

# Section 4.55(1A) Modification Application

SSD 49295711 MOD 8

Harbourside Shopping Centre Redevelopment – Podium & Tower

Submitted to Department of Planning, Housing and Infrastructure  
on behalf of Mirvac



Prepared by Ethos Urban, a Colliers Company.  
25 September 2025 | 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.

Ethos Urban 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, present and emerging.





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.

*In March 2025, Ethos Urban took a major step toward future growth by partnering with leading professional services firm, Colliers. While our name evolves, our commitment to delivering high-quality solutions remains unchanged—now strengthened by broader access to property and advisory services and expertise.*

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25 September 2025	25 September 2025

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B. Design Report	<i>Snøhetta + Hassell</i>
C. DIP Meeting Minutes	<i>Urbis</i>
D. Reflectivity Assessment	<i>RWDI</i>
E. View Impact Assessment	<i>Virtual Ideas</i>
F. Accessibility Statement	<i>Phillip Chun</i>

# 1.0 Introduction

This Modification Application has been prepared by Ethos Urban on behalf of Mirvac Retail Sub SPV Pty Ltd (Mircac), the applicant, pursuant to Section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to modify Development Consent SSD 49295711 relating to the detailed design, construction, and operation of the new Harbourside podium and tower building.

This application forms part of a suite of Modification Applications to SSD 7874, SSD 49295711, and SSD 49653211 to remove the existing North Bridge from the Harbourside project. 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 site's redevelopment. These modifications together seek approval for demolition of the remaining bridge structure, non-re-instatement 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.

Specifically, this Modification Application (SSD 49295711 MOD 8) seeks consent for the following:

- Amendments to the built form to align with the demolition of the North Bridge under SSD 7874 MOD 6; and
- Relocation of the pedestrian lift connecting the Waterfront Garden to the Waterfront Promenade to improve connectivity.

This Modification Application identifies the consent, describes the proposed modifications, and provides an assessment of the relevant matters contained in Section 4.55(1A) of the EP&A Act. It has been prepared and set out in accordance with the Department of Planning, Housing, and Infrastructure (DPHI)'s *State significant development guidelines – preparing a modification report* (October 2022). It should be read in conjunction with the documentation appended to this report (refer to Table of Contents).

## 1.1 The applicant

The applicant for this Modification Application is Mirvac Retail Sub SPV Pty Ltd (Mircac). The applicant's details are presented in **Table 1**.

**Table 1** Applicant details

Applicant	Mircac Retail Sub SPV Pty Ltd
Address	Level 28, 200 George Street, Sydney NSW 2000
ABN	34 122 863 521

## 1.2 Project background

Mircac acquired the Harbourside Shopping Centre site in 2013 and is currently redeveloping the site to realise its potential as a world class mixed-use development, meeting the needs of tourists and Sydneysiders alike. The redevelopment of Harbourside Shopping Centre has been approved through the State Significant Development Application (SSDA) process, via the following applications (**Table 2**).

**Table 2** Summary of Harbourside SSDAs

Application	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 Modification Application relates specifically to SSD 49295711 (also known as SSDA 2), as further described below.

### 1.3 Consent proposed to be modified – SSD 49295711

SSD 49295711 was approved by the Minister of Planning and Public Spaces on 4 December 2023 for the detailed design, construction and operation of the new podium and tower Harbourside building, including basement. It is described in its development consent as:

*Redevelopment of former Harbourside Shopping Centre, comprising:*

- construction of a 50 storey development (RL 170) including tower, podium and basement levels for residential accommodation, office and retail;
- parking for cars, motorcycles, service vehicles and bicycles;
- provision of hard and soft landscaping and through site links;
- electricity and stormwater infrastructure; and
- consolidation and stratum subdivision of the site.

An artist's impression of the redeveloped Harbourside site is provided in **Figure 1**.



**Figure 1** Artist's impression of the redeveloped Harbourside site

Source: Snøhetta and Hassell

#### 1.3.1 Subsequent modification applications

This Modification Application represents the eighth modification sought to SSD 49295711 since its approval (i.e., MOD 8). A summary of existing modifications to the consent is provided in **Table 3** below.

**Table 3** Other modification applications to SSD 49295711

Modification	Description	Determination
SSD 49295711 MOD 1	Adjustments to apartment layout on levels 9 – 45 of the residential tower, including adjustments to unit mix.	Approved 3 July 2024.
SSD 49295711 MOD 2	<ul style="list-style-type: none"> <li>• Expansion of potential land uses on level 1 to include event and conference uses;</li> <li>• Amendments to podium layout and design;</li> <li>• Amendments to residential tower layout and design,</li> <li>• Minor amendments to basement layout;</li> <li>• Various amendments to building services, plant, podium rooftop and facades; and</li> <li>• Inclusion of design changes to the Bunn Street through-site link.</li> </ul>	Approved 11 April 2025.

Modification	Description	Determination
SSD 49295711 MOD 3	<ul style="list-style-type: none"> <li>Amendments to the timing of several conditions of consent to align construction certificate timing with the broader project delivery strategy and SSD 49653211 (SSDA 3) public domain works.</li> <li>A minor amendment to the extent of the Level 4 podium plant area.</li> </ul>	Approved 12 March 2025.
SSD 49295711 MOD 4	<ul style="list-style-type: none"> <li>Amalgamation of apartments and other minor changes related to prospective purchaser requests.</li> </ul>	Approved 14 July 2025.
SSD 49295611 MOD 5	<ul style="list-style-type: none"> <li>Minor administrative amendments to various conditions of consent to enable staged occupation of the development.</li> </ul>	Approved 8 September 2025.
SSD 49295711 MOD 6	<ul style="list-style-type: none"> <li>Extended construction hours to SSD 49295711 for certain works, subject to strict criteria and conditions of consent.</li> <li>Minor amendment to ground floor retail back of house corridor.</li> </ul>	Under assessment.
SSD 49295711 MOD 7	<ul style="list-style-type: none"> <li>Installation of a new substation beneath Darling Drive;</li> <li>Installation of fire protection hoods to approved substations beneath Darling Drive;</li> <li>Addition of horizontal façade projection above the northern commercial tenancy Ground Level entrance and Level 2 commercial entrance; and</li> <li>Reconfiguration of retail tenancies fronting the Waterfront Garden.</li> </ul>	Under assessment.

The scope of this modification does not overlap with MODs 6 – 7 and they can be assessed concurrently.

## 1.4 Concurrent applications

As above, this application forms part of 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 as delineated in **Section 1.2**, amendments are required to the Harbourside Concept Approval (SSD 7874), SSD 49295711, and SSD 49653211 to remove the bridge.

These applications should be read concurrently. A summary of these applications is provided in **Table 4** below.

**Table 4 North Bridge Modification Applications**

Modification	Summary of scope
SSD 7874 MOD 6	<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>
<b>SSD 49295711 MOD 8 (this application)</b>	<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	<ul style="list-style-type: none"> <li>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.</li> </ul>

## 1.5 Pre-lodgement consultation

Pre-lodgement consultation has been undertaken with the surrounding community, DPHI and the DIP. The details of the consultation are provided in **Section 6.0**.

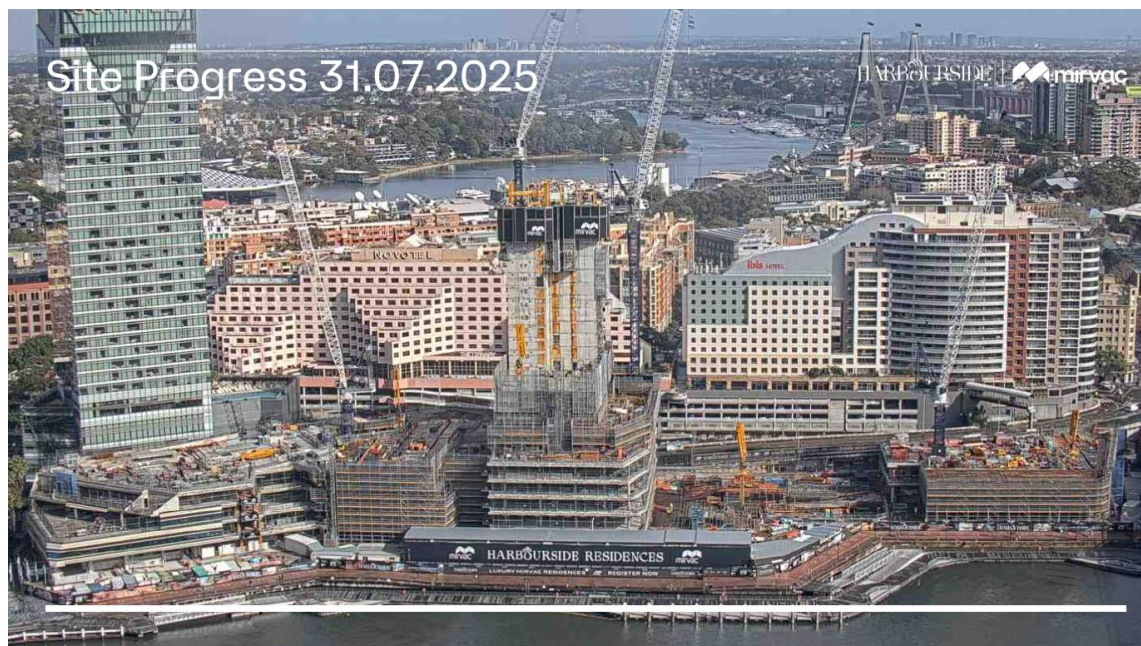
## 2.0 Strategic context

### 2.1 Project site

This Modification Application does not seek to change the extent of the SSD 49295711 project site. The extent of the Harbourside redevelopment site continues to comprise:

- The extent of the previous Harbourside Shopping Centre building that has since been demolished, being Lots 1-10, 12-15, 17 in DP776815; and
- Part of the surrounding public domain, being part of Lot 2015 in DP1234971 and Lot 300 in DP836419.

Following approval of the relevant applications identified in **Section 1.2** above, construction works are well progressed on-site, with early works (demolition and excavation) completed and basement and podium works well underway. Progress at the site as of July 2025 is provided in **Figure 2** below.



**Figure 2 Construction progress at the Harbourside site (July 2025)**

Source: Mirvac

### 2.2 Strategic justification

The existing North Bridge on the site was originally built to service the now-demolished monorail station at the northern end of the Harbourside site. The bridge is located near the Pyrmont Bridge approach where the former monorail station once stood and connects to the 50 Murray Street / Ibis Hotel building across Darling Drive and the light rail corridor.

The redevelopment of Harbourside originally sought to refurbish this dated asset, including repainting the bridge structure, new paving, new balustrading and handrails, and the like.

However, as detailed design of Harbourside has progressed, the retention of this bridge has been found to be detrimental to the outcomes of the 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 also 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.

Further, during the public exhibition of SSD 49653211, 18 public submissions were received requesting the bridge's removal. This represented a significant portion of the 76 total submissions received (refer to SD 49653211 Response to Submissions Report prepared by Ethos Urban dated 10 October 2024 for further information).

In light of the above, Mirvac has undertaken further analysis on the benefits and drawbacks of the North Bridge and decided upon its removal.

The removal of the North Bridge also presents an opportunity to relocate the pedestrian lift connecting the Waterfront Garden and the Waterfront Promenade. The currently approved lift is a reconstruction of the previously existing lift at the Bridge, which is in a suboptimal location, constrained by the Bridge's location and lift shaft. Deletion of the North Bridge enables the lift to be relocated within the Waterfront Garden, further optimising its connectivity and visibility with a new contemporary and lightweight overrun structure (**Figure 3**), and better integrating it into the Harbourside building.



Current Pyrmont Lift Location - Waterfront Garden



Proposed Pyrmont Lift Relocation - Waterfront Garden

**Figure 3** *Proposed relocation of the pedestrian lift within the Waterfront Garden, with new contemporary and lightweight overrun structure*

Source: Snøhetta + Hassell

Furthermore, to ensure there is no net reduction in public benefits delivered by the Harbourside project due to the North Bridge's removal, Mirvac is now committing to relocating the adjacent rectifier room to the north and refurbishing/upgrading the existing public amenities located beneath the Pyrmont Bridge. This has been reflected within the Amended Harbourside Design Guidelines (refer to SSD 7874 MOD 6). As these works lie outside the Harbourside site, they are being progressed through separate discussions with Place Management NSW.

### 2.3 Consistency with strategic framework

The removal of the North Bridge forms only a very small part of the Harbourside project when considered against the scope and scale of the site's redevelopment in its entirety. The amendments do not change the project's compliance with the relevant strategic framework including the following documents:

- Greater Sydney Region Plan;
- Eastern City District Plan;
- Pyrmont Peninsula Place Strategy; and
- City of Sydney Local Strategic Planning Statement.

As such, the proposed development, as modified, will not generate unacceptable cumulative impacts. As noted above, connectivity at the Harbourside site will continue to be maintained with the new Bunn Street through-site link and relocated pedestrian lift connecting the Waterfront Garden to the Waterfront Promenade. Environmental impacts of this modification have been assessed at **Section 7.0** below and have been found to be appropriate.

## 3.0 Description of the modifications

This Modification Application seeks consent for the following:

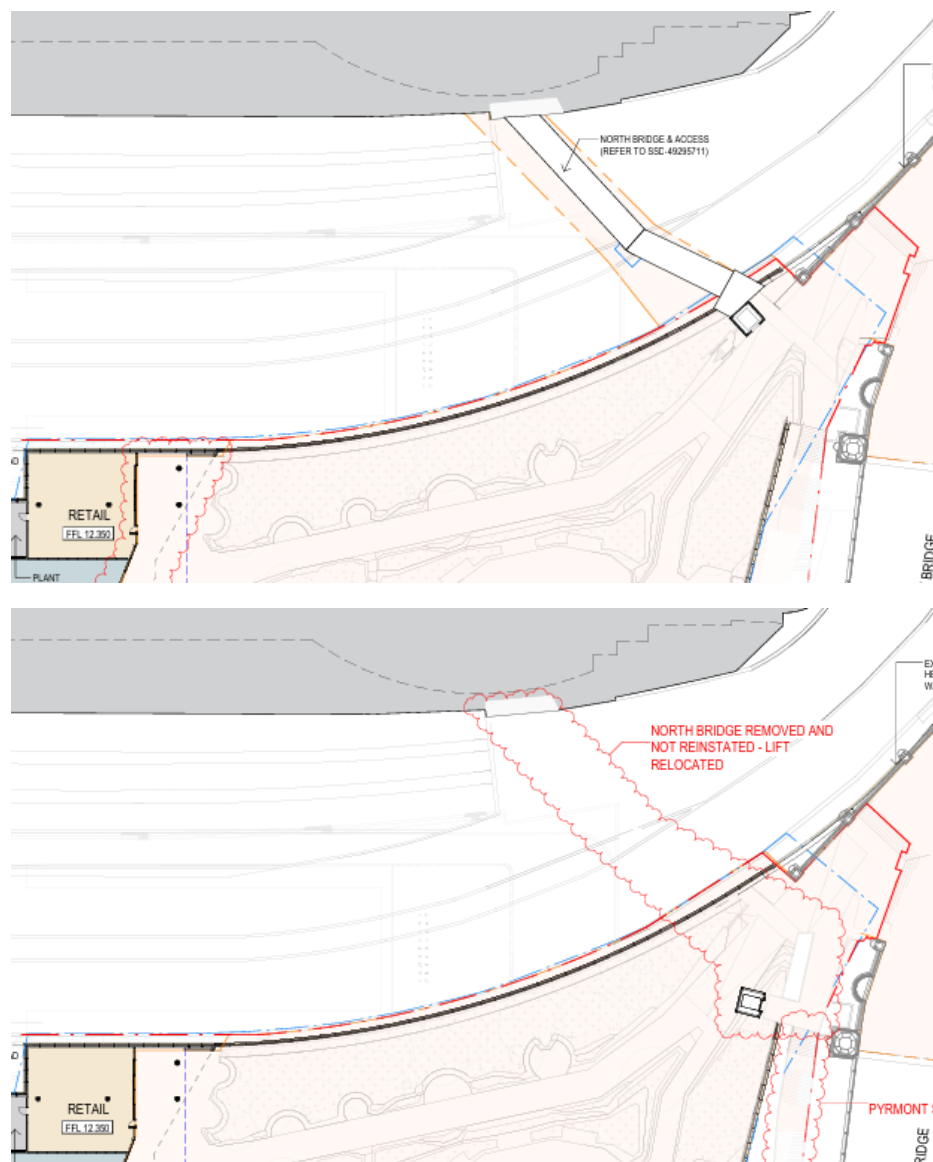
- Amendments to the built form to align with the demolition of the North Bridge under SSD 7874 MOD 6; and
- Relocation of the pedestrian lift connecting the Waterfront Garden to the Waterfront Promenade to improve connectivity.

The proposed amendments will be undertaken in accordance with the Amended Architectural Plans (**Appendix A**) and accompanying Design Report (**Appendix C**) prepared by Snøhetta + Hassell. They are further described in the below subsections.

### 3.1 Amendments to built form

It is proposed to amend the SSD 49295711 built form to accommodate the removal of the North Bridge connection at the Waterfront Promenade under SSD 7874 MOD 6 (**Figure 4**). Amendments to the built form are minor in nature and comprise the removal of the stair access to the North Bridge, and relocation of the pedestrian lift (which is further described below).

Additional information is provided in the Amended Architectural Plans (**Appendix A**) and accompanying Design Report (**Appendix C**) prepared by Snøhetta + Hassell.



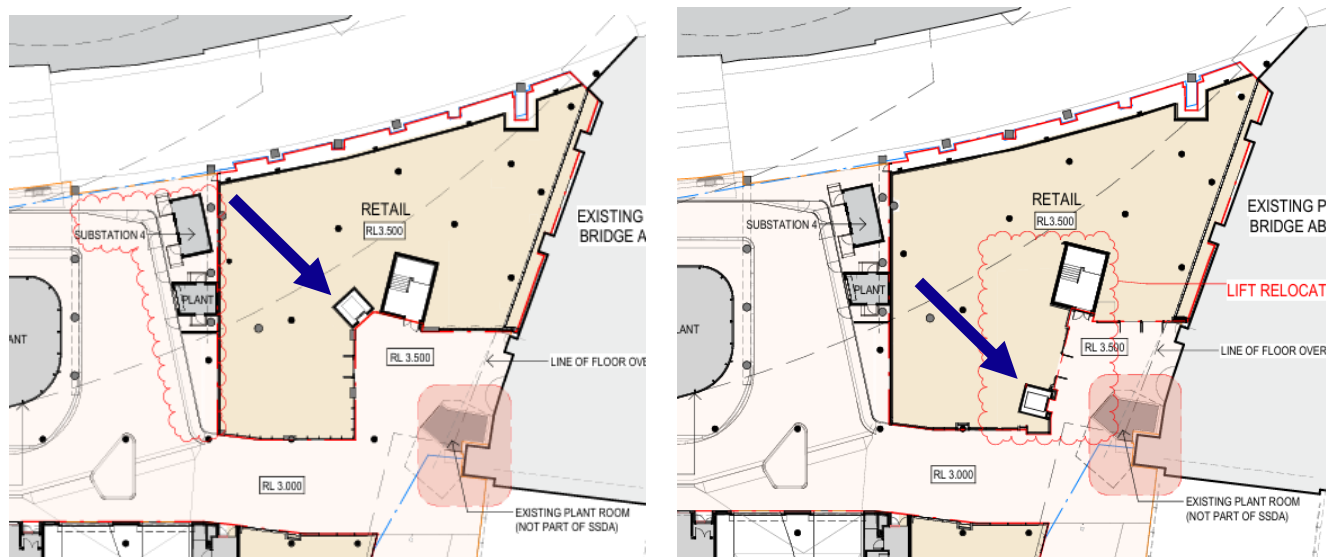
**Figure 4** SSD 49295711 built form, MOD 7 (top) and as amended without North Bridge (bottom)

Source: Snøhetta + Hassell

### 3.2 Relocation of pedestrian lift

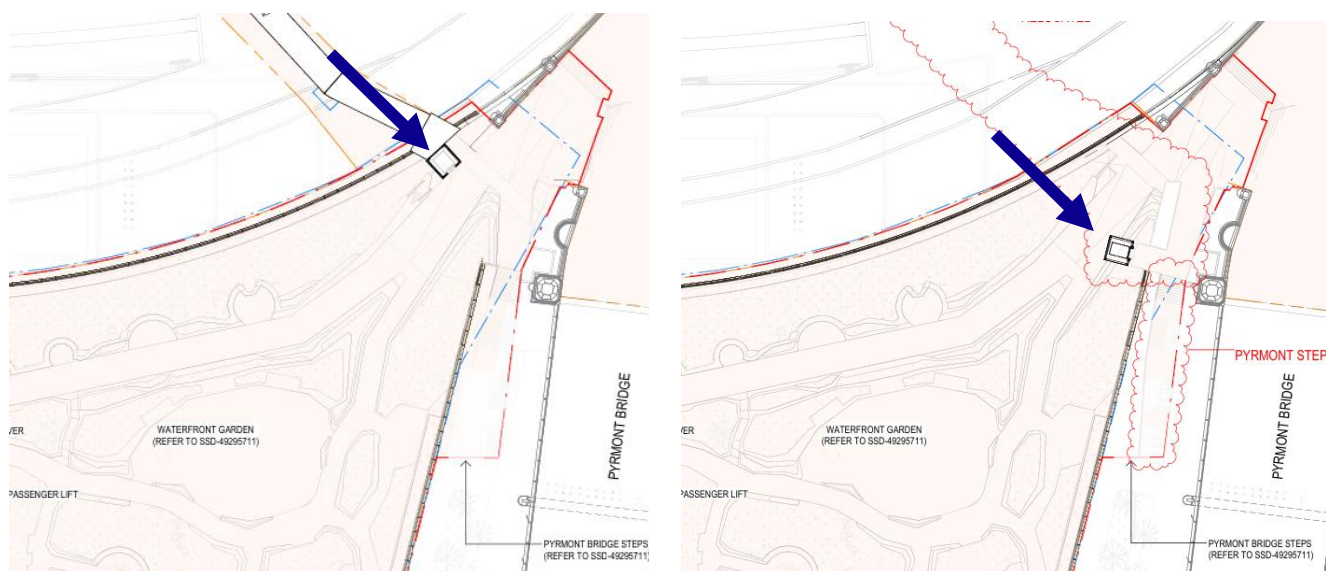
The currently approved lift between the Waterfront Garden and Waterfront Promenade is a reconstruction of the previously existing lift at the North Bridge, with its location being constrained by the Bridge's location. The removal of the North Bridge means that co-location of the North Bridge with the lift is no longer required. Therefore, it is proposed to relocate the pedestrian lift within the Waterfront Garden to synergise better with the Pymont Steps, further optimising its connectivity and visibility.

A comparison between the approved and proposed location of the pedestrian lift is provided in **Figures 5 – 6** below. Additional information and design justification is provided in the Amended Architectural Plans (**Appendix A**) and accompanying Design Report (**Appendix C**) prepared by Snøhetta + Hassell.



**Figure 5 MOD 7 (left) vs amended (right) lift location – ground level (Waterfront Promenade)**

Source: Snøhetta + Hassell, edits by Ethos Urban



**Figure 6 MOD 7 (left) vs amended (right) lift location – level 2 (Waterfront Garden)**

Source: Snøhetta + Hassell, edits by Ethos Urban

### 3.3 Amendments to conditions

The proposed amendments described above necessitate amendments to the consent conditions which are identified below. Words proposed to be deleted are shown in **~~bold strike through~~** and words to be inserted are shown in ***bold italics***.

## Condition A2

The development must only be carried out:

- (a) in compliance with the conditions of this consent;
- (b) in accordance with all written directions of the Planning Secretary;
- (c) generally in accordance with the EIS, RtS and RRFI;
- (d) As amended by, and generally in accordance with, the following modification applications:

[...]

**(viii) Section 4.55(1A) Modification Application report prepared for SSD 49295711 MOD 8 by Ethos Urban dated 17 September 2025.**

(e) in accordance with the approved plans in the table below (except where amended by the conditions of consent):

Architectural Plans prepared by Snøhetta + Hassell			
Plan No.	Rev	Name of Plan	Date
AR-SSDA2- 0000_00	<b>E F</b>	Cover Sheet + Drawing List	<b>02/04/2025 11/09/2025</b>
AR-SSDA2- 0100_00	<b>D E</b>	Site Plan	<b>06/06/2024 11/09/2025</b>
[...]			
AR-SSDA2- 1100_00	<b>E H</b>	General Arrangement - L00 Ground Plan	<b>06/06/2024 11/09/2025</b>
AR-SSDA2- 1101_00	<b>D F</b>	General Arrangement - L01 Plan	<b>06/06/2024 11/09/2025</b>
AR-SSDA2- 1102_00	<b>D F</b>	General Arrangement - L02 Plan	<b>06/06/2024 11/09/2025</b>
AR-SSDA2- 1103_00	<b>D F</b>	General Arrangement - L03 Plan	<b>06/06/2024 11/09/2025</b>
AR-SSDA2- 1104_00	<b>E F</b>	General Arrangement - L04 Plan	<b>22/11/2024 11/09/2025</b>
AR-SSDA2- 1105_00	<b>D E</b>	General Arrangement - L05 Plan	<b>12/06/2024 11/09/2025</b>
AR-SSDA2- 1105_01	<b>D E</b>	General Arrangement - L05 Plan	<b>12/06/2024 11/09/2025</b>
[...]			
AR-SSDA2- 2000_00	<b>G J</b>	General Arrangement - North Elevation	<b>02/04/2024 11/09/2025</b>
AR-SSDA2- 2000_01	<b>F G</b>	General Arrangement - North Elevation - Part 1	<b>19/12/2024 11/09/2025</b>
AR-SSDA2- 2000_02	G	General Arrangement - North Elevation - Part 2	02/04/2025
AR-SSDA2- 2001_00	<b>G H</b>	General Arrangement - South Elevation	<b>02/04/2024 11/09/2025</b>
AR-SSDA2- 2001_01	<b>F G</b>	General Arrangement - South Elevation - Part 1	<b>19/12/2024 11/09/2025</b>
AR-SSDA2- 2001_02	G	General Arrangement - South Elevation - Part 2	02/04/2025
AR-SSDA2- 2002_00	<b>G H</b>	General Arrangement - East Elevation	<b>02/04/2024 11/09/2025</b>
AR-SSDA2- 2002_01	F	General Arrangement - East Elevation - Part 1	19/12/2024
AR-SSDA2- 2002_02	<b>F G</b>	General Arrangement - East Elevation - Part 2	<b>19/12/2024 11/09/2025</b>
AR-SSDA2- 2002_03	G	General Arrangement - East Elevation - Part 3	02/04/2025
AR-SSDA2- 2003_00	<b>G H</b>	General Arrangement - West Elevation	<b>02/04/2024 11/09/2025</b>
AR-SSDA2- 2003_01	<b>F G</b>	General Arrangement - West Elevation - Part 1 & 2	<b>19/12/2024 11/09/2025</b>
AR-SSDA2- 2003_02	G	General Arrangement - West Elevation - Part 3	06/06/2024
AR-SSDA2- 3000_00	F	Section A & B	02/04/2025
AR-SSDA2- 3001_00	G	Section C	02/04/2025
AR-SSDA2- 3001_01	G	Section C - Part 1	02/04/2025
AR-SSDA2- 3001_02	F	Section C - Part 2	02/04/2025
AR-SSDA2- 3002_00	<b>G H</b>	Section D	<b>02/04/2024 11/09/2025</b>
[...]			

**Explanation:** To reflect the proposed amendments, as shown within the Amended Architectural Plans (Appendix A).

## Condition A6

A6. This consent does not approve the following:

- (a) the detailed fit-out and operation of the retail premises;
- (b) the detailed fit-out of office accommodation;

(c) licenced areas or outdoor dining areas;

(d) landscaping, fit-out and embellishment works within the public domain including:

(i) the Waterfront Promenade, Waterfront Steps, Waterfront Garden;

(ii) Pyrmont Steps, Bunn Street Bridge and the fit-out of Bunn Street pedestrian through site link and the two ground floor level through site links;

(iii) event spaces and retail outdoor promenade areas;

(iv) vehicle arrival including pick-up/drop-off area and all non-residential visitor bicycle spaces;

(e) the northern podium lift (**located adjoining Waterfront Steps**) above RL12.5 providing access / connection between the foreshore and the Waterfront Garden;

(f) the Public Art Strategy and the Events Management Plan; and

(g) the installation of signage.

Where required, separate approvals must be obtained from the relevant consent authority (except where exempt and/or complying development applies).

**Explanation:** Amendments to the wording of Condition A6 – Limits on Consent are required to allow the new relocated North Bridge lift to be approved in SSDA2. The wording proposed allows this to occur, while deferring the second lift overrun near the Waterfront Steps to the SSDA3 consent (already approved).

## 4.0 Substantially the same development

Section 4.55(1A) of the EP&A Act states that a consent authority may modify a development consent if “it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all)”.

In this regard:

- The proposed amendments relate only to the removal of the North Bridge and relocation of associated pedestrian lift, which only forms a minor component of the Harbourside redevelopment when considered against the overall scope and scale of the project.
- The proposed amendments do not change any of the fundamental characteristics of the Harbourside development as a mixed-use building with non-residential podium and residential tower.
- The proposed amendments do not change any land use, GFA cap, building envelope, or any of the key parameters of the approved Harbourside building.
- The proposed amendments will not introduce adverse environmental impacts or substantially alter the environmental impact of the approved development, as demonstrated in **Section 7.0**.

Therefore, the project remains substantially the same as the development for which consent was originally granted.

## 5.0 Statutory context

The proposed amendments do not alter SSD 49295711's consistency with the relevant planning legislation, including with regards to the following matters as set out in accordance with the DPHI's *State significant development guidelines – preparing a modification report* (October 2022), as summarised in **Table 5** below.

**Table 5** Consistency with statutory context

Category	Discussion
Power to grant approval	The project remains State Significant Development by virtue of clause 2, schedule 2, chapter 2 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> (Planning Systems SEPP) as the site is located within Darling Harbour and has a CIV of more than \$10 million.
Permissibility	No changes are proposed to land use; the project remains permissible with consent under Chapter 3 of <i>State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021</i> .
Other approvals	The proposed amendments do not alter SSD 49295711's consistency with that of the following, as identified within the EIS for SSD 49295711: <ul style="list-style-type: none"> <li>• Legislation that must be applied consistently to State Significant Development under Section 4.42 of the EP&amp;A Act; and</li> <li>• Consistency with the <i>Environmental Protection and Biodiversity Act 1999 Act</i>, as the project is not a matter of National Environmental Significance.</li> </ul>
Pre-conditions to exercising power to grant approval	The proposed amendments do not alter SSD 49295711's consistency with the following pre-conditions to exercising power to grant approval, as identified within the EIS: <ul style="list-style-type: none"> <li>• BDAR Waiver issued for the project pursuant to the <i>Biodiversity Conservation Act 2016</i>;</li> <li>• Consultation and concurrence requirements of <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>; and</li> <li>• Contamination considerations pursuant to <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>.</li> </ul>
Mandatory matters for consideration	<ul style="list-style-type: none"> <li>• <i>State Environmental Planning Policy (Housing) 2021</i></li> <li>• <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i></li> <li>• Objects of the EP&amp;A Act</li> <li>• <i>State Environmental Planning Policy (Industry and Employment) 2021</i></li> <li>• <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></li> <li>• <i>Environmental Planning and Assessment Regulations 2021</i></li> </ul> <p>The proposed amendments do not change SSD 49295711's consistency with these mandatory matters for consideration.</p>

### 5.1 Consistency with the Harbourside Concept Approval

The Harbourside Concept Approval (SSD 7874) sets out the relevant planning parameters to guide the detailed design and construction of the redeveloped Harbourside site. SSD 49295711 is required to be consistent with SSD 7874 pursuant to section 4.24 of the EP&A Act, which states that “while any consent granted on the determination of a concept development application for a site remains in force, the determination of any

As noted above in **Section 1.4**, this Modification Application is lodged with a concurrent modification to the Harbourside Concept Approval (SSD 7874 MOD 6) for:

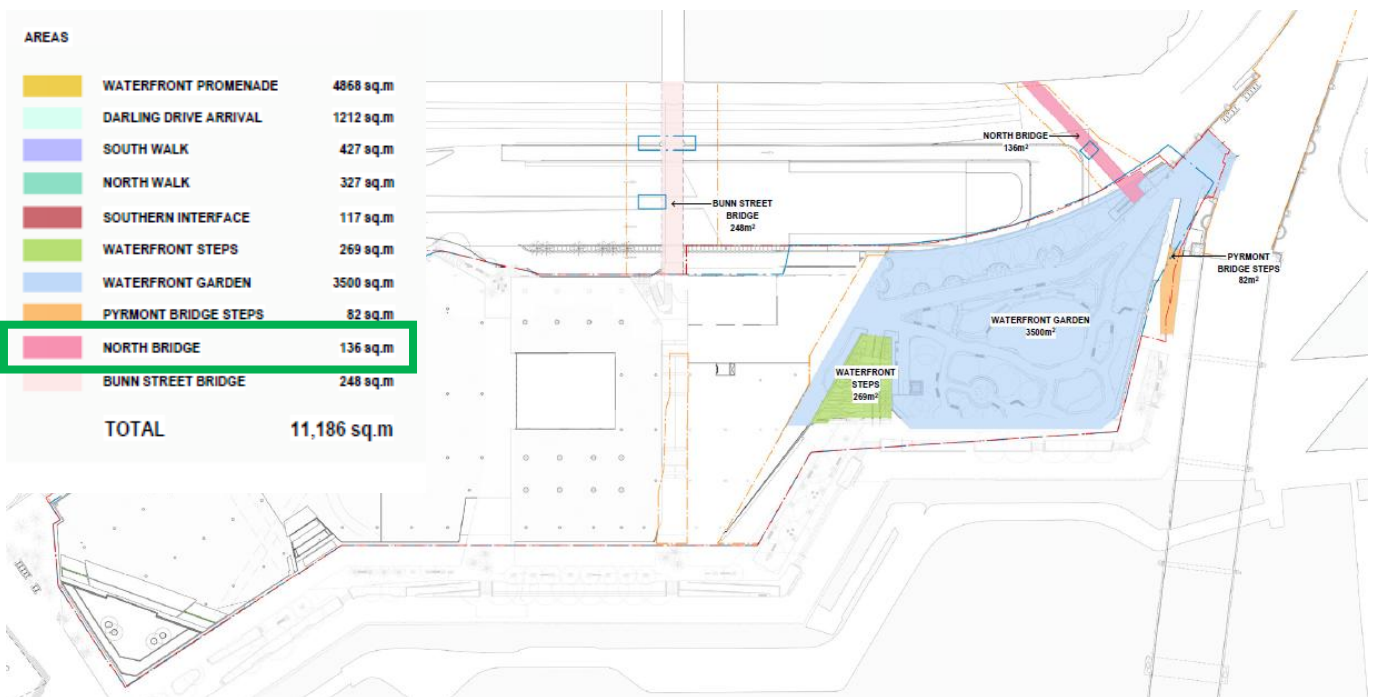
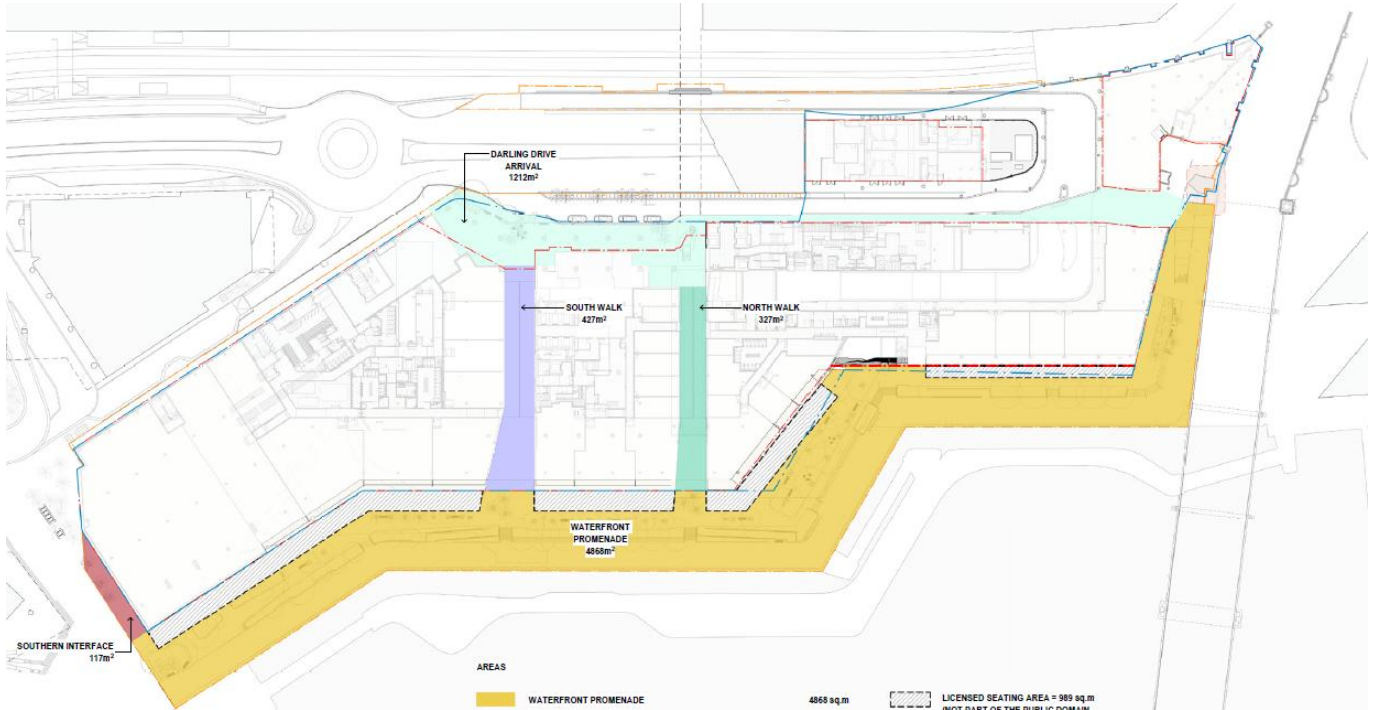
- Expansion of the Stage 1 demolition scope to incorporate demolition of the North Bridge.
- Amendments to the approved building envelopes to reflect removal the North Bridge.
- Amendment to condition A13A to allow installation of the relocated lift between the Waterfront Garden and Waterfront Promenade.
- Updates to the Harbourside Design Guidelines to reflect the removal of the North Bridge and amended public benefit offering in its place.

It is noted that the Design Guidelines require a minimum 10,200sqm area of public domain works in kind to be provided. As part of SSDA3, confirmation that 11,186sqm of works in kind area would be provided was provided to DPHI – refer to **Figure 7**. Of this, 136sqm was attributed to the North Bridge. Therefore, in light of removal of the

bridge, the 10,200sqm will still be exceeded – and this does not include the additional public benefit area of the relocated rectifier room and upgrades to public amenities within the Pyrmont Bridge.

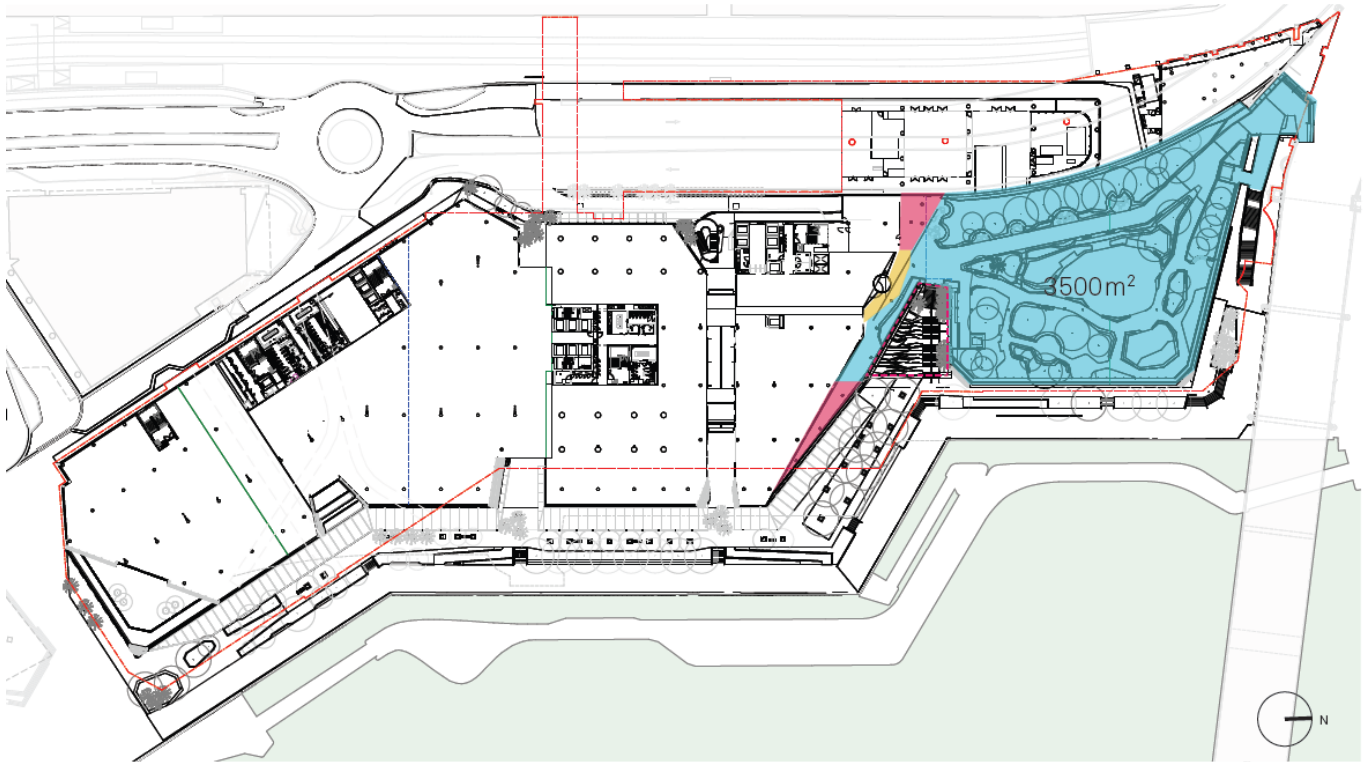
Further, the requirement in the Concept Plan approval to provide a minimum of 3,500sqm area in the Waterfront Garden is also retained, as demonstrated at **Figure 8**.

The development as proposed to be amended is consistent with the Harbourside Concept Approval, as proposed to be modified under SSD 7874 MOD 6. Notwithstanding, the *Environmental Planning and Assessment Amendment Bill 2025* has recently passed through NSW Parliament and has come into force. In response to *Castle Hill Panorama Pty Ltd v The Hills Shire Council [2023]*, consent authorities have been given powers to approve a detailed DA where it is not consistent with a live concept approval. A condition can be imposed on the detailed DA requiring modification of the Concept DA, if required.



**Figure 7 Public benefit works-in-kind area assessment**

Source: Snohetta + Hassel



**Figure 8** Compliance with Waterfront Garden area requirement

Source: Hassell

# 6.0 Engagement

## 6.1 Community engagement

Community engagement with regards to removal of the North Bridge is discussed within the SSD 7874 MOD 6 report. In summary, there exists community support for removal of the North Bridge with 18 submissions received requesting removal of the Bridge during the public exhibition of SSD 49653211.

This specific Modification Application relates to built form adjustments and relocation of the pedestrian lift, which are minor matters following the North Bridge removal and do not warrant community engagement on their own.

Given the above, further community pre-lodgement engagement is considered to not be required however exhibition of this Modification Application on the Major Projects NSW website will provide the opportunity for submissions to be collated and responded to from government agencies and the public.

## 6.2 The Department of Planning, Housing and Infrastructure


In May 2024, DPHI provided a list of issues for Mirvac to address if removal of the North Bridge was to be pursued. These issues have been addressed in the SSD 7874 MOD 6 Modification Report.

## 6.3 Consultation with project Design Integrity Panel

The removal of the North Bridge was presented to the Harbourside DIP on 4 August 2025, with comments received from the DIP on 19 August 2025. Minutes from the meeting have been prepared by Urbis at **Appendix C**. A response to DIP comments has been provided in **Table 6** below.

**Table 6** *Response to Harbourside DIP comments*

No.	Comment	Response
<b>Non-Reinstatement of North Bridge</b>		
1.1	The Panel questioned how the function of the North Bridge would be enhanced or replaced (given its previous role in providing pedestrian connectivity between Murray Street and Pyrmont Bridge). The Panel also discussed the extent to which the North Bridge may provide a new function in facilitating connectivity to the Waterfront Garden (as a new neighbourhood park)	Refer to SSD 7874 MOD 6 Modification Report for detailed response.  In summary, existing access to the North Bridge is indirect and limited, and thus not well utilised by the public. Connectivity will primarily occur through Murray Street and the new Bunn Street Bridge through-site link.
1.2	The Panel noted the Novotel has been declared a State Significant Development (SSD) by the Housing Delivery Authority (HDA) and therefore is likely to be converted to residential development in the future. In conjunction with the opening of the Pyrmont Metro Station in 2032, the Panel discussed the benefits and importance of pedestrian connectivity for future workers, residents and visitors to and from the future neighbourhood park.	Furthermore, the proposed design ensures that appropriate connectivity is provided between the Bunn Street Bridge and the Waterfront Garden.
1.3	The Panel supported the non-reinstatement of the North Bridge in relation to reducing visual clutter and reducing the extent of visual impacts on the public domain provided there is a convenient substitute pedestrian connection.	
1.4	If the non-reinstatement is pursued the Panel note a clear public connection between Bunn Street Bridge and the Waterfront Garden would improve wayfinding and accessibility to the precinct and the neighbourhood park.	
1.5	The Panel also acknowledged that the provision of an additional publicly accessible pedestrian connection in this location has previously been raised by the DIP, may be outside the podium envelope and may require a subsequent amendment to the original Concept Approval.	

No.	Comment	Response
1.6	<p>The pedestrian connectivity improvement opportunities recommended by the Panel may or may not require modifications to the currently proposed stairs and lift at the eastern end of the Bunn Street Bridge. The following diagram is provided to illustrate the potential publicly accessible connection:</p> 	<p>Refer to SSD 7874 MOD 6 Modification Report for detailed response.</p> <p>In summary, such a connection has been explored and found to be not feasible, including as construction of the building podium has significantly progressed to the point that it would be unfeasible for the connection to be retroactively added in.</p>

### Relocation of Pyrmont Bridge Lift

1.7	<p>The Panel noted the importance of ensuring the location of the Pyrmont Bridge lift is publicly visible and that sightlines to the lift are clear and obvious when viewed from both the upper Waterfront Garden level, and the lower Waterfront Promenade level. However, the Panel emphasised that sightlines to the lift are more important for pedestrians at the lower Waterfront Promenade level (particularly for first time users / visitors) who would otherwise climb up a long flight of stairs.</p>	<p>In response to commentary received from the DIP, the project team has undertaken further investigation and design development of the amended lift location to improve its visibility from the Waterfront Promenade.</p> <p>The following design amendments have been made:</p> <ul style="list-style-type: none"> <li>• Reduced the maximum extent of the Pyrmont Bridge Steps landing, to open up views to the lift from the Promenade.</li> <li>• A glazed frontage has been introduced to animate the lift operations.</li> </ul>
1.8	<p>The Panel acknowledged that the proposed relocation of the Pyrmont Bridge lift has improved compared to its existing location (adjacent to the North Bridge). However, discussed the extent to which the visibility of the lift could be further improved at the lower Waterfront Promenade level.</p>	<p>It is confirmed that both the base and top of the lift are visible from ground floor vantage points including when viewed from the Waterfront Promenade, as discussed within the Design Report at <b>Appendix C</b>.</p>
1.9	<p>The Panel questioned the extent to which directional signage and signage totems are relied on to enhance visibility of the publicly accessible lift at the lower Waterfront Promenade level (as opposed to leading edges or glazed elements).</p>	<p>Refer to <b>Section 7.1</b> below for further discussion.</p>
1.10	<p>The Panel suggested that consideration be given to relocating the lift further towards the east to a more visible location so that it is more closely located to the base of the Pyrmont Bridge Steps (noting that this is where the greatest sensitivity is).</p>	
1.11	<p>Should the non-reinstatement of the North Bridge be pursued as discussed in items 1.1 - 1.7 (and the location of the Pyrmont Bridge lift not be moved further east in line with the Panel's suggestion), the Panel suggested that consideration be given to the following:</p> <p>(i) Explore opportunities to adjust the northern façade line of the retail space to increase physical separation between the Pyrmont Bridge Steps and the podium facade, to improve sightlines to the lift at the Waterfront Promenade level.</p> <p>(ii) Alternatively, explore opportunities to move the Pyrmont Bridge Steps further to the north (similarly to increase the physical separation between the Pyrmont Bridge Steps and podium façade, and to open up the space and improve sightlines to the lift at the Waterfront Promenade level).</p>	

### Relocation of Rectifier Room + Refurbishment of Public Amenities

No.	Comment	Response
1.12	The Panel noted that the existing and proposed location of the Rectifier Room is outside the scope of the Public Domain and Bridges SSDA (SSD49653211) and therefore outside the scope of future modification applications.	Noted. As discussed above, to ensure that there is no net reduction in public benefits delivered by the Harbourside project due to the North Bridge's removal, Mirvac is now instead committing to relocation of the rectifier room and upgrades to the existing public amenities located beneath the Pyrmont Bridge to the north of the site.
1.13	Notwithstanding this, the Panel support the relocation of the Rectifier Room underneath Pyrmont Bridge and the upgrades to the existing public amenities. It was also acknowledged that relocation of the Rectifier Room would result in a better design outcome compared to retaining it in-situ.	This is being progressed through discussions with Place Management NSW and has been reflected in the Amended Harbourside Design Guidelines ( <b>Appendix D</b> ) but can be included as a condition of consent to SSD 49295711 if desired by DPHI.
<b>Deferral of Pyrmont Bridge Landing Upgrade Works</b>		
1.14	The Panel acknowledged that ongoing work is currently being undertaken by Placemaking NSW in relation to a precinct-wide strategy for public domain finishes and paving.	Noted.
<b>Additional Commentary</b>		
1.15	The Panel welcomed the positive design development of the barriers beneath located beneath the Pyrmont Bridge Steps. However, The Panel notes that the intermediary column structure beneath the stair were not present in the competition Scheme and have the potential to attract clutter.	Noted.

## 7.0 Assessment of impacts

Section 4.55(1A) of the EP&A Act states that a consent authority may modify a development consent if “it is satisfied that the proposed modification is of minimal environmental impact”. Under section 4.55(3) the consent Authority must also take into consideration the relevant matters to the application referred to in section 4.15(1) of the EP&A Act and the reasons given by the consent authority for the grant of the original consent.

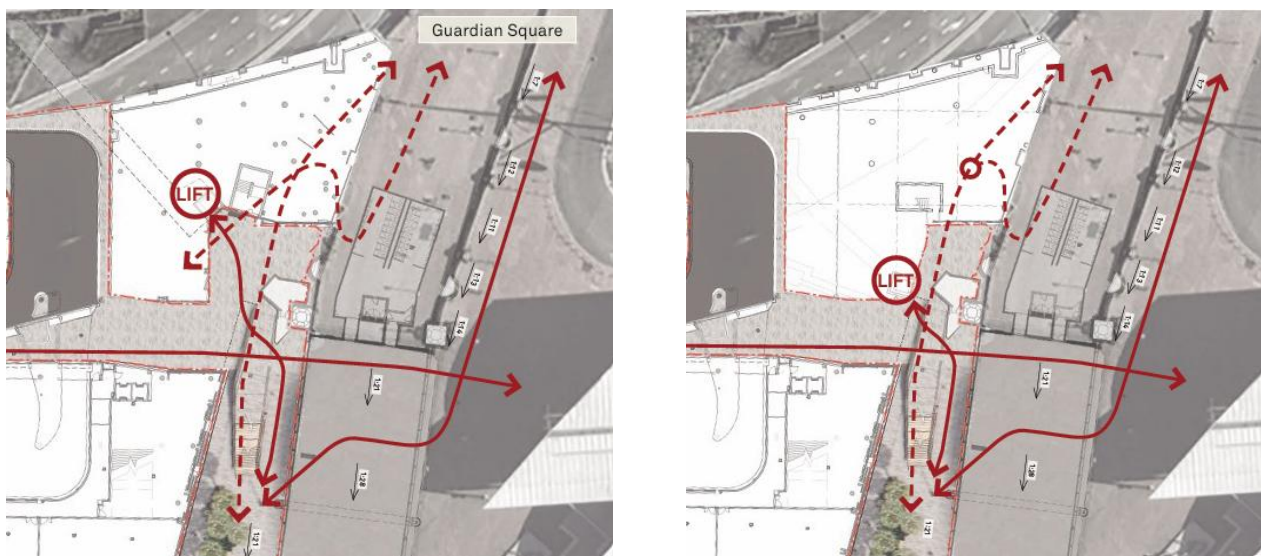
Assessment of potential environmental impacts is provided in the sections below, demonstrating that the amendments are of minimal environmental impact.

### 7.1 Relocation of pedestrian lift

As aforementioned, the currently approved lift between the Waterfront Garden and Waterfront Promenade is a reconstruction of the previous existing lift at the North Bridge, in a suboptimal location constrained by the Bridge’s location. Deletion of the North Bridge has enabled the lift to be relocated within the Waterfront Garden (under SSD 49295711 MOD 8), further optimising its connectivity and visibility.

As discussed in further detail within the Design Report prepared by Snøhetta + Hassell at **Appendix B**, there is currently a disconnect between the existing lift and the Pymont Bridge Steps. The current location of the lift is tucked behind the Pymont Bridge abutment and the existing rectifier room, meaning that views to the lift when approaching from the south or the Waterfront Promenade is significantly compromised, and not evident.

In contrast, the relocated lift offers closer proximity of the lift with the Pymont Bridge Steps, greater visibility of the lift from the Waterfront Promenade approach, and greater visibility from the western edge of the building. This enables the creation of a new ‘nodal point’ towards the north of the site, creating a vertical connection to the Waterfront Gardens as well as Pymont Bridge and Pymont itself (**Figure 7** below).



**Figure 9** Existing (left) vs amended (right) lift location, showing significantly improved connectivity and visibility

Source: Snøhetta + Hassell

During the DIP meeting on 4 August 2025 regarding removal of the North Bridge, commentary was also received from the project DIP on relocation of the pedestrian lift, as noted in **Section 6.3** above.

In response to these DIP comments, the project team has undertaken further investigation and design development of the amended lift location to improve its visibility from the Waterfront Promenade. This is detailed within the Design Report prepared by Snøhetta + Hassell at **Appendix B** and comprises:

- Reducing the maximum extent of the Pymont Bridge Steps landing, to open up views to the lift from the Waterfront Promenade.
- Introduction of a glazed frontage has been introduced to animate the lift operations.

The above responds to DIP concerns around making a clear visual connection between the Pymont Bridge Steps and the lift and ensuring that the lift itself is visible when viewed from ground floor vantage points including the Waterfront Promenade.

**Figure 8** below demonstrates that there is a clear visual relationship between the relocated lift and the Pyrmont Bridge Steps.



**Figure 10** Clear visual relationship between relocated lift and Pyrmont Bridge Steps

Source: Snøhetta + Hassell

**Figure 9** below demonstrates that both the base and top of the lift are visible from ground floor vantage points including when viewed from the Waterfront Promenade.



**Figure 11** Visibility of the relocated lift from the Waterfront Promenade

Source: Snøhetta + Hassell

## 7.2 Removal of North Bridge

Environmental impacts of removal of the North Bridge is contemplated in the concurrent SSD 7874 MOD 6 to the Harbourside Concept Approval, including with regards to:

- Built form and connectivity;
- Visual and view impacts;
- Heritage impacts;
- Pedestrian traffic impacts;
- Wind impacts; and
- Accessibility impacts.

In doing so, SSD 7874 MOD 6 demonstrates that the removal of the North Bridge will not generate adverse impacts, and:

- 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 also facilitate an improved design outcome for the Waterfront Garden and Pymont 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 Pymont to the waterfront and has reduced the usefulness of the North Bridge.

Hence, the removal of the North Bridge is supportable from an environmental planning perspective. Refer to the concurrent SSD 7876 MOD 6 Modification Report for detailed discussion and analysis.

## 7.3 Reflectivity

A Reflectivity Statement has been prepared by RWDI and is provided at **Appendix D**. The statement confirms that the removal of the North Bridge in concert with the design of the facade of the proposed building will not result in any additional reflectivity impacts.

Further, the assessment notes that the relocated lift will be enclosed in glass, as a low height, generally small structure, with significant landscaping between it and roadways. As such, this structure is considered to be a low risk for reflectivity impacts to the nearby roads. The glass used will be low-reflectivity.

## 7.4 Accessibility

An Accessibility Statement has been provided at **Appendix F** which confirms the proposal, inclusive of the new lift, can comply with the relevant accessibility standards. The design results in a superior pedestrian experience within the site and provides more equitable and higher quality public pedestrian access between the Waterfront Garden and the Waterfront Promenade.

## 7.5 Visual and view impacts

### 7.5.1 From the public domain

View impacts associated with the relocated lift are provided below. The lift has been designed to deliver a more contemporary and modern lift overrun design that minimises impact on public domain views while maximising visibility for pedestrians. In accordance with condition A13A of the Concept SSD Consent, the lift overrun is designed to be lightweight and transparent to reduce visual impacts.

**Figures 10 – 12** below show the impact of the proposed lift in concert with the removal of the North Bridge (proposed in SSD 7874 MOD 6) and demonstrate that the removal of the bridge frees up sight lines at these locations, notably reducing the visual bulk and overall built form, with clearer and direct visual connectivity.



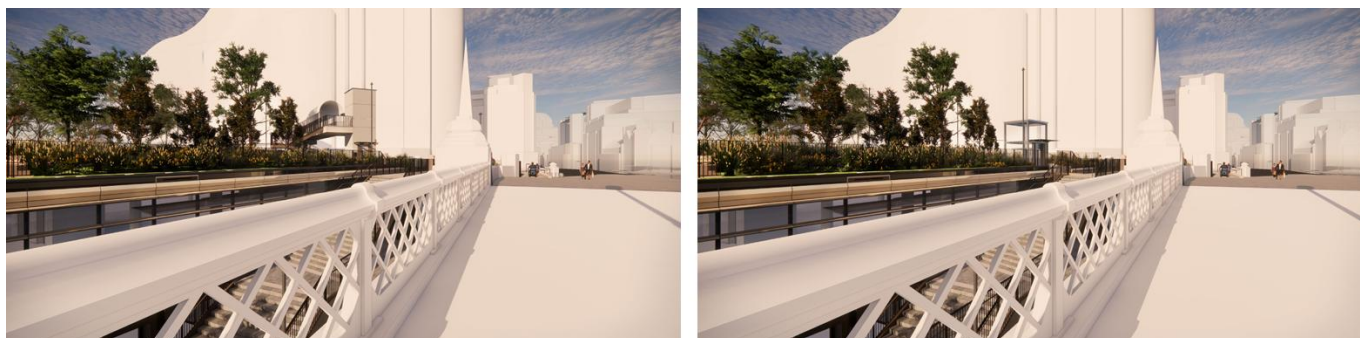
**Figure 12** View from Waterfront Garden, as approved (left) and as amended (right) with Pymont Bridge removed

Source: Snøhetta + Hassell



**Figure 13** View from Pymont Bridge approach, as approved (left) and as amended (right) with Pymont Bridge removed

Source: Snøhetta + Hassell



**Figure 14** View from Pymont Bridge walkway, as approved (left) and as amended (right) with Pymont Bridge removed

Source: Snøhetta + Hassell

## 7.5.2 From surrounding apartments

A View Impact Assessment has been prepared by Virtual Ideas at **Appendix E** demonstrating the impact the removal of the North Bridge will have on eastern-facing apartments from 50 Murray Street to the west.

A targeted selection of views from the following apartments has been provided to show view impacts onto northern, central and southern apartments for both low-rise and mid-rise apartments in the building (**Figure 13**):

- Apartment 109, looking east (low-rise, northern)
- Apartment 101, looking north-east (low-rise, central)
- Apartment 202, looking north-east (low-rise, southern)
- Apartment 512, looking east (mid-rise, northern)
- Apartment 601, looking north-east (mid-rise, central)
- Apartment 603, looking north-east (mid-rise, southern)



**Figure 15** Assessed viewpoints from 50 Murray Street

Source: Virtual ideas

In summary, the report demonstrates a net improvement in visual impacts (significant in some locations) due to the removal of the North Bridge, especially to lower level 50 Murray Street residents, as demonstrated in **Table 7** and **Figures 14 – 19** below. The addition of the relocated lift results in a far superior visual outcome compared to the retention of the North Bridge as currently approved.

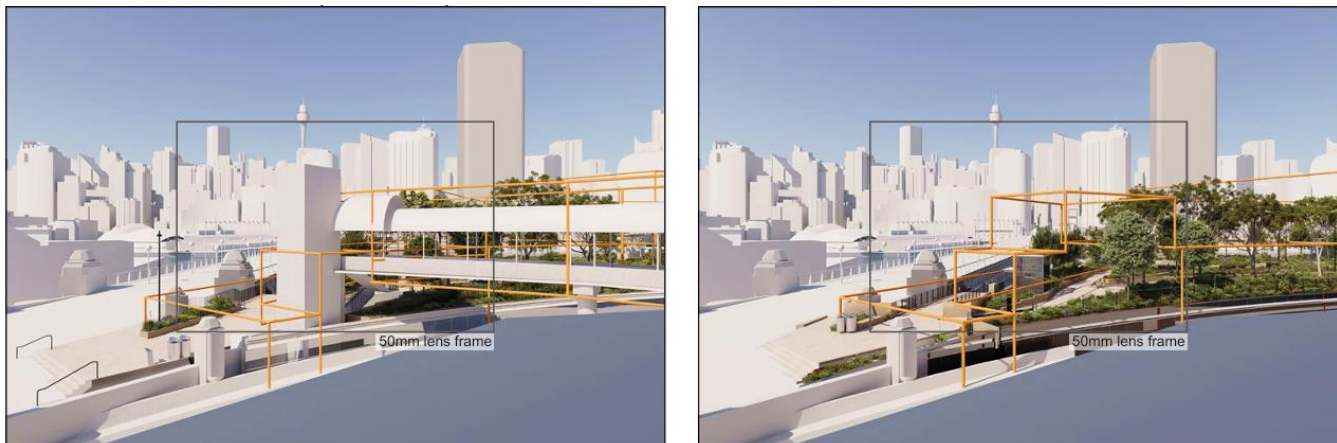
**Table 7** Impact on views to 50 Murray Street

**Apartment**

**Apartment 109, looking east (low-rise, northern)**

There is a **significant improvement** to views from this location, including:

- Improvement of views to the Sydney skyline
- Improvement of views to Pyrmont Bridge
- Improvement of views to Waterfront Garden



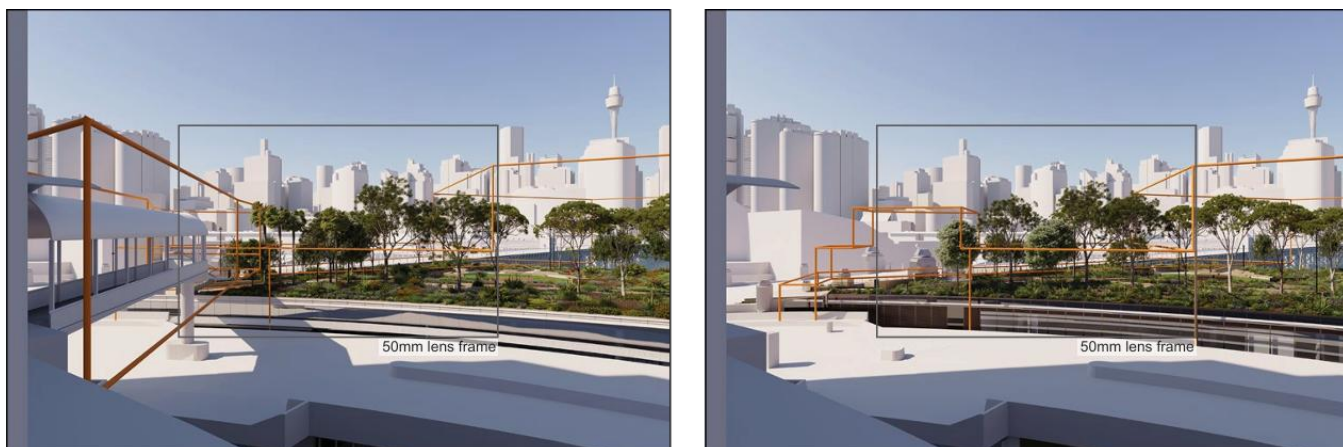
**Figure 16** Apartment 109, looking east (low-rise, northern) – as approved (left) and as amended (right)

Source: Virtual Ideas

**Apartment 101, looking north-east (low-rise, central)**

There is a **noticeable improvement** to views from this location, including:

- Improvement of views to the Sydney skyline
- Improvement of views to Pyrmont Bridge



**Figure 17** Apartment 101, looking north-east (low-rise, central) – as approved (left) and as amended (right)

Source: Virtual Ideas

**Apartment 202, looking north-east (low-rise, southern)**

There is a **minor improvement** to views from this location, including:

- Improvement of edge views to the Sydney skyline
- Improvement of edge views to Pyrmont Bridge

## Apartment



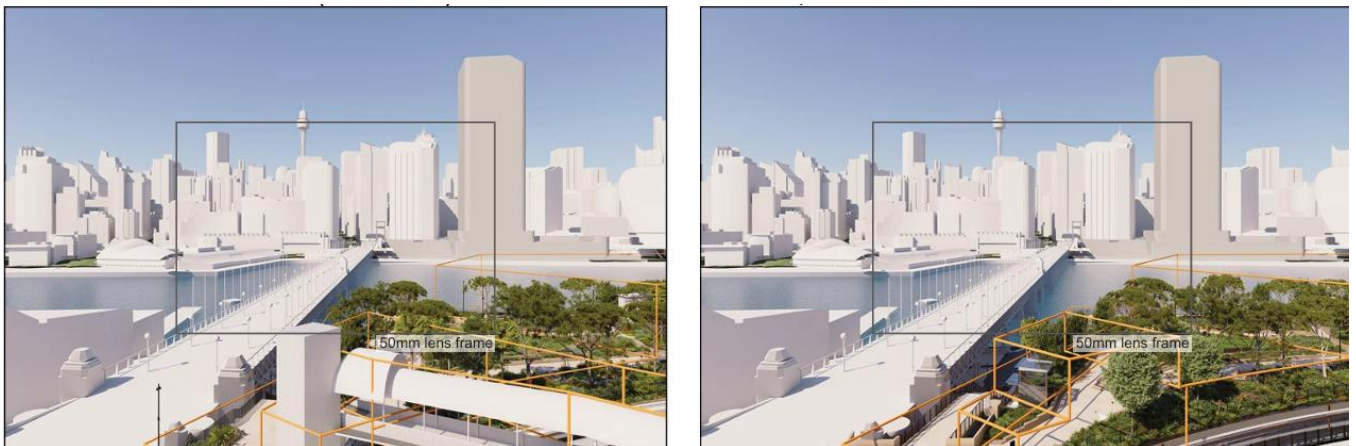
**Figure 18** Apartment 202, looking north-east (low-rise, southern) – as approved (left) and as amended (right)

Source: Virtual Ideas

### Apartment 512, looking east (mid-rise, northern)

There is a **noticeable improvement** to views from this location, including:

- Improvement of views to Pyrmont Bridge
- Improvement of views to Waterfront Garden



**Figure 19** Apartment 512, looking east (mid-rise, northern) – as approved (left) and as amended (right)

Source: Virtual Ideas

### Apartment 601, looking north-east (mid-rise, central)

There is a **minor improvement** to views from this location, including:

- Improvement of edge views to Pyrmont Bridge
- Improvement of edge views to Waterfront Garden



**Figure 20** Apartment 601, looking north-east (mid-rise, central) – as approved (left) and as amended (right)

Source: Virtual Ideas

**Apartment 603, looking north-east (mid-rise, southern)**

There is a **minor improvement** to views from this location, including:

- Improvement of edge views to Pyrmont Bridge
- Improvement of edge views to Waterfront Garden



**Figure 21** Apartment 603, looking north-east (mid-rise, southern) – as approved (left) and as amended (right)

Source: Virtual Ideas

## 7.6 Reasons given for granting consent

Assessment of the proposed amendments against the reasons given for granting consent provided by the Minister of Planning within the Notice of Decision for SSD 49295711 dated 4 December 2023 is provided below in **Table 7**.

**Table 8 Assessment against reasons for granting consent**

Reason	Assessment
<ul style="list-style-type: none"> <li>The project would provide a range of benefits for the region and the State as a whole, including the provision of new residential, office and retail accommodation, publicly accessible open space, through site links and improved public domain, 916 construction jobs, 2,130 operational jobs and \$764,515,692 capital investment;</li> </ul>	No change.
<ul style="list-style-type: none"> <li>The project is permissible with development consent, and is consistent with NSW Government policies including the Greater Sydney Region Plan and the Eastern City District Plan as it supports the ongoing revitalisation of Darling Harbour and foster a lively and engaging city;</li> </ul>	No change.
<ul style="list-style-type: none"> <li>The impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards.</li> </ul>	No change.
<ul style="list-style-type: none"> <li>The consent authority has imposed conditions relating to built form, amenity, noise, landscaping, traffic and transport, flooding, ESD and construction impacts;</li> </ul>	No change.
<ul style="list-style-type: none"> <li>The issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the conditions of consent. Engagement on the project is considered to be in line with Undertaking Engagement Guidelines for State Significant Projects (DPIE, July 2021), including the community participation objectives outlined in these guidelines; and</li> </ul>	<p>No change.</p> <p>It is however noted that there exists community support for removal of the North Bridge. For example, during the public exhibition of SSD 49653211, 18 public submissions were received requesting its removal; of these, 11 purely related to requesting removal of the bridge. This represented a significant portion of the 76 total submissions received (refer to SD 49653211 Response to Submissions Report prepared by Ethos Urban dated 10 October 2024 for further information).</p>
<ul style="list-style-type: none"> <li>Weighing all relevant considerations, the project is in the public interest.</li> </ul>	No change.

## 8.0 Conclusion

This Modification Application seeks consent for the following:

- Amendments to the built form to align with the demolition of the North Bridge under SSD 7874 MOD 6; and
- Relocation of the pedestrian lift connecting the Waterfront Garden to the Waterfront Promenade to improve connectivity.

This application forms part of a suite of Modification Applications alongside SSD 7874 MOD 6 and SSD 49653211 MOD 1 to remove the existing North Bridge from the Harbourside project, to which it should be read in conjunction with. The demolition of the North Bridge will facilitate an improved urban design outcome for the Waterfront Garden, Pyrmont Bridge landing and improve views, including from 50 Murray Street to the west.

This letter has demonstrated that this Modification Application:

- Is substantially the same development as that originally approved; and
- Is of minimal environmental impact.

Given the above, the Department may modify the consent in accordance with Section 4.55(1A) of the EP&A Act.