



# Response to Submissions Report

## Removal of North Bridge

SSD 7874 MOD 6, SSD 49295711 MOD 8 & SSD 49653211 MOD 1

Submitted on behalf of Mirvac

Prepared by Colliers Urban Planning

26 February 2026 | 2210627



**'Gura Bulga'**

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



**'Dagura Buumarri'**

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



**'Gadalung Djarri'**



Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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# Contents

1.0	Introduction .....	5
2.0	Background.....	6
3.0	Analysis of Submissions .....	7
3.1	Overview.....	7
3.2	DPHI Key Issues Letter.....	8
3.3	Government and Agency Submissions.....	8
3.4	Public Submissions .....	8
3.5	Summary of Issues.....	8
4.0	Actions Taken Since Exhibition.....	10
5.0	Response to Submissions .....	10
5.1	DPHI Key Issues Letter.....	10
5.2	Response to Government Agency Submissions.....	12
5.3	Response to Public Submissions.....	15
6.0	Updated Project Justification .....	17
	Attachment A – Submissions Register .....	18

## Tables

Table 1	Summary of Harbourside SSDAs.....	6
Table 2	North Bridge Modification Applications .....	6
Table 3	Submissions received .....	7
Table 4	Summary of issues.....	8
Table 5	Response to DPHI Key Issues Letter .....	10
Table 6	Response to City of Sydney Council .....	12
Table 7	Response to Transport for NSW.....	13
Table 8	Response to Heritage NSW .....	14
Table 9	Response to Place Management NSW.....	14
Table 10	Response to public submissions .....	15

## Appendices

Appendix	Author
A. Submissions Register	Colliers Urban Planning
B. Amended Harbourside Public Domain and Urban Design Guidelines	FJMT, amended by Colliers Urban Planning

# 1.0 Introduction

This Response to Submissions (**RTS**) Report (**Submissions Report**), has been prepared by Colliers Urban Planning on behalf of Mirvac Retail Sub SPV Pty Ltd (Mircac; the Proponent) and is submitted to the Department of Planning, Housing and Infrastructure (**DPHI**) to address submissions and issues raised following the exhibition of SSD 7874 MOD 6, SSD 49295711 MOD 8, and SSD 49653211 MOD 1 (“**the North Bridge MODs**”).

As requested by DPHI in the Request for Additional Information (**RFI**)s for SSD 7874 MOD 6, SSD 49295711 MOD 8, and SSD 49653211 MOD 1 dated 21 November 2025, this RTS Report provides a consolidated response to the matters raised during the exhibition period of all three North Bridge MODs.

Together, the North Bridge MODs seek consent for the removal of the existing North Bridge from the Harbourside project, to facilitate an improved urban design and accessibility outcome for the Waterfront Garden and improve views, including from 50 Murray Street to the west. This bridge was originally built to service the now-demolished monorail station and is no longer required or appropriate given the site’s redevelopment. An individual description of the MODs as lodged is provided in **Section 2.0**.

The MODs were lodged with DPHI on 15 October 2025 and subsequently notified from 30 October to 17 November 2025, providing City of Sydney Council (Council), State agencies, and the community the opportunity to comment on the proposed amendments.

This report has been prepared in accordance with the requirements of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the DPHI’s *State significant development guidelines – preparing a submissions report* (March 2024). This Submissions Report contains:

- A summary of submissions received (**Section 3.0**).
- Details of further actions undertaken by the Proponent (**Section 4.0**).
- The Proponent’s response to submissions received (**Section 5.0**).
- Updated justification of the Project (**Section 6.0**).

This Submissions Report should be read in conjunction with the Modification Reports for the North Bridge MODs, and the following appended documentation:

- Submissions Register prepared by Colliers Urban Planning (**Attachment A**); and
- Amended Harbourside Public Domain and Urban Design Guidelines, prepared by FJMT and amended by Colliers Urban Planning (**Attachment B**).

## 2.0 Background

Together, SSD 7874 MOD 6, SSD 49295711 MOD 8, and SSD 49653211 MOD form a suite of Modification Applications to remove the existing North Bridge from the Harbourside project. Owing to the redevelopment of Harbourside being spread across numerous SSDAs (**Table 1**), amendments are required to the Harbourside Concept Approval (SSD 7874), SSD 49295711, and SSD 49653211 to remove the bridge.

**Table 1** Summary of Harbourside SSDAs

Modification	Summary of scope	Status
SSD 7874 (Harbourside Concept Approval)	Concept Approval for building envelope, GFA limits and other planning parameters, and demolition of the previously existing shopping centre.	Approved 25 June 2021.
SSD 38881729 (SSDA 1)	Bulk excavation works and construction of retaining structures.	Approved 2 March 2023.
SSD 49295711 (SSDA 2)	Detailed design, construction and operation of the new podium and tower building, including basement.	Approved 4 December 2023.
SSD 49653211 (SSDA 3)	Fitout and use of public domain spaces within the built form and surrounding public domain area.	Approved 19 June 2025.

This bridge was originally built to service the now-demolished monorail station and is no longer required or appropriate given the site's redevelopment. The North Bridge has been partially removed to facilitate construction works associated with the new building. These modifications together seek approval for demolition of the remaining bridge structure, non-reinstatement of the removed section of the bridge, and associated changes to the project to improve the pedestrian experience. Removal of the North Bridge will facilitate an improved urban design and accessibility outcome for the Waterfront Garden and improve views, including from 50 Murray Street to the west.

An individual description of each of the North Bridge MODs (as lodged) is provided in **Table 2** below.

**Table 2** North Bridge Modification Applications

Modification	Summary of scope
SSD 7874 MOD 6 (this application)	<ul style="list-style-type: none"> <li>Expansion of the Stage 1 demolition scope to incorporate demolition of the North Bridge.</li> <li>Amendments to the approved building envelopes to reflect removal the North Bridge.</li> <li>Amendment to condition A13A to allow installation of the relocated lift between the Waterfront Garden and Waterfront Promenade.</li> <li>Updates to the Harbourside Design Guidelines to reflect the removal of the North Bridge and amended public benefit offering in its place.</li> </ul>
SSD 49295711 MOD 8	<ul style="list-style-type: none"> <li>Amendments to the built form to align with the demolition of the North Bridge under SSD 7874 MOD 6.</li> <li>Relocation of the pedestrian lift connecting the Waterfront Garden to the Waterfront Promenade to improve connectivity.</li> </ul>
SSD 49653211 MOD 1	Amendments to the public domain design to align with the demolition of the North Bridge under SSD 7874 MOD 6 and relocation of pedestrian lift under SSD 49295711 MOD 8.

For more information on each Modification Application, refer to the individual Modification Reports prepared by Ethos Urban (now Colliers Urban Planning).

## 3.0 Analysis of Submissions

The following section provides a summary of the submissions received during the notification period of SSD 7874 MOD 6, SSD 49295711 MOD 8, and SSD 49653211 MOD 1 from 30 October to 17 November 2025.

As requested by DPHI in the relevant RFIs for the North Bridge MODs, this RTS Report provides a consolidated response to the matters raised during the exhibition period of all three modifications.

Consistent with the DPHI's *State significant development guidelines – preparing a submissions report*, a Submissions Register is provided at **Appendix A**. The Submissions Register identifies where each submission is addressed in the Submissions Report.

### 3.1 Overview

During the notification period for the North Bridge MODs, a total of seventy (70) submissions were received and registered on the Planning Portal, including submissions made by government authorities and agencies, and the public. The submissions received for the North Bridge MODs can be classified as follows:

- Six (6) neutral submissions from government agencies and bodies.
- Sixty-four (64) submissions from the community, of which:
  - Twenty-six (26) supported removal of the North Bridge; and
  - Thirty-eight (38) opposed removal of the North Bridge.

Following the notification of the North Bridge MODs, the DPHI on 21 November 2025 requested the Proponent provide a consolidated response to the submissions received.

**Table 3** provides a summary of the agency, authority and public submissions for each MOD.

**Table 3** Submissions received

Submission	Position / No. of submissions
<b>Government agencies and authorities</b>	
City of Sydney Council (Council)	1 – Comments for consideration <sup>1</sup>
Transport for NSW (TfNSW)	3 – Comments for consideration <sup>2</sup>
Heritage NSW	1 – Comments for consideration <sup>3</sup>
Place Management NSW (PMNSW)	1 – Comments for consideration <sup>4</sup>
<b>Public submissions <sup>5</sup></b>	
Support	26
Oppose	38

Furthermore, on 22 December 2025, another RFI was received from the DPHI (“**the Key Issues Letter**”) requesting further information on key issues raised in the submissions. (The Key Issues Letter has not been included in the submissions table above, as it is strictly speaking not a submission.)

<sup>1</sup> Council provided a combined submission for all three North Bridge MODs. This submission has therefore been counted once.

<sup>2</sup> Transport for NSW provided separate submissions for each of the modifications.

<sup>3</sup> Heritage NSW provided a combined submission for all three North Bridge MODs. This submission has therefore been counted once.

<sup>4</sup> PMNSW provided a combined submission for all three North Bridge MODs. This submission has therefore been counted once.

<sup>5</sup> All public submissions were listed under SSD 7874 MOD 6 on the Planning Portal; however, as the issues raised within them are common to all North Bridge MODs, they have been responded to holistically.

## 3.2 DPHI Key Issues Letter

The DPHI Key Issues Letter for the North Bridge MODs dated 22 December 2025 requested further information on issues raised in the submissions. The DPHI listed the issues under the following headings:

- Darling Drive and Murray Street intersection;
- Heritage and Archaeology; and
- Public Domain and Urban Design Guide.

A detailed response to each issue raised in the DPHI Key Issues letter is provided in **Section 5.1** below.

## 3.3 Government and Agency Submissions

A total of six (6) submissions were received from local, state, and federal government agencies, including:

- City of Sydney Council (Council) – provided a single, combined submission for all three North Bridge MODs.
- Transport for NSW (TfNSW) – provided separate submissions for each of the MODs.
- Heritage NSW – provided a single, combined submission for all three MODs.
- Place Management NSW (PMNSW) – provided a single, combined submission for all three MODs.

Each agency provided commentary on and did not explicitly state their support nor opposition to the application. A detailed response to each agency submission is provided in **Section 5.2** below.

## 3.4 Public Submissions

A total of six-four (64) submissions were received from members of the public during the notification of the North Bridge MODs. Of the public submissions received:

- Twenty-six (26) supported removal of the North Bridge; and
- Thirty-eight (38) opposed removal of the North Bridge.

Many submissions also provided additional comments. A detailed response to each public submission is provided in **Section 5.3** below.

## 3.5 Summary of Issues

**Table 4** below summarises the issues raised in the submissions and identifies where they are addressed in this report. The issues are categorised in accordance with template provided in the DPHI's *State significant development guidelines – preparing a submissions report*.

**Table 4** Summary of issues

Category	Issue	Stakeholders	Response
The Project	The left-turn slip lane at the Darling Drive/Murray Street intersection should be removed as an alternative public benefit	<ul style="list-style-type: none"> <li>• DPHI Key Issues Letter</li> <li>• TfNSW</li> <li>• Place Management NSW</li> </ul>	<b>Section 5.1</b>
	Consider external pathway along the rear of the building to link to the Bunn Street bridge	<ul style="list-style-type: none"> <li>• City of Sydney Council</li> </ul>	<b>Section 5.2.1</b>
	Further enhancements should be considered for relocation of public lift	<ul style="list-style-type: none"> <li>• City of Sydney Council</li> </ul>	<b>Section 5.2.1</b>
Procedural Matters	Confirmation of ownership of Murray Street and Darling Drive	<ul style="list-style-type: none"> <li>• DPHI Key Issues Letter</li> </ul>	<b>Section 5.1</b>
	Public Domain and Urban Design Guide requires update	<ul style="list-style-type: none"> <li>• DPHI Key Issues Letter</li> </ul>	<b>Section 5.1</b>
	Amending project after approval is inappropriate / IPC has determined North Bridge should be retained	<ul style="list-style-type: none"> <li>• Public submissions</li> </ul>	<b>Section 5.3</b>

Category	Issue	Stakeholders	Response
<b>Economic, Environmental, and Social Impacts</b>	Confirmation of heritage and archaeology impacts	<ul style="list-style-type: none"> <li>DPHI Key Issues Letter</li> <li>Heritage NSW</li> </ul>	<b>Section 5.1</b>
	Support for removal of the North Bridge, on various grounds including improved views and visibility, safety and security reasons, being incongruous with future character etc	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>While the focus of the submissions report relates to addressing generally negative comments, this needs to be considered holistically with the fact that a large number of the local community supports Mirvac's proposal to not reinstate the North Bridge.</b>
	North Bridge should be retained as it provides safe alternative for elderly, disabled and vulnerable road users	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	North Bridge should be retained as it provides connectivity directly to Pyrmont Bridge for 50 Murray Street, Novotel Ibis Hotel and/or Wilsons carpark	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	Inadequate consideration of additional demand for pedestrian access due to future development	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	Removal of bridge will lead to void / dead end on 50 Murray Street façade	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	Existing pedestrian intersection at Murray Street/Darling Drive is hazardous and not an appropriate alternative to the North Bridge	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	Pedestrian Modelling Assessment is flawed as it was undertaken after bridge has already closed	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	North Bridge is not visually obtrusive especially when compared to previous monorail station	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	Secure access gate should be provided for 50 Murray Street	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	North Bridge is essential to connectivity within the precinct	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	North Bridge is important for heritage, visual and cultural character	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	North Bridge is necessary for pedestrian management during large-scale events	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
<b>Justification and Evaluation of the Project as a Whole</b>	<i>No issues raised.</i>		
<b>Issues Beyond the Scope of the Project</b>	Commentary on realignment of the Darling Drive cycleway	<ul style="list-style-type: none"> <li>City of Sydney Council</li> <li>Transport for NSW</li> </ul>	<b>Section 5.2.1</b> <b>Section 5.2.2</b>
	Height of the northern podium	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>
	Glazing should be provided to 50 Murray Street windows	<ul style="list-style-type: none"> <li>Public submissions</li> </ul>	<b>Section 5.3</b>

## 4.0 Actions Taken Since Exhibition

Since the exhibition of the North Bridge MODs, the Proponent and the project team have undertaken the following actions:

- RFIs dated 21 November 2025 were received from DPHI requesting a review of the submissions be undertaken and a response provided the issues raised in the submissions. On receipt of this correspondence, a review of the submissions and RFI was undertaken.
- The Key Issues Letter was subsequently received from the DPHI on 22 December 2025.
- The Proponent has undertaken a detailed review of the North Bridge MODs with regards to the issues raised in the submissions and the Key Issues Letter.
- The Proponent has met with DPHI to discuss matters raised in submissions and their assessment.
- Where relevant, project documentation has been amended to respond to DPHI feedback, addressing issues raised in submissions, and to provide additional environmental assessment as necessary.

## 5.0 Response to Submissions

This section provides the Proponent’s response to each issue raised in the DPHI Request for Additional Information, government and agency submissions, and public submissions. A line-by-line response to each is provided below.

Consistent with the DPHI’s *State significant development guidelines – preparing a submissions report*, a Submissions Register is provided at **Appendix A**. The Submissions Register identifies where each submission is addressed in the Submissions Report.

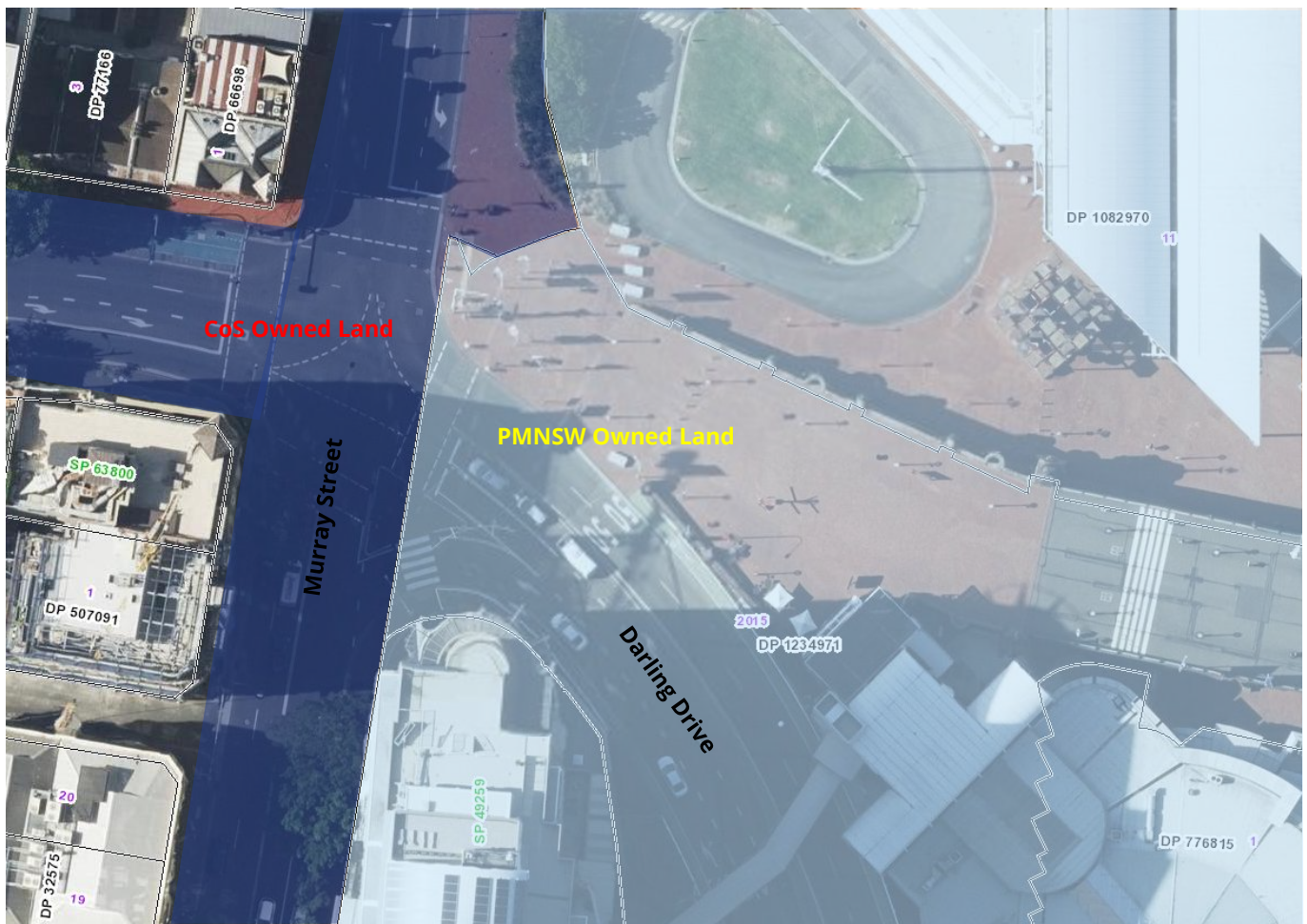
### 5.1 DPHI Key Issues Letter

A response to the DPHI Key Issues Letter is provided in **Table 5** below.

**Table 5** Response to DPHI Key Issues Letter

Category	Item	Response
<b>Darling Drive and Murray Street intersection</b>	As an alternative public benefit to retaining the northern pedestrian bridge, and to provide a safer at-grade environment for pedestrians and cyclists in its absence, the left-turn slip lane at the Darling Drive/Murray Street intersection should be removed, consistent with the recommendations of the independent review and the advice of Transport for NSW.	<p>Mirvac note that there is an existing requirement to upgrade the Darling Drive Cycleway in accordance with condition B22 of SSD 49295711, which is unrelated to the removal of the North Bridge. Notwithstanding, Mirvac acknowledge DPHI’s concerns regarding intersection safety and a redistribution of public benefits associated with the removal of the North Bridge.</p> <p>Following discussions with DPHI, Mirvac provide in-principle agreement to the reasonable funding and delivery of an upgraded Darling Drive/Murray Street intersection, e.g. the removal of the left-turn slip lane. The final extent and design of the upgrade will be subject to further consultation with and approval from TfNSW, PMNSW and Council.</p> <p>To give effect to this position, it is proposed that a condition of consent as follows be imposed:</p> <p><i>Prior to the first Occupation Certificate for Stage 3 (or as otherwise agreed with by the Planning Secretary), upgrades to the eastern side of the Darling Drive and Murray Street intersection to improve pedestrian, cyclist and vehicle safety (e.g. removal of the left turn slip lane) are to be undertaken. The final scope and design of the upgrades are to be determined in consultation with and endorsed by TfNSW, PMNSW and Council.</i></p>

Category	Item	Response
	Confirm ownership of Murray Street and Darling Drive and obtain owners consent if necessary.	Ownership of the Murray Street and Darling Drive intersection is shared between PMNSW and Council (refer to <b>Figure 1</b> below) with TfNSW being responsible for operating and making any changes to the traffic signals. The relevant owners consent for works within the road reserve, in accordance with the proposed condition above, will be sought and provided through the consultation process with TfNSW, PMNSW and Council.
<b>Heritage and Archaeology</b>	Continue to liaise with Heritage NSW and confirm whether the recommendations of the Addendum to the Archaeological Research Design (ARD) Harbourside Shopping Centre, Darling Harbour, by Curio Projects, dated November 2022 remain relevant to the modification application.	The relocation of the pedestrian lift will not result in any additional ground disturbance compared to the project as approved. The location of the lift sits behind the previously approved façade line and therefore does not extend the project disturbance area any further than beyond current approvals.  Therefore, the recommendations of the Addendum to the Archaeological Research Design (ARD) Harbourside Shopping Centre, Darling Harbour, by Curio Projects, dated November 2022 remain unchanged for the project as amended.
<b>Public Domain and Urban Design Guide</b>	Update the Public Domain and Urban Design Guide by fjmt, dated September 2025, to reflect the removal of the North Bridge, including outstanding references to the bridge in Sections 2.2 and 4.2.	Amended Harbourside Public Domain and Urban Design Guidelines (prepared by FJMT and amended by Colliers Urban Planning) have been provided at <b>Attachment B</b> . A tracked changes version is also provided for DPHI's information.



**Figure 1** Darling Drive and Murray Street intersection ownership

## 5.2 Response to Government Agency Submissions

This section responds to submissions received from the following Government bodies and agencies:

- City of Sydney Council (Council);
- Transport for NSW (TfNSW);
- Heritage NSW; and
- Place Management NSW.

### 5.2.1 City of Sydney Council

Council provided a single, combined submission to all three North Bridge MODs. A summary to each item raised by Council in their submission is provided in **Table 6** below.

**Table 6** *Response to City of Sydney Council*

Item	Response
The applications seek to modify the relevant development consents to permit the removal of the northern bridge from the development, currently required to be reinstated, and modifications to the podium to relocate the public lift.	Noted.
The Department should be satisfied that the residents of the adjoining building, most likely to benefit from the northern bridge, are consulted on this proposed change. The Department must also be satisfied that alternative paths of travel provide safe, efficient and accessible options.	Noted. In addition to consultation undertaken as part of the SSD 49653211 approval regarding the North Bridge, the exhibition of the North Bridge MODs has enabled 50 Murray Street residents to review the amendments and provide submissions. A response to public submissions received has been provided at <b>Section 5.3</b> below.
The removal of the northern bridge would take away the most direct accessible link from the west (across Darling Drive) to the publicly accessible roof garden area at the northern end of the podium. The approved Bunn Street bridge does not provide a direct link to the northern garden area. Consideration should be given to providing an external pathway along the rear of the building to link the Bunn Street bridge and the northern roof garden area.	As demonstrated at Section 7.1.1 of the SSD 7874 MOD 6 Modification Report, the removal of the North Bridge would have only negligible impacts on pedestrian circulation and connectivity, as confirmed through a Pedestrian Modelling Assessment (provided at Appendix E of SSD 7874 MOD 6). As discussed at Section 6.3 of the SSD 7874 MOD 6 Modification Report, an external pathway has been explored by the project team and found to be not feasible, predominantly since construction of the building has significantly progressed to the point that such a connection cannot be retroactively added. Furthermore, Mirvac now proposes in-principle agreement to the reasonable funding and delivery of upgrades to the Darling Drive / Murray Street intersection which will improve improved safety and access from Pyrmont to the Waterfront Garden.
The proposed relocation of the public lift near Pyrmont Bridge is generally seen as a positive amendment. Further enhancements should be incorporated to maximise the visibility of the lift, potentially through wayfinding signage, to ensure less mobile pedestrians can easily way find to the lift.	Noted. The design of the relocated public lift is the result of refinement and collaboration with the Harbourside Design Integrity Panel. Over the course of design development, the location of the lift was amended to maximise its visibility from the Waterfront Promenade, including through: <ul style="list-style-type: none"> <li>• Reducing the maximum extent of the Pyrmont Bridge Steps landing, to open up views to the lift from the Waterfront Promenade; and</li> <li>• Introduction of a glazed frontage to animate the lift operations.</li> </ul> This ensures that the lift is visible when viewed from ground floor vantage points including the Waterfront Promenade. Appropriate wayfinding signage will be installed to allow for easy identification of the lift. Further information is provided at Section 7.1 of the SSD 49295711 MOD 8 Modification Report.

Item	Response
The proposed realignment of the Darling Drive cycleway creates a potential conflict for cyclist and vehicles. Cyclists will appear to turn left towards Murray Street out of view before needing to cut back across the slip lane to the pedestrian island. It is suggested that this arrangement be reviewed to prioritise cyclist safety.	The proposed upgrade works to the Darling Drive Cycleway are consistent with those proposed within and approved in principle under SSDA 3. The upgrades were also informed through the recommendations of a Road Safety Audit, the outcomes of which were presented to TfNSW, PMNSW and Council.  Notwithstanding, Mirvac's offer to reasonably fund and deliver improvements to the Darling Drive and Murray Street intersection e.g. through the removal of the left-turn slip lane will have the added benefit of removing this existing conflict point between cyclists and vehicles.

## 5.2.2 Transport for NSW

A response to TfNSW's submissions for each of the North Bridge MODs is provided in **Table 7** below.

**Table 7** Response to Transport for NSW

Item	Response
<b>SSD 7874 MOD 6 submission</b>	
1. TfNSW notes the intent of the proposed concept design changes to the cycle facility on Darling Drive and at the intersection of Darling Drive / Pyrmont Bridge Road / Murray Street / Union Street.	The Darling Drive cycleway upgrades are an existing requirement of SSD 49653211 and are not specifically related to the removal of the North Bridge.
2. The previously provided consent conditions for this development relevant to this matter are as follows: a. "C42. Future Development Application(s) must, in consultation with Council, PMNSW and TfNSW, explore opportunities to improve cycleway connections within and around the development." b. "C43. Future Development Application(s) must, in consultation with Council, PMNSW and TfNSW, explore and implement feasible opportunities to upgrade the Darling Drive Cycleway within the constraints of the existing carriageway, between Murray Street/Union Street intersection (major cycleway) to the roundabout adjacent the site."	The cycleway layout shown within the North Bridge Removal application was provided for information and generally reflected the design established under SSD 49653211 and referenced in Condition B22 and E26, prepared by at&I. This design was developed in response to Concept (SSD 7874) Conditions C42 and C43 and informed through a Road Safety Audit (Condition C36). The outcomes from this Road Safety Audit were presented to TfNSW, PMNSW and Council and the feedback taken on board in developing the mitigation measures/concept for the Darling Drive cycleway upgrades. More specifically consultation undertaken on the findings of the Road Safety Audit and recommended mitigation measures included: <ul style="list-style-type: none"> <li>PMNSW Design workshop 3/11/22: Bicycle Lane Audit - Present the finding and recommendations of the traffic audit for the existing Darling Drive bicycle lane works.</li> <li>PMNSW PCG 10/11/22: Confirming Design Workshop 03.11.22 and information issued 08.11.22. Bicycle Lane Audit - Present the finding and recommendations of the traffic audit for the existing Darling Drive bicycle lane works.</li> <li>TfNSW meeting 8/03/23: Cycle Safety Audit issued to TfNSW for review and comment. TfNSW returned minor comments and agreed on actions raised in the Road Safety Audit.</li> <li>Council correspondence 8/03/23: Minor comments provided by Council on RSA Report.</li> <li>TfNSW meeting 22/03/23: Minor TfNSW comments provided on Cycle Safety Audit.</li> <li>TfNSW meetings on 5/04/23, 19/4/23, 28/4/24: No further actions for Cycle Safety Audit.</li> </ul>
3. The specific treatment shown in Figure 3 and 4 of the Traffic Engineering Paper prepared by ptc. dated 16/9/2025 letter is not supported by TfNSW for the following reasons: a. Guidance on the design of a priority path crossing is provided in AS1742:10 and the associated TfNSW Supplement TS 05384:1.0 dated 18 August 2025. TfNSW's main concern with the proposed treatment shown is that a vehicle approaching the crossing will not have clear sightlines to people riding a bicycle that are about to enter the crossing, approaching from within a vehicle's blind spot. b. It is not clear what the sight line distances are to the existing crossing and how much the proposed treatment would improve the sight lines to the existing crossing. c. There is no indication of the existing cycle lane and adjacent road lane widths or the existing pedestrian, cyclist and vehicle demand at this crossing location. d. Pedestrian and bike lanterns are installed on the eastern leg (Darling Drive) and the northern leg (Murray Street) which allow people riding a bicycle northbound on Darling Street to connect with the cycleway on Union Street. e. Section 2.4.2 of TfNSW's Traffic Signal Design - Section 2 - Warrants states that "if a dedicated bicycle path has been installed on the approach to the pedestrian crossing, and bicycle paths have been provided throughout the rest of the intersection, then regardless of other warrants, the pedestrian crossing should be converted to a signalised marked foot crossing to maintain continuity of the bicycle paths."	Following this consultation and safety audit, the at&I design was submitted with SSD 49653211 and condition B22 was imposed requiring additional consultation be undertaken with TfNSW, PMNSW and Council to finalise the design of the cycleway, but that it must be <b>generally consistent</b> with the at&I design.  Therefore, the additional design commentary raised by TfNSW is not considered to be relevant to the North Bridge removal, but is instead to be resolved in accordance with Condition B22.
4. It is considered that the proposed solution does not adequately address the impacts of the bridge removal nor consent conditions C42 and C43. TfNSW has identified two alternatives that could be	

Item	Response
<p>considered and additional consultation is recommended to be undertaken with the City of Sydney regarding the feasibility and potential implications:</p> <p>a. Removal of the left turn slip lane at the intersection of Darling Drive / Murray Street</p> <p>b. Potential to install a separated uni-directional cycleway on Darling Drive either on the approach to the signalised intersection or for the full length between Murray Street/Union Street and the roundabout to the south on Darling Drive</p>	<p>Further, as described in <b>Table 5</b>, Mirvac provide in-principle agreement to reasonably fund and deliver an upgrade to the Darling Drive/Murray Street intersection, e.g. the removal of the left turn slip lane to the benefit of pedestrian and cyclist accessibility and safety.</p>
<b>SSD 49295711 MOD 8 submission</b>	
<p>The subject modification proposal has been reviewed and no comments are provided at this stage for the above modification proposal. (Objective Reference CD25/04511)</p>	Noted.
<b>SSD 49653211 MOD 1 submission</b>	
<p>The subject modification proposal has been reviewed and no comments are provided at this stage for the above modification proposal. (Objective Reference CD25/04510)</p>	Noted.

### 5.2.3 Heritage NSW

Heritage NSW provided a single, combined submission to all three North Bridge MODs. A summary to each item raised by Heritage NSW in their submission is provided in **Table 8** below.

**Table 8** *Response to Heritage NSW*

Item	Response
<p>We need further information to complete our assessment. We need to confirm if there would be any potential archaeological impacts related to the proposed new lift. This has not been covered in the HIS. Our understanding is that there would probably not be any additional ground disturbance for the lift, but this is not clear in the documentation provided.</p>	<p>The relocation of the pedestrian lift will not result in any additional ground disturbance compared to the project as approved.</p> <p>Therefore, the recommendations of the Addendum to the Archaeological Research Design (ARD) Harbourside Shopping Centre, Darling Harbour, by Curio Projects, dated November 2022 remain unchanged for the project as amended.</p>

### 5.2.4 Place Management NSW

PMNSW provided a single, combined submission to all three North Bridge MODs. A summary to each item raised by PMNSW in their submission is provided in **Table 9** below.

**Table 9** *Response to Place Management NSW*

Item	Response
<p>All components of the existing north bridge infrastructure must be removed in total, and road paving repaired to a satisfactory standard to facilitate potential future reconfiguring of the full road carriageway.</p>	<p>Noted. The intention is for total removal and make-good as required.</p>
<p>The report prepared by PTC highlights proposed cycle lane realignment, associated pavement markings and signage improvements to the northbound lane approaching the intersection and slip lane to improve sight lines and enhance pedestrian and cyclist safety. It is noted that Placemaking NSW installed signage and a convex mirror at this intersection in 2024 as an interim measure, following concerns raised by users of the intersection, citing limited visibility for both pedestrians and vehicles approaching from either direction.</p>	<p>As described in <b>Table 5</b>, there is an existing requirement to upgrade the Darling Drive Cycleway in accordance with condition B22 of SSD 49295711 which is unrelated to the removal of the North Bridge. Notwithstanding, Mirvac acknowledge concerns regarding intersection safety and a redistribution of public benefits associated with the removal of the North Bridge.</p> <p>Mirvac accordingly provide in-principle agreement to reasonably fund and deliver an upgrade to the intersection – e.g. involving the removal of the left turn slip lane which results in improved accessibility and safety outcomes for pedestrians and cyclists. A condition of consent is proposed to give effect to this upgrade. Refer to <b>Table 5</b>.</p>
<p>Further design development is required in conjunction with PMNSW to explore potential upgrades along this section Darling Drive approaching Murray Street intersection, following the removal of the pedestrian bridge, associated infrastructure and make good requirements of the surrounding road pavement to ensure that the best possible outcome is achieved in terms of user safety.</p>	

## 5.3 Response to Public Submissions

The Applicant's responses to the public submissions received are detailed in **Table 10** below. Refer to the Submissions Register at **Appendix A** for a list of all the individual public submissions made and considered.

**Table 10** Response to public submissions

Category	Item	Times raised	Response
<b>The Project</b>	Submission supports removal of the Northern Bridge	26	Noted.
	Submission opposes removal of the Northern Bridge	38	
	Supports relocation of pedestrian lift	5	
	Supports Murray Street intersection upgrades	4	
	Supports rectifier room relocation and upgrades	8	
	Opposes rectifier room relocation and upgrades as not suitable replacement for North Bridge	2	
<b>Procedural Matters</b>	Amending project after approval is inappropriate / IPC has determined North Bridge should be retained	12	Amendments to the design of an approved development are permitted pursuant to Section 4.55 of the EP&A Act and are common for projects of this size and scale.
<b>Economic, Environmental, and Social Impacts</b>	North Bridge should be retained as it provides safe alternative for elderly, disabled and vulnerable road users	26	<ul style="list-style-type: none"> <li>It is acknowledged that the North Bridge provided safe and convenient access for residents of 50 Murray Street to the Monorail station. This is, however, considered to be an outcome that only benefits a select few, compared to the revised design with relocation of the rectifier room and upgrades to the existing public amenities which will benefit all members of the public.</li> <li>Novotel, Ibis Hotel and Wilsons carpark users will be better served by the new Bunn Street bridge, which benefits from a better location and is far more legible. Using this bridge will also only require a short detour for 50 Murray Street residents and does not involve crossing any intersection.</li> <li>Hence, the submitted Pedestrian Modelling Assessment provided at Appendix E of SSD 7874 MOD 6 ("<b>submitted PMA</b>") determines that any impacts due to the removal of the bridge on pedestrian connectivity to be negligible.</li> <li>For users wishing to access the Pyrmont Bridge, the Murray Street/Darling Drive intersection provides an acceptable alternative. Given existing understood safety concerns related to the intersection, Mirvac proposed in-principle agreement to reasonable fund and deliver upgrades to the Murray Street/Darling Drive intersection which will improve pedestrian and cyclist accessibility and safety.</li> </ul> <p>Given the above reasons, the proposed amendments are considered to represent a net benefit for surrounding receivers and users of the site.</p>
	North Bridge should be retained as it provides connectivity directly to Pyrmont Bridge for 50 Murray Street, Novotel Ibis Hotel and/or Wilsons carpark	17	
	Inadequate consideration of additional demand for pedestrian access due to future development	2	

Category	Item	Times raised	Response
	Removal of bridge will lead to void / dead end on 50 Murray Street façade	3	Make good works will occur to repair the void following the North Bridge's removal. If required, a condition of consent can be imposed requiring a gate/fence be installed to prevent pedestrian movements along the footpath to the east of 50 Murray Street.
	Existing pedestrian intersection at Murray Street/Darling Drive is hazardous and not an appropriate alternative to the North Bridge	20	As described in <b>Table 5</b> , there is an existing requirement to upgrade the Darling Drive Cycleway in accordance with condition B22 of SSD 49295711 which is unrelated to the removal of the North Bridge. Notwithstanding, Mirvac acknowledge concerns regarding intersection safety and is willing to agree to a redistribution of public benefits associated with the removal of the North Bridge.  Mircac therefore provide in-principle agreement to upgrade the intersection which results in an improved safety outcome for pedestrians and cyclists. A condition of consent is proposed to give effect to this upgrade. Refer to <b>Table 5</b> .
	Pedestrian Modelling Assessment is flawed as it was undertaken after bridge has already closed	1	It would be impossible to retroactively undertake pedestrian counting for the North Bridge; the submitted PMA provides an indication into how the bridge was used prior to its closure. A thorough assessment of the history of the North Bridge was undertaken and which underpins the proposal for its removal.
	North Bridge is not visually obtrusive especially when compared to previous monorail station	4	The visual assessment provided at Section 7.2 of the SSD 7874 MOD 6 Modification Report demonstrates that removal of the North Bridge will have beneficial visual impacts.
	Secure access gate should be provided for 50 Murray Street	4	A condition of consent can be imposed requiring installation of a secure access gate if formally requested by the landowner/Strata Corporation of 50 Murray Street (since the Proponent does not own the land on which the gate is to be installed).
	North Bridge is essential to connectivity within the precinct	4	The submitted PMA determines that the North Bridge is not well used and any pedestrian displacement onto existing footpaths would also be minimal. The design of the Harbourside Redevelopment as a whole has prioritised pedestrian movement through and around the site, through provision of the Bunn Street Bridge, new stairs and lifts connecting into the key surrounding pedestrian infrastructure.
	North Bridge is important for heritage, visual and cultural character	3	The North Bridge is not listed as a heritage item in any environmental planning instrument and being a remnant from the original monorail station, does not integrate well into the approved Harbourside podium and tower design. It has been assessed as contributing to visual clutter and view impacts, which its removal will benefit directly.
	North Bridge is necessary for pedestrian management during large-scale events	3	The submitted Pedestrian Modelling Review determines that the North Bridge is not well used, and its removal will have only minimal implications for pedestrian impact modelling. Large events will be subject to a management plan which provides for appropriate pedestrian movement through the site utilising the other extensive pedestrian infrastructure that will be provided as a part of the redevelopment.
<b>Justification and Evaluation of the Project as a Whole</b>	<i>No issues raised.</i>	<i>N/A</i>	<i>N/A</i>

Category	Item	Times raised	Response
Issues Beyond the Scope of the Project	Height of the northern podium	1	The height of the northern podium does not change as a result of the North Bridge MODs.
	Glazing should be provided to 50 Murray Street windows	3	This is not a relevant matter for consideration for the Harbourside project and is not materially impacted by the proposed removal of the North Bridge.

## 6.0 Updated Project Justification

Following notification of the North Bridge MODs (SSD 7874 MOD 6, SSD 49295711 MOD 8, and SSD 49653211 MOD 1) from 30 October to 17 November 2025, the Proponent has comprehensively reviewed each submission made by Government bodies and agencies, Council, and the community. This Submissions Report demonstrates these have been considered and addressed.

Mirvac remain fully committed to the removal of the North Bridge as its retention has been found to be detrimental to the outcomes of the Harbourside project, including for the following reasons:

- Being an aged asset associated with a now-demolished monorail station, the built form of the bridge integrates poorly with the new Harbourside building.
- The demolition of the bridge will facilitate an improved design outcome for the Waterfront Garden and Pyrmont Bridge landing.
- The removal of the Bridge will improve views from lower and mid-level 50 Murray Street apartments to the harbour.
- The new Bunn Street Bridge through-site link being delivered under the site's redevelopment provides a much more convenient connection from Pyrmont to the waterfront and has reduced the usefulness of the North Bridge.

To ensure that there is no net reduction in public benefits delivered by the Harbourside project due to the North Bridge's removal, the Proponent is committing to the relocation of the rectifier room and upgrades to the existing public amenities located beneath the Pyrmont Bridge to the north of the site which will provide a genuine public benefit to all members of the public and not just a select few, as the North Bridge provided.

Furthermore, in response to submissions received and ongoing consultation with DPHI, the Proponent acknowledges general concerns regarding safety at the Darling Drive/Murray Street intersection, and the redistribution of public benefits associated with the removal of the North Bridge. As such, Mirvac now provide in-principle agreement to upgrade the intersection (e.g. through removal of the left turn slip lane) which results in improved accessibility and safety outcomes for pedestrians and cyclists. A condition of consent is proposed to give effect to this upgrade as described in **Table 5**.

It has been demonstrated that the proposed amendments will not give rise to unacceptable environmental impacts and is supportable from a planning perspective. Therefore, it is recommended that the North Bridge MODs be approved subject to standard conditions of consent, given that they:

- are consistent with the relevant strategic planning framework and guidelines;
- are consistent with the relevant statutory legislation and requirements;
- will not generate unreasonable environmental impacts; and
- are suitable for the site, and in the public interest.

# Attachment A – Submissions Register

Category	Name	Section where addressed in report
<b>Consent Authority</b>	Department of Planning, Housing and Infrastructure	<b>Section 5.1</b>
<b>Councils</b>	City of Sydney Council	<b>Section 5.2.1</b>
<b>Public Authorities</b>	Transport for NSW (3x submissions)	<b>Section 5.2.2</b>
	Heritage NSW	<b>Section 5.2.3</b>
	Place Management NSW	<b>Section 5.2.4</b>
<b>Individuals</b>	Abdo	<b>Section 5.3</b>
	Beatty Hughes & Associates	<b>Section 5.3</b>
	Bernie Wallace	<b>Section 5.3</b>
	Bruce Hunter	<b>Section 5.3</b>
	Carolyn Samer	<b>Section 5.3</b>
	Christopher and Ellen Stiles	<b>Section 5.3</b>
	Claire King	<b>Section 5.3</b>
	Cole Sealeaf	<b>Section 5.3</b>
	Cong Ngo	<b>Section 5.3</b>
	Darren Mills	<b>Section 5.3</b>
	Dawn Veloskey	<b>Section 5.3</b>
	Emily Wang	<b>Section 5.3</b>
	ES Seelan	<b>Section 5.3</b>
	Ethan Maher	<b>Section 5.3</b>
	Geraldine Campbell	<b>Section 5.3</b>
	Glenn Taylor	<b>Section 5.3</b>
	Guy & Josie Di Benedetto	<b>Section 5.3</b>
	Helen Stojkovic	<b>Section 5.3</b>
	Hemant Vaswani	<b>Section 5.3</b>
	Irene Mitchell	<b>Section 5.3</b>
	Jamie Tudor	<b>Section 5.3</b>
	Jeanette Hayes	<b>Section 5.3</b>
	Jeff & Lulu Bost	<b>Section 5.3</b>
	Jenny Matthews	<b>Section 5.3</b>
	John Clancy	<b>Section 5.3</b>
	John Stojkovic	<b>Section 5.3</b>
	Joshua Finer	<b>Section 5.3</b>
	Jukes Neville	<b>Section 5.3</b>
	Karry Keogh	<b>Section 5.3</b>
	Kathryn & Richard Tjong	<b>Section 5.3</b>
Kayoko Davis	<b>Section 5.3</b>	

Category	Name	Section where addressed in report
	Kevin Crosland	Section 5.3
	Lauren Wallace	Section 5.3
	Louise Biti	Section 5.3
	Maria Moraleda	Section 5.3
	Mark Constantine	Section 5.3
	Mark Harvey	Section 5.3
	Marlene McGrath & Alan Hickling	Section 5.3
	Michael Baston	Section 5.3
	Michael Heytman	Section 5.3
	Mona Matalani	Section 5.3
	Morgan Gleeson	Section 5.3
	Nicholas Wu	Section 5.3
	Opal Kiang	Section 5.3
	P. Wallace	Section 5.3
	Pam Warton	Section 5.3
	Patricia Jukes	Section 5.3
	Pearl & Ekrem Seref	Section 5.3
	Rick Sellers	Section 5.3
	Robert Leslie & Zan Zhou	Section 5.3
	Russell Waddington	Section 5.3
	Sarah Furney	Section 5.3
	Sophia Lee	Section 5.3
	Stephanie Wang	Section 5.3
	Susan Connery	Section 5.3
	Tenille Wallace	Section 5.3
	Tim Furney	Section 5.3
	William Houghton	Section 5.3
	Yanis Elksnis	Section 5.3
	<i>Name Withheld</i>	Section 5.3
	<i>Name Withheld (2)</i>	Section 5.3
	<i>Name Withheld (3)</i>	Section 5.3
	<i>Name Withheld (4)</i>	Section 5.3
	<i>Name Withheld (5)</i>	Section 5.3



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