

07 April 2026

# **33-37 Herbert Street, St Leonards Mixed Use Development**

## **SSDA Utilities Report**

Client: Aqualand St Leonard Development Pty Ltd

# 33 - 37 Herbert Street, St Leonards

## Mixed Use Development

### Aqualand St Leonard Development Pty Ltd (Aqualand)

March 2026

Our Ref:  
30305187

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## Version Control

Revision No.	Date Issued	Description	Author	Approver
01	30/03/2026	SSDA Submission	James Hunter	Tim Philp
02	7/04/2026	SSDA Submission updated	James Hunter	Tim Philp
03	9/04/2026	Minor Project Description update	James Hunter	Tim Philp

## Introduction

This report has been prepared to support a State Significant Development Application (SSDA) SSD-88511459 for 33-37 Herbert Street, St Leonards.

The Minister for Planning, or delegate, is the consent authority, and the application is lodged with the NSW Department of Planning, Housing and Infrastructure (DPHI) for assessment.

The Environmental Impact Statement (EIS) has been prepared in accordance with the DPHI Rapid Assessment Framework and responds to the Secretary’s Environmental Assessment Requirements (SEARs) dated 21 August 2025.

This section addresses SEARs Item 14 - Utilities, including an assessment of existing utility infrastructure, servicing capacity, and the requirements to support the proposed development.

<b>Issue and Assessment Requirements</b>	<b>Supporting Documentation</b>
<p><b>14. Utilities.</b></p> <ul style="list-style-type: none"> <li>• <i>In consultation with relevant agencies, prepare a Services and Utilities Impact Assessment which:</i> <ul style="list-style-type: none"> <li>○ <i>assesses the capacity of existing services and utilities and identify any upgrades required to facilitate the development.</i></li> <li>○ <i>assesses the impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed.</i></li> </ul> </li> </ul>	<p><i>This Services and Utilities Impact Assessment</i></p>

The assessment identifies potential impacts on existing infrastructure and outlines measures to manage these impacts in accordance with relevant authority requirements and technical guidelines.

## Name of Project

33 – 37 Herbert Street, St Leonards Mixed Use Development

## Name of Applicant

Aqualand St Leonard Development Pty Ltd (Aqualand)

## Address

33 – 37 Herbert Street, St Leonards  
 Lot 1 & 2 in DP 744175, Lot 3 in DP 772072 and Lot 1 in DP 115615

## Site Area

5,918.7m<sup>2</sup> or approximately 5,919m

## Project Description

The SSDA seeks development consent for the following:

- Demolition of existing buildings on the site, excluding the two-level basement structure, which is to be retained, adapted and reused for car parking;
- Site excavation and associated preparatory works;
- Construction and operation of a part 13-storey and part 39-storey mixed-use development comprising:
  - Approximately 413 dwellings, including 46 affordable housing dwellings located on Levels 2 to 37 (excluding Level 4);
  - Shared amenities and landscaped communal open space located on Level 4;
  - Approximately 5,919 m<sup>2</sup> of non-residential gross floor area (commercial/retail) located on Ground and Level 1;
  - Car parking within the basement and podium levels; and
  - Ground floor loading and servicing facilities;
  - Associated landscaping works; and
  - Augmentation and upgrading of utility infrastructure to service the development.

The SSDA also seeks to amend the Willoughby Local Environmental Plan (WLEP 2012) as follows:

- Rezoning of the site from E4 General Industrial to MU1 Mixed Use;
- Establishment of a maximum building height of RL 209.3 m AHD;
- Increase in maximum floor space ratio from 1:1 to 7.15:1; and
- Establishment of a non-residential floor space ratio of 1:1.

## The Site

The site is located on the traditional lands of the Cammeraygal people and acknowledgement is made of their continuing connection to land, water and culture.

The site comprises two allotments with a combined area of approximately 5,919 m<sup>2</sup> including 33 Herbert Street, which contains a three-storey commercial office building and 37 Herbert Street, which is developed with a single-storey warehouse. The land is legally described as Lot 1 and Lot 2 in DP 744175, Lot 3 in DP 772072, and Lot 1 in DP 115615.

The site is located within the Willoughby Local Government Area and forms part of the St Leonards strategic centre, a precinct undergoing significant transition towards a higher density mixed-use environment. It is situated approximately 400 metres from St Leonards Railway Station and approximately 1 kilometre from the Crows Nest Metro Station, providing strong access to existing and future public transport infrastructure.

The eastern boundary of the site is defined by the North Shore Railway Line. Surrounding land uses include a residential building to the south, the Royal North Shore Hospital precinct to the west, and light industrial land uses to the north along Herbert Street. The broader locality is characterised by a transition from traditional industrial and commercial uses toward mixed-use residential development, consistent with the strategic planning direction for the precinct.

Vehicular access to the site is currently provided from Herbert Street via an internal driveway serving 37 Herbert Street, and a separate ramp providing access to the basement car park at 33 Herbert Street. These existing access arrangements provide a suitable basis for the future servicing, loading and circulation strategy for the proposed development, with refinement to occur as part of detailed design.

Topographically, the site generally falls toward Herbert Street, facilitating gravity drainage connections to existing infrastructure within the public domain. Existing levels and grading provide a suitable basis for redevelopment and will be further refined as part of the detailed design phase to integrate with proposed building levels and drainage systems.

The site is currently serviced by existing utility infrastructure located within Herbert Street and traversing the site, including potable water, sewer, electrical, telecommunications and gas services. These services have been identified through preliminary investigations and will be further confirmed through detailed survey and service authority enquiries. The existing infrastructure provides a foundation for redevelopment and may require protection, adjustment, relocation or augmentation to accommodate the proposed development.

The site's proximity to major transport infrastructure, including the North Shore rail corridor, introduces key design and construction interface considerations. These include coordination with relevant authorities, protection of existing assets, and integration of services within a constrained urban environment. These constraints are typical of inner-urban redevelopment sites and can be appropriately managed through established design and construction methodologies.

Overall, the site represents an underutilised landholding within a strategically located and well-served urban precinct. The existing site characteristics, infrastructure availability and proximity to public transport provide a strong basis for redevelopment, consistent with the planned intensification of the St Leonards centre, subject to detailed design refinement and coordination with relevant authorities.

*The location of the site is illustrated in Figure 1. (Source NearMaps)*



## Background

On 15 November 2024, the NSW Government announced the establishment of the Housing Delivery Authority (HDA) to accelerate the delivery of new housing and support the achievement of national housing targets.

Following the establishment of the HDA, expressions of interest (EOI) for potential projects opened on 8 January 2025.

The applicant submitted an EOI for a State Significant Development Application (SSDA) and concurrent rezoning proposal on 11 February 2025.

At its briefing on 4 April 2025, the HDA recommended to the Minister that the applicant's project be declared State Significant Development (SSD), on the basis that it satisfied the objectives and criteria of the HDA. The project was subsequently declared as SSD in the State Significant Development Declaration Order 2025 (No. 5) dated 14 April 2025.

On 10 July 2025, a Scoping Report was submitted seeking project-specific Secretary's Environmental Assessment Requirements (SEARs) to progress the SSDA and concurrent rezoning, consistent with the approved EOI nomination and SSD declaration.

On 21 August 2025, the NSW Department of Planning, Housing and Infrastructure (DPHI) issued the project-specific SEARs and accompanying guidance for the preparation of the Environmental Impact Statement (EIS) and Concurrent Rezoning Report.

## Vision for Development

The proposed development seeks to deliver a high-quality mixed-use development that contributes to the strategic evolution of the St Leonards centre as a key location for housing, employment and supporting infrastructure.

The development responds to the objectives of the Housing Delivery Authority (HDA) by facilitating the timely delivery of new housing in a well located, highly accessible urban precinct. The site's proximity to St Leonards Railway Station, the Crows Nest Metro Station and the Royal North Shore Hospital supports its suitability for increased residential density and a more intensive urban form.

The proposal will provide a diverse range of residential dwellings, including affordable housing, to support housing choice and improve accessibility to key services, employment and public transport. The inclusion of non-residential uses at ground and podium levels will contribute to an active and activated public domain, supporting local amenity and economic activity.

The development incorporates shared communal spaces and landscaped areas to enhance residential amenity and contribute to the overall liveability of the site. The design seeks to balance built form intensity with high-quality architectural outcomes, appropriate setbacks and integration with the surrounding urban context.

The proposal will be supported by upgrades and augmentation of infrastructure and services to ensure that the development is appropriately serviced and does not result in adverse impacts on existing networks. This includes coordination with relevant authorities and the delivery of infrastructure in accordance with applicable standards and guidelines.

Sustainability principles are integrated into the design, including efficient use of resources, water management, energy performance and the provision of green spaces. The development supports broader state and local planning objectives for urban consolidation, transit-oriented development and the creation of sustainable, resilient communities.

Overall, the vision is to deliver a well-designed, integrated and sustainable development that contributes positively to the St Leonards precinct and supports the delivery of housing in accordance with state planning priorities.

### **Services and Utilities Impact Assessment Overview**

A review of existing utility infrastructure has been undertaken based on Before You Dig Australia (BYDA) information, including asset owner records from Sydney Water Corporation (SWC), Willoughby City Council and the TTW Integrated Water Management Plan Report, Ausgrid, Jemena, Telstra, Optus, TPG and NBN, together with available survey data. The purpose of this review is to identify existing services and key constraints relevant to the proposed development.

Water and sewer infrastructure is presented on the SWC BYDA drawings and forms the primary source of information for existing potable water and wastewater assets within and surrounding the site. Stormwater infrastructure has been identified from Willoughby City Council records and the TTW Integrated Water Management Plan Report. Electrical infrastructure is identified from Ausgrid records, while gas infrastructure is identified from Jemena records. Telecommunications infrastructure is identified from BYDA records provided by telecommunications carriers, including Telstra, Optus, TPG and NBN.

Service locations are indicative only and subject to confirmation through detailed survey and investigation.

The review identifies the presence of the following utility infrastructure within and surrounding the site:

- Potable water mains within Herbert Street
- Sewer infrastructure, including a main traversing the site
- Stormwater infrastructure, including a main traversing the site
- Electrical infrastructure within Herbert Street and on-site (Ausgrid)
- Gas infrastructure within Herbert Street (Jemena)
- Telecommunications infrastructure within Herbert Street and surrounding corridors (Telstra, Optus, TPG, NBN)

The presence of these services establishes the existing servicing context for the site and informs the identification of potential constraints and interface considerations for the proposed development.

## Electrical Infrastructure

The Ausgrid network maps indicate that the nearest High Voltage available for substation loop-in is across the proposed site along Ella Street and Herbert Street.

Underground Ausgrid high-voltage power cables are located along Herbert Street, forming part of the existing electrical distribution network. There is an existing substation located within 33 Herbert Street, providing local power supply. Auxiliary and low-voltage power cables extend from the substation to the main electrical network within Herbert Street. It will be decommissioned and removed along with the associated HV and LV underground cabling to allow demolition of the existing building.

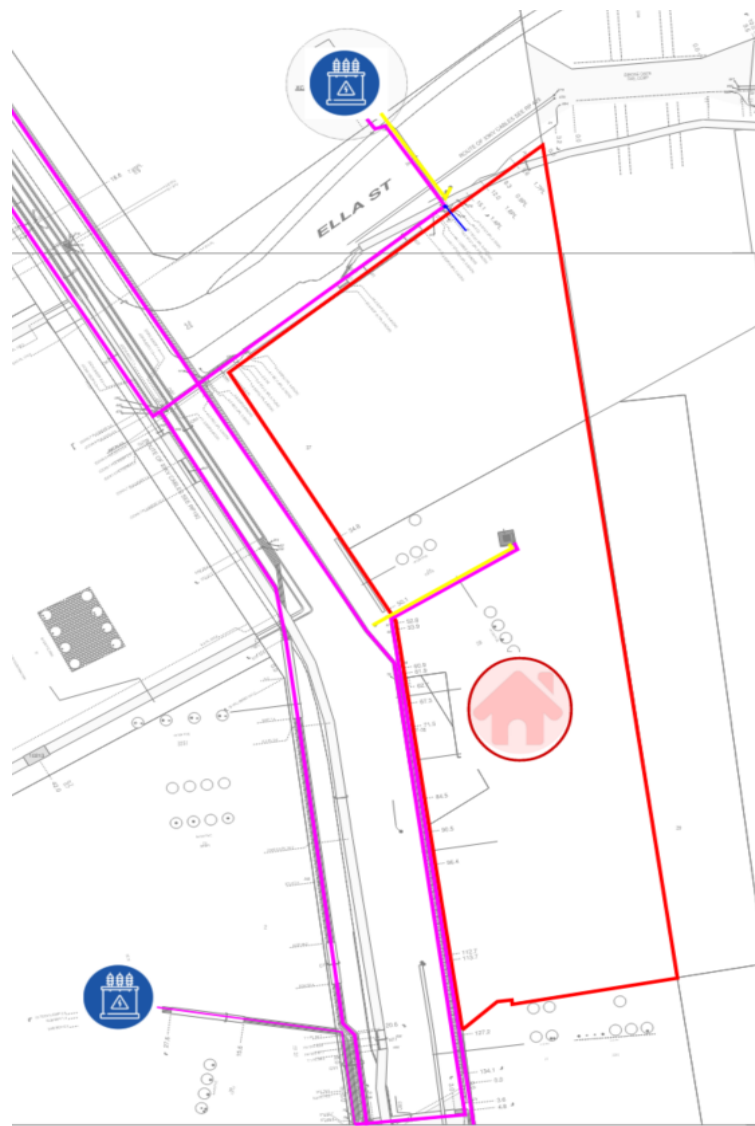


Figure 2: Ausgrid Plan (Source BYDA)



### Communications Infrastructure

There are multiple NBN and communication cables, owned by various service providers, located along Herbert Street. Existing NBN and communication connections to the site are also identified.

#### NBN

The existing NBN carrier service infrastructure is illustrated below. As shown in the image, there is an existing NBN infrastructure serving both 33 and 37 Herbert St. These underground conduit routes will need to be removed prior to excavation. NBN connection opportunity is available for the site. Consultation with NBN will be undertaken during the next stage of the project to coordinate the required works.

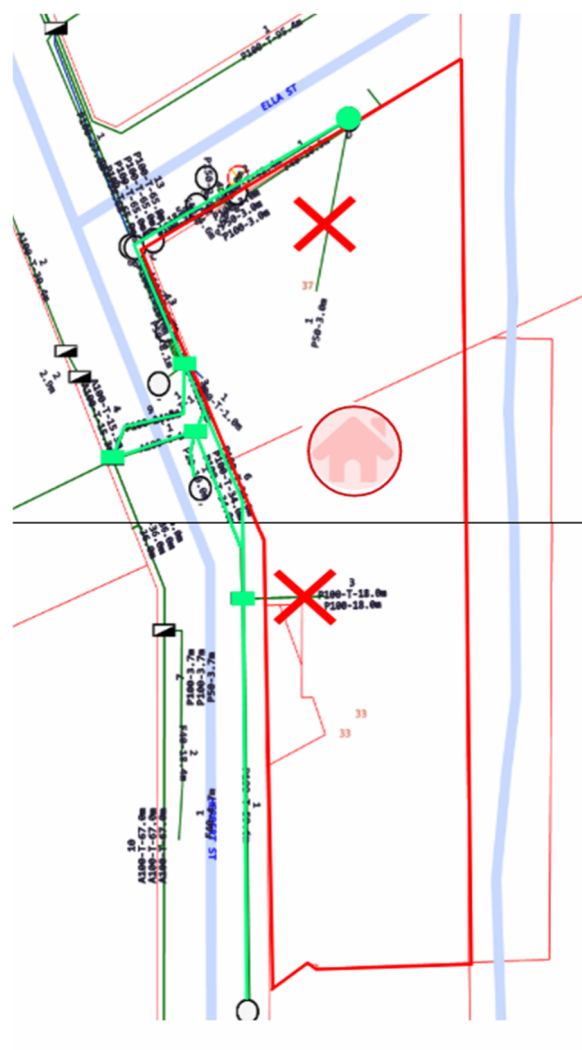





Figure 3: NBN Plan (Source BYDA)

#### Fibre Infrastructure Map

- |   |                                    |   |                             |
|---|------------------------------------|---|-----------------------------|
|  | Proposed Site Development          |  | NBN Fibre                   |
|  | Proposed Fibre Connection Strategy |  | Proposed Site Property Line |
|  | NBN Pit                            |   |                             |

### Telstra

The existing NBN carrier service infrastructure is illustrated below. As shown in the image, there is an existing Telstra infrastructure serving both 33 and 37 Herbert St. These underground conduit routes will need to be removed prior to excavation. Telstra connection opportunity is available for the site. Consultation with Telstra will be undertaken during the next stage of the project to coordinate the required works.

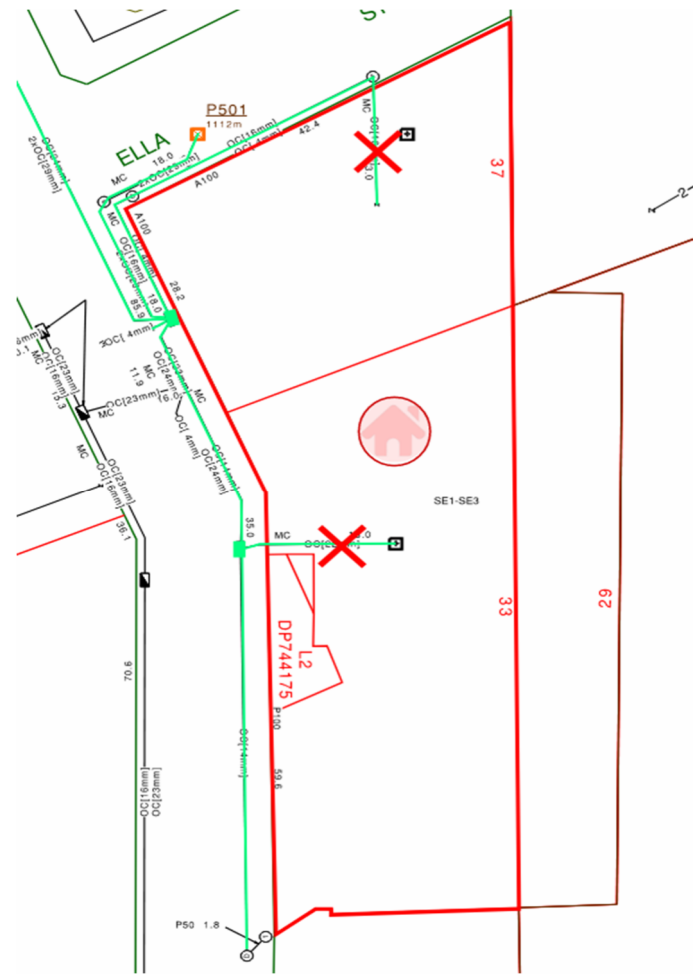


Figure 4: Telstra Plan (Source BYDA)

#### Fibre Infrastructure Map

- |  |                                    |  |                             |
|--|------------------------------------|--|-----------------------------|
|  | Proposed Site Development          |  | Telstra Fibre               |
|  | Proposed Fibre Connection Strategy |  | Proposed Site Property Line |
|  | Telstra Pit                        |  |                             |

**Optus**

The existing Optus carrier service infrastructure is illustrated below. As shown in the image, there is an existing Optus infrastructure serving 33 Herbert St. These underground conduit routes will need to be removed prior to excavation. Optus connection opportunity is available for the site. Consultation with Optus will be undertaken during the next stage of the project to coordinate the required works.

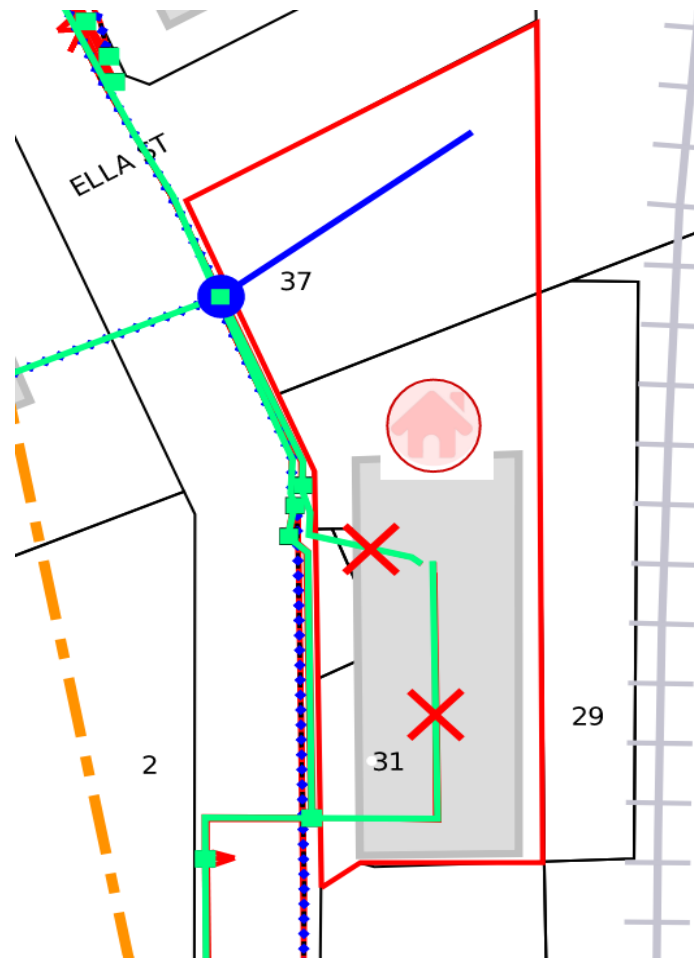


Figure 5: Optus Plan (Source BYDA)

**Fibre Infrastructure Map**

- |  |                                    |  |                             |
|--|------------------------------------|--|-----------------------------|
|  | Proposed Site Development          |  | Optus Fibre                 |
|  | Proposed Fibre Connection Strategy |  | Proposed Site Property Line |
|  | Optus Pit                          |  |                             |

**TPG Telecom**

The existing TPG carrier service infrastructure is illustrated below. As shown in the image, there is an existing Telstra infrastructure running across the proposed site. These underground conduit routes will probably need to be diverted to avoid the proposed site building. TPG connection opportunity is available for the site. Consultation with TPG will be undertaken during the next stage of the project to coordinate the required works.

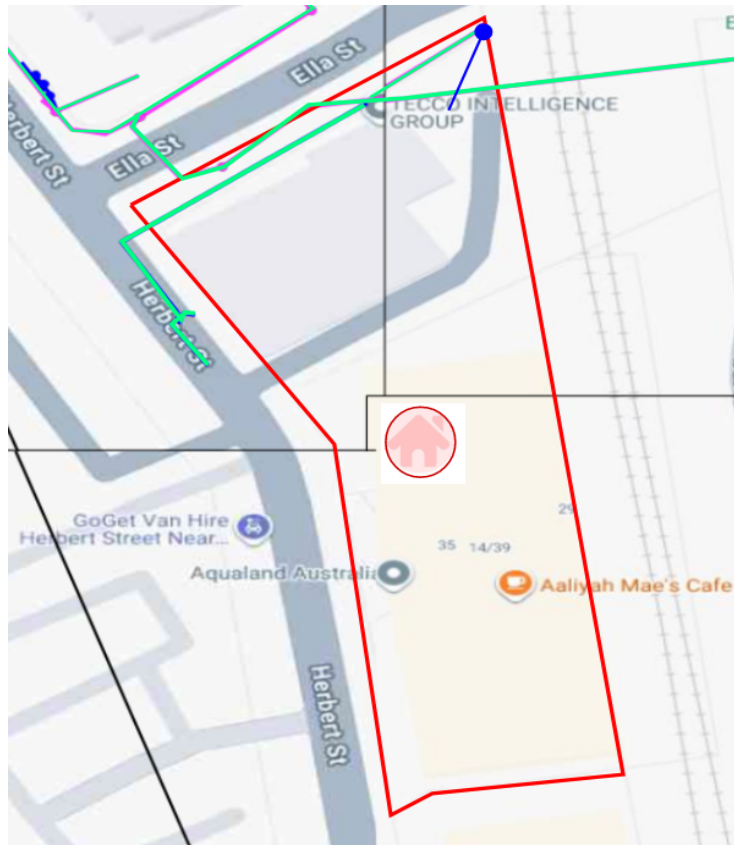


Figure 6: TPG Plan (Source BYDA)

**Fibre Infrastructure Map**

-  Proposed Site Development
-  Proposed Site Property Line
-  Proposed Fibre Connection Strategy
-  TPG Telecom Line

## Gas Infrastructure

The presence of gas infrastructure within Herbert Street indicates that a connection to the existing network is available to service the proposed development, subject to confirmation during subsequent design stages.

The gas main is located within the road corridor and does not constrain the development footprint. However, coordination of any new connection will be required within a constrained services corridor containing multiple existing utilities.

Considerations include protection of existing gas infrastructure during construction, coordination with other services within Herbert Street, and compliance with relevant authority requirements.

Further investigation and consultation with the relevant gas authority will be undertaken during detailed design to confirm connection arrangements and infrastructure requirements.

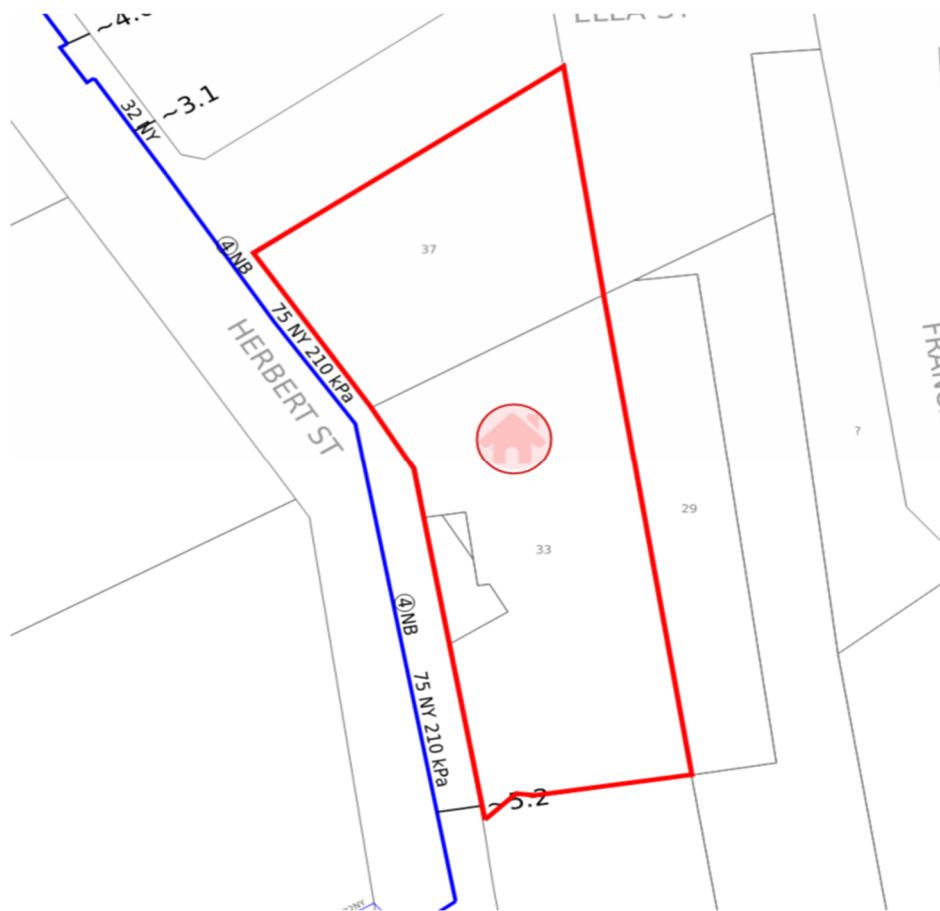


Figure 7: Jemena Gas North Plan (Source BYDA)

### Sewer Infrastructure

The existing 225mm vitrified clay sewer main traversing the site represents the primary utility constraint. Its alignment across the site has the potential to influence the proposed development, including building footprint, basement configuration and structural design. The connection toward the rail corridor indicates that the asset forms part of a broader network, requiring protection and continuity of service during construction.

Consideration will be required to accommodate the sewer infrastructure within the development through appropriate design responses, including asset protection measures, structural integration and, where necessary, potential adjustment or diversion, subject to detailed design and Sydney Water requirements

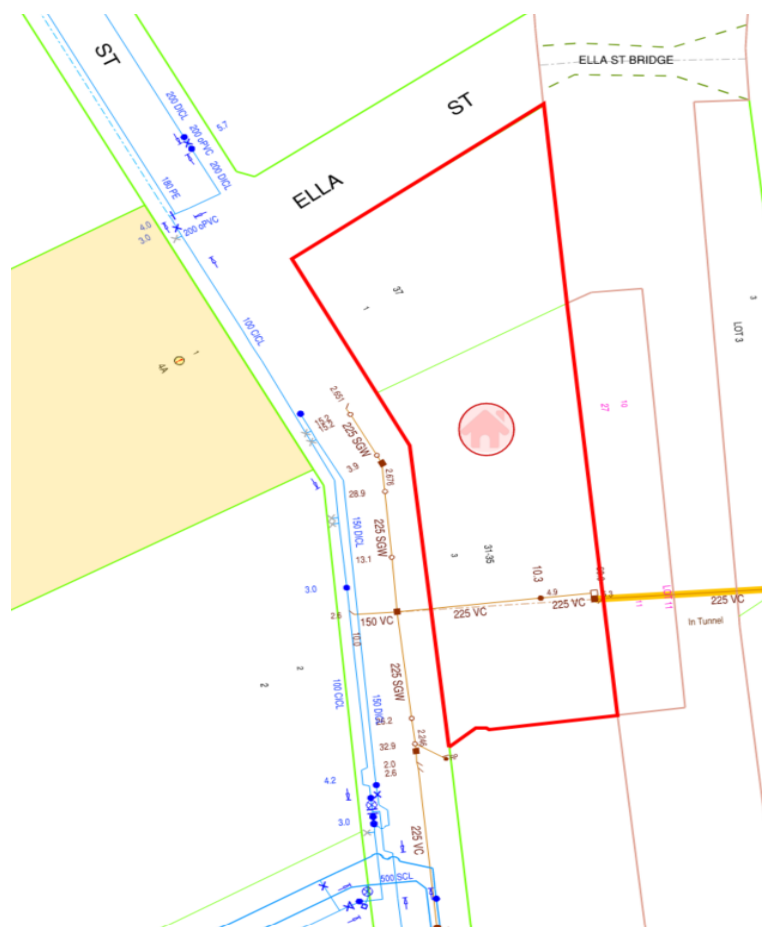


Figure 8: Sydney Water Plan (Source BYDA)

## Water Infrastructure

Potable water infrastructure is located within the Herbert Street road corridor identified as DN150 and DN100 distribution mains providing an established servicing network adjacent to the site, these mains form part of the existing local distribution network and provide potential connection points for the proposed development.

At this stage:

- No detailed hydraulic modelling or flow testing has been undertaken;
- The capacity of the existing network to service the development has not been confirmed; and
- The need for augmentation is subject to Sydney Water servicing assessment.

In accordance with WSA and Sydney Water requirements, augmentation may be required where existing mains do not meet peak demand, pressure or fire flow requirements. Any required upgrades would typically involve upsizing of local mains and/or reinforcement of the surrounding network

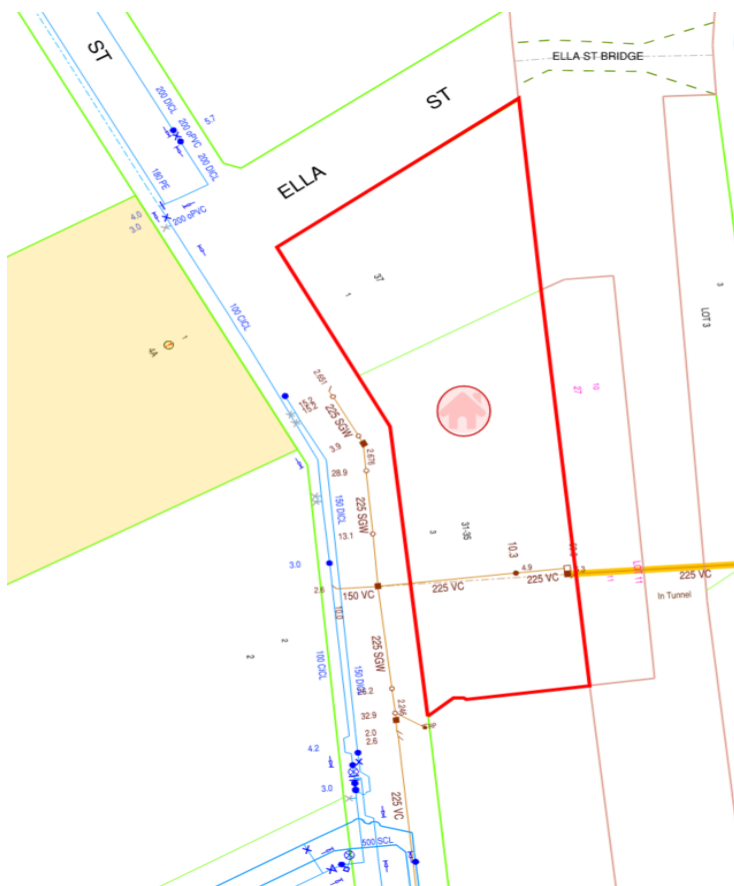


Figure 9: Sydney Water Plan (Source BYDA)

The presence of these water mains does not constrain the development footprint. However, coordination of connections within a constrained services corridor will be required, including protection of existing assets and management of interfaces with other utilities.

The SWC BYDA information also identifies the proximity of other infrastructure within Herbert Street, which will require coordinated design and construction planning

### Stormwater Infrastructure

A general assessment of stormwater infrastructure has been undertaken in accordance with Willoughby City Council requirements. Hydraulic modelling and stormwater assessments are addressed in the independent TTW Integrated Water Management Plan Report.

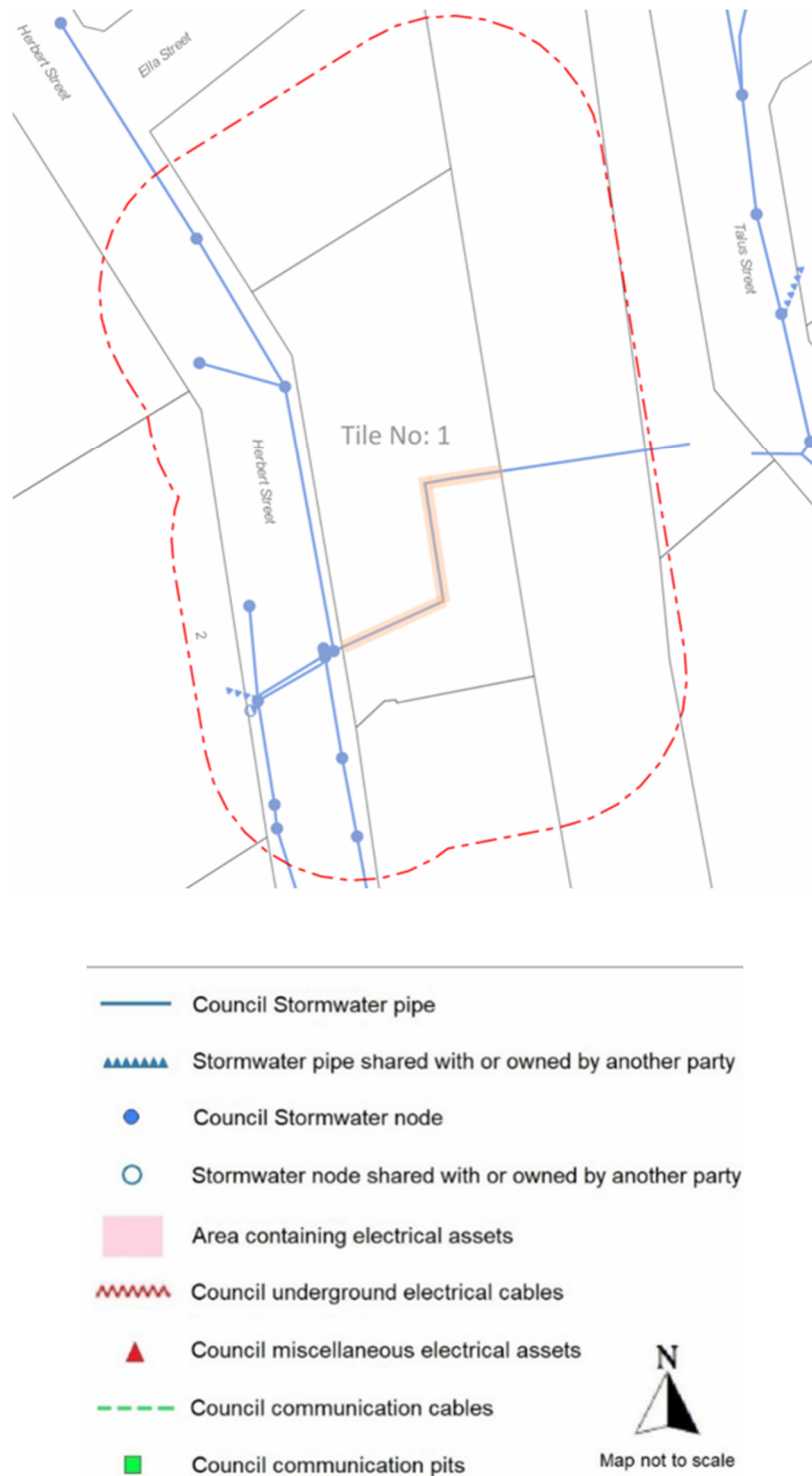


Figure 10: Willoughby Council schematic (Source BYDA & TTW Integrated Water Management Plan Report)

BYDA and Council information indicate a major 1500mm diameter stormwater trunk main traversing the site, extending from Herbert Street beneath the site and rail corridor to Francis Street. This asset forms part of the regional drainage network and conveys upstream catchment flows.

Associated pits are located within the existing basement and Herbert Street road reserve with surface drainage via kerb and surface inlet pits. Asset locations are indicative only and require confirmation by survey and potholing prior to construction.

The trunk main represents a constraint to redevelopment and must remain operational.

Protection, bridging or diversion solutions will be subject to detailed design and consultation with Willoughby City Council.

Reference to stormwater management including detention, water quality and discharge compliance detailed in the TTW Integrated Water Management Plan.

Overall, the stormwater infrastructure can be accommodated within the development subject to detailed design, authority approval and implementation of the TTW Integrated Water Management Plan

## Utility Upgrades or Augmentation

### Potential Electrical Infrastructure Upgrades

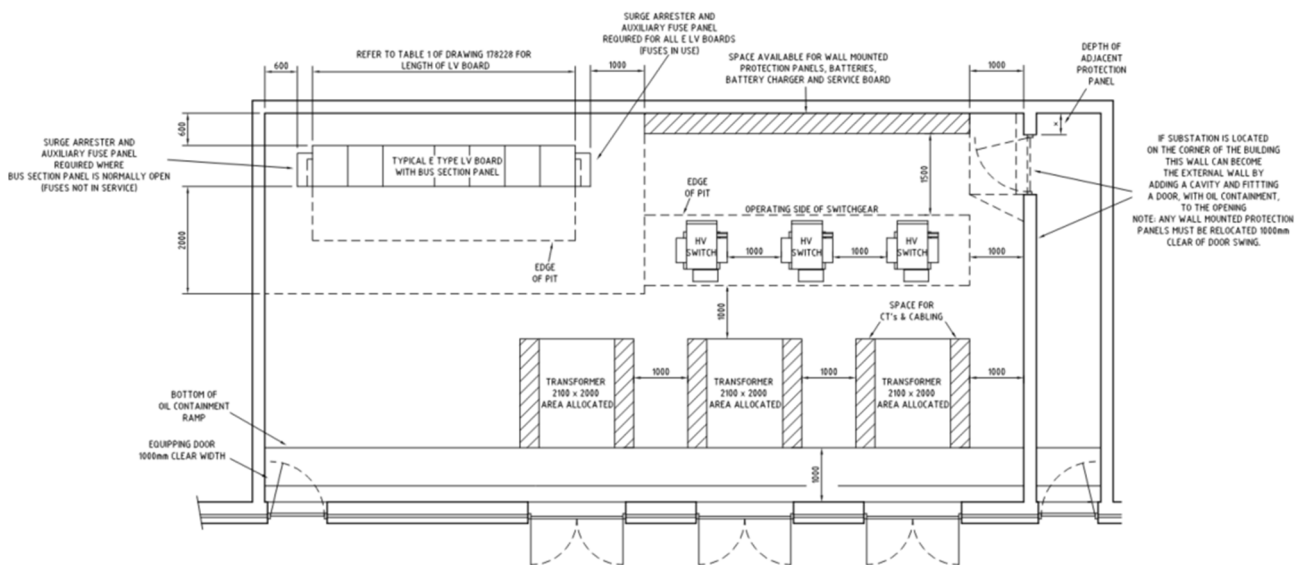
The preliminary maximum demand 5,933.11 Amps (4110.58kVA diversified). The assessed demand is based on Architectural drawings and the following assumptions have been made:

- Day 1 connection
- 10% spare capacity
- Demands are based on AS/NZS 3000 Table C1

Based on the preliminary electrical assessment, the development will require a new chamber substation to service the site demand.

This is anticipated to comprise a 3 x 1500 kVA chamber substation, subject to detailed design and consultation with Ausgrid.

The substation will require dedicated space within the development and compliance with Ausgrid clearance, access and ventilation requirements.



*Figure 10: Minimum clearance for Chamber Type Distribution Substation*

Temporary Builder's services supply can be provided from the nearest substation across Ella Street.

As part of the next phase of works, an ASP Level 3 will be engaged to begin the detailed design of this substation including consultation with Ausgrid.

### Potential Sewer Infrastructure Augmentation/Diversion

A Sydney Water sewer main is identified traversing the site and represents a key constraint to development.

The presence of this asset will require one or a combination of the following, subject to detailed design and Sydney Water approval:

- Protection of the existing sewer within an easement and structural exclusion zone;

- Localised adjustment of building layout to maintain required clearances; or
- Diversion of the sewer main to an alternative alignment, likely within the road reserve.

Any proposed works to the sewer infrastructure will be subject to Sydney Water requirements, including design certification through a Water Servicing Coordinator (WSC) and compliance with the relevant Water Services Association of Australia (WSA) codes.

At this stage, no confirmation of required augmentation (capacity upgrade) has been undertaken.

### **Potential Stormwater Infrastructure Augmentation/Diversion**

A major stormwater trunk main is identified traversing the site and represents a key constraint to the proposed development.

The presence of this asset may require one or a combination of the following, subject to detailed design, hydraulic assessment and Council approval:

- Protection of the existing stormwater asset within an easement and structural exclusion zone;
- Localised adjustment of building layout to maintain required clearances; or
- Diversion of the stormwater main to an alternative alignment, likely within the road reserve.

Any proposed works to the stormwater infrastructure will be subject to Willoughby City Council requirements, detailed hydraulic design and compliance with relevant standards. Further detail regarding stormwater management, including any augmentation or diversion works is provided in the TTW Integrated Water Management Plan.

At this stage, no confirmation of required augmentation (capacity upgrade) has been undertaken.

## Conclusion

Based on the review of existing utility infrastructure, the site is serviced by established water, sewer, stormwater, electrical, gas and telecommunications networks within Herbert Street and the surrounding area.

The presence of existing sewer infrastructure and a major stormwater trunk main traversing the site represent constraints and will require protection, adjustment or diversion to facilitate the proposed development, subject to detailed design and authority approval.

Potable water servicing is available from existing mains within Herbert Street; however, the adequacy of the network to service the proposed development has not been confirmed and may require augmentation subject to Sydney Water servicing advice.

Stormwater management will be delivered in accordance with the independent TTW Integrated Water Management Plan including on-site detention, water quality treatment and controlled discharge with the existing trunk drainage infrastructure to be maintained and appropriately integrated within the development.

Based on the preliminary electrical assessment, the development will require a new chamber substation to service the site demand. This will be subject to detailed design and consultation with Ausgrid, including confirmation of substation configuration, location and authority requirements.

Gas and telecommunications infrastructure is available within the surrounding road network and no augmentation is identified at this stage with standard connection arrangements anticipated.

Overall, the proposed development can be adequately serviced by existing utility infrastructure, subject to detailed design, authority consultation and the implementation of required sewer, stormwater and electrical infrastructure works.