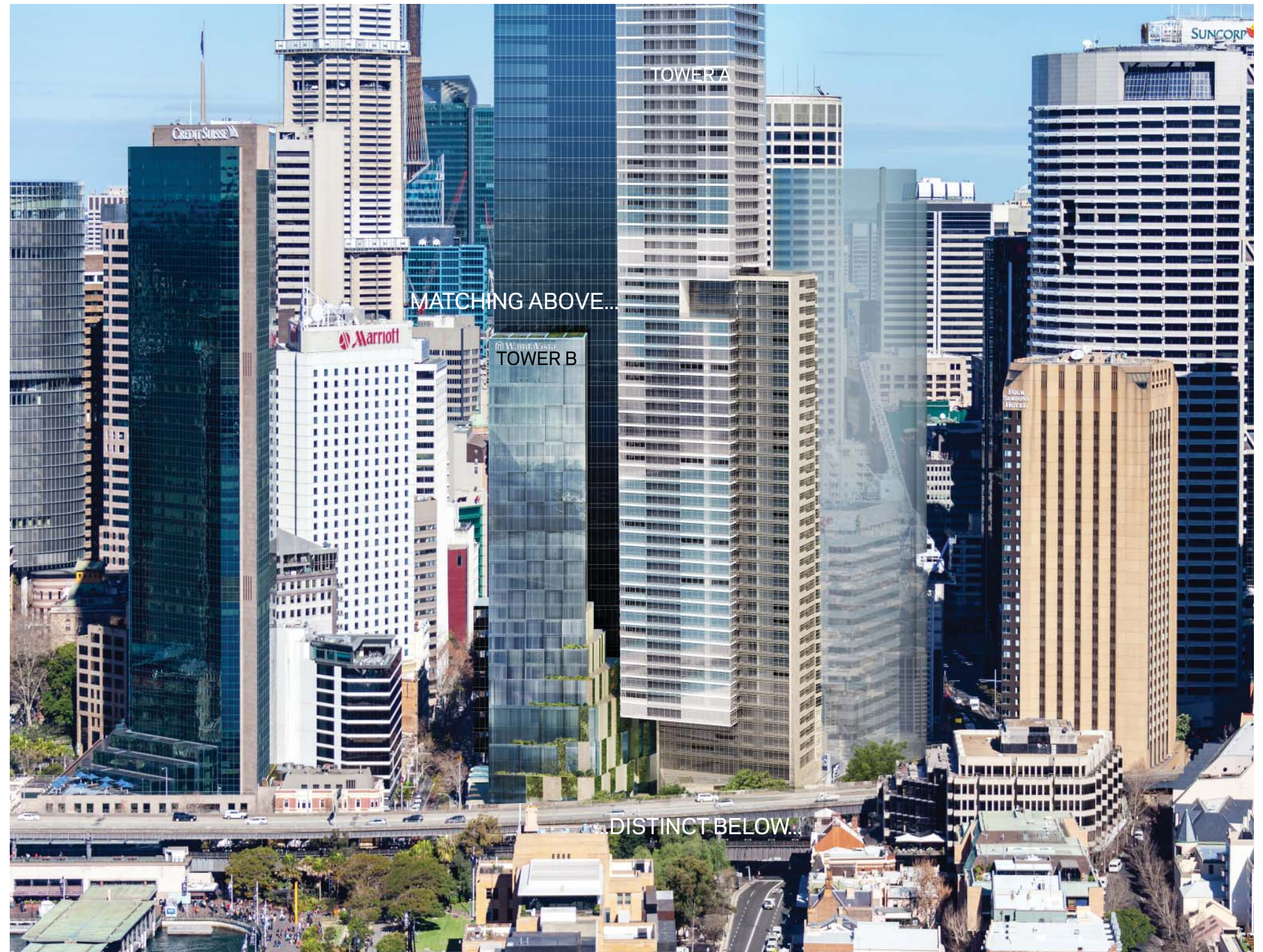
### Urban Response - City Scale

The building will present a dynamic and elegant face to the city skyline.

#### Tower Composition

As a counterpart to the elegant Tower A volume, the new Hotel Tower B matches the geometric clarity at the top, and twists its way gently toward the ground—an architectural dance partner along the waterfront.

Both Tower A and Tower B become the city skyline as a balanced composition. Tower B is the shorter of the pair, but maintains its own character in connecting to the city and to the ground plane. Tower B is therefore simultaneously similar to and distinct from Tower A.



Aerial View - North Aspect