

Item 11**Questions on Notice with Answers****1. Climate Pollution in the Council's Operations**

By Councillor Thompson

Question

1. How has the Council's pollution been factored into our capital works review program?
2. How have the climate effects of the FY2025/26 capital works program been measured?
3. What are the estimated climate impacts of the FY2025/26 capital works program?
4. How many carbon offsets in FY2025/26 were bought internationally versus locally?
5. Does the City prioritise international based offsets instead of local offsets? If so, why?
6. Do we record emissions and climate impacts (such as loss of embodied carbon) when building or demolishing infrastructure? If not, why?
7. Is climate pollution by contractors, such as Cleanaway, factored into the climate pollution recordings? If so, how and where is it recorded?
8. Where does the City provide climate pollution data to citizens?

X113778

Answer by the Chief Executive Officer

1. We consider carbon emissions in our capital works renewal program from an operational and an embodied emissions perspective.

Our operational emissions have been measured since 2007 to track actions to reduce energy consumption and emissions in our assets. Last year we reported a 78% reduction against our 2006 baseline.

Our assets play a significant role in achieving this reduction and funding is allocated to electrify our properties to achieve our net zero buildings goal. Where available, we'll use refrigerants with a lower climate impact in our heating and cooling systems, and all our new buildings will be fully electric with no new fossil fuel connections.

Carbon emissions associated with our capital works supply chains are also considered, with asset renewal and design teams consistently investigating opportunities to reduce this impact and improve the way we deliver our programs and infrastructure.

Actions to reduce our impact include:

- Renewing our buildings in preference to demolition and rebuilding
- Refining designs to reduce material use where feasible
- Using recycled materials in our roads and civil works, including recycled crushed glass as a substitute for natural sands, reclaimed asphalt pavement in our asphalt and low embodied carbon concrete incorporating recycled water, recycled aggregates, alternate cementitious materials.
- Choosing reclaimed and lower embodied carbon materials in our buildings and parks where feasible.
- Recycling the majority of construction waste from our capital works.

Many of these actions are reported as case studies in previous [Green Reports](#).

For example, in a recent upgrade project, we estimate that 306 tonnes CO₂e emissions have been saved from choosing a lower embodied carbon concrete compared to standard industry practices. The Infrastructure Sustainability Council's generic mix designs were used as a baseline.

The findings were used to establish low carbon concrete requirements in our [Sydney Streets Technical Specification](#). The specification requires a minimum 30% reduction in embodied carbon compared with other cement concrete mixes for all concrete used in City civil works projects.

We are in the early stages of estimating the embodied carbon in major new projects, to inform upfront design and materials solutions that could avoid or reduce emissions. More detail is provided in part 6 below.

2. 'Climate effects' is a broad term and as such we have not undertaken a measurement of climate effects of our capital works. Given the scope of capital works delivery, it is not feasible to calculate every single upstream and downstream climate effect.

Rather, our work is focused on the mitigation and reduction of impacts as much as practicably possible through design and delivery as outlined in Q1.

As also noted in part 1, we have not yet implemented a method to collect data on the upfront embodied emissions from our entire capital works program.

Work on this is ongoing and we seek to consistently improve transparency as far as reasonably practical or possible, noting the complexities across supply chains and emissions attributed to suppliers over Council's own.

We follow the [Greenhouse Gas Protocol](#) to establish our carbon inventory. This protocol is currently the most widely used international accounting standard to measure, manage and report emissions. In accordance with the protocol, we include contractor fuel use as the primary measure of emissions associated with our civil works program, which is part of our broader capital works.

3. Refer response to part 2 above.
4. 62% international and 38% Australian.

5. No, we prioritise the reduction of emissions as far as feasibly possible across our portfolio. Any residual emissions that cannot be removed or reduced, are met through offsets to meet our neutrality target.

Annually we seek to procure as many high integrity offsets through local markets as possible within available budgets, with the any additional offsets made up of international credits.

We seek to procure local and international offsets that deliver co-benefits (e.g. environmental, social, cultural, economic) in addition to carbon, avoiding projects or methods where integrity concerns have been identified.

6. We do not yet have a consistent record of emissions and climate impacts from building or demolishing infrastructure, as measurement methods for these complicated supply chains are still emerging.

We recognise the impact the built environment plays in embodied emissions, and as this is an emerging area of focus for leading organisations, we are working to understand the impact. Priority 2 of our Environmental strategy 2025-2030 contains a commitment to "assess upfront embodied carbon during decision-making and, as a member of industry groups, work with suppliers to transform the market." Work has commenced to meet this commitment.

We have been piloting data collection practices for our building and road renewal projects.

We are piloting the inclusion of embodied carbon measurement in the quantity survey for new projects, enabling project teams to use the information to make informed design and materials decisions that reduce real world emissions. Results will be publicly reported as the projects are completed.

Note that investigating the measurement of embodied carbon in major new projects does not change our current reportable emissions.

We refined material use reporting requirements in the recent civil works and road renewals contracts in order to track the use of lower embodied carbon materials. We are analysing data for 2025-26, with a goal to publish these results in the 2027 Community Asset Management Plan.

7. Yes. We include emissions from the fuel combusted by our major contractors in our annual emissions inventory, which includes the fuel used by Cleanaway in delivering services for City of Sydney. These are recorded in the [City of Sydney Public Disclosure Statement](#) as a detailed count of our greenhouse gas emissions.
8. Our operational carbon emissions data is reported annually in the [Green Report](#) as a transparent public record of Councils' goals to reduce emissions in line with the science-based targets for climate change. All reports from 2015 are available on our website. The [City of Sydney Public Disclosure Statement](#) is published on the Climate Active website.

Our annual Community Asset Management Plan reports data for other sustainability metrics relating to specific asset portfolios.

2. Macdonald Street Extension and Mitchell Road/Maddox Street Intersection

By Councillor Thompson

Noting that Council reports, including the 2005 Ashmore Street Estate Status Report, the 2006 Extraordinary Council Report on the Draft Ashmore Development Control Plan (DCP) and the 2012 Halcrow Transport Assessment, warned of increased rat-running on Macdonald, Eve, Victoria and Coulson Streets, and streets west of the rail line.

Question

1. What traffic modelling has the City or proponent undertaken to assess whether the proposed Macdonald Street extension will increase rat-running on these and other local streets, separately from traffic generated by new development? If undertaken, please provide details of modelling software and methods used, scenarios assessed, baseline data, assumptions, treatment of induced demand, and outputs.
2. What traffic modelling has the City or proponent undertaken to assess whether a right-turn ban from Maddox Street to Mitchell Road will increase rat-running on these and other local streets?
3. Has the City committed to implementing the protective measures such as modal filtration or one-way restrictions on Macdonald Street and Coulson Street? If not, why?
4. On what basis was it decided not to send Development Application (DA) notification letters to properties on all potentially affected streets?
5. Where in the DA materials were the traffic impacts identified in those earlier reports discussed and addressed?
6. Noting that the City has committed to monitor traffic before and after the Macdonald Street extension opens, has the City set a threshold increase in traffic volumes, crashes or injuries that would trigger protective traffic management measures? If so, what is that threshold and what measures would be implemented?
7. Noting that (a) if the Ashmore Precinct development is completed as currently proposed, the precinct will have 4 access roads from Mitchell Road: Coulson Street, Alpha Street (new), the Macdonald Street extension (new) and Ashmore Street; (b) there will also be access to King Street and Erskineville Road via streets west of the rail line; and (c) the Ashmore precinct has been planned to have a very low level of car dependence. What is the rationale for providing 4 access roads between the Ashmore Precinct and Mitchell Road?
8. Noting that the proposed Macdonald Street extension is to be delivered under a voluntary planning agreement (VPA), can the VPA be further amended by agreement of the parties?
9. Does the VPA require the Macdonald Street extension to be permeable for general private motor vehicle traffic? Or could it be delivered as a pedestrian, cycling and emergency-vehicle connection, with general private motor vehicle traffic restricted to prevent rat-running?

10. Noting that Erskineville Public School's 2025 school travel survey reported that 74% of students usually walk, ride or scoot to school, and that the survey also recorded parents' concerns about traffic hazards on streets around the school. What assessment has the City undertaken of whether opening Macdonald Street to through traffic would increase traffic hazards, or discourage students from walking or riding to school? Provide details of that assessment.
11. What assessment has the City undertaken of the risk that heavy, over-height vehicles will continue from Maddox Street onto Macdonald Street and strike the low railway bridge, after the new road opens and if a right turn ban is implemented?
12. Noting that the letter sent by the City to residents on 14 July 2026 (ref. OLM2026/003841) states that the proposed traffic signals will "provide a safe and comfortable way for people to walk and ride through the intersection". Would a signalised intersection be safer than a fully protected, pedestrian-priority roundabout with traffic calming (Option 2 in the 2025 SCT Intersection Study), or safer than a priority intersection with traffic calming (Option 3 in the 2025 SCT Intersection Study)?
13. How many infringement notices have been issued for red-light offences detected by the camera at the nearby King Street/Sydney Park Road intersection, for each of the five most recent years for which data are available?
14. Has the City assessed the feasibility, costs, benefits to local businesses, and benefits to the community of delivering a public plaza, or other people-centric space, between the two Ashmore retail and dining centres, as proposed by the community?

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Answer by the Chief Executive Officer

1. For the finalisation of the planning controls in 2013, AECOM were commissioned by the City to undertake modelling to assess the impacts of development over a number of stages of redevelopment. This was in addition to studies in 2005 and 2009. In the 2013 study, modelling allowed for the cumulative impacts of traffic to be assessed. The study recommended the signalisation of Maddox Street and Mitchell Road. The study identified that the majority of traffic is anticipated to travel east of the precinct along Mitchell Road and the impacts on existing streets west of the railway line will be limited and that additional traffic volumes are unlikely to cause congestion. It noted any necessary traffic calming measures to manage this relatively small scale traffic increase can be installed as and when necessary.
2. A right-turn ban from Maddox Street to Mitchell Road was proposed in the preferred signalised intersection concept plan prepared by SCT Consulting for the City of Sydney in their report dated 19 June 2025. The right-turn ban (during AM or PM peak or full-time) was proposed to deprioritise vehicles at the intersection and enable more phase time to be allocated to people walking and cycling through the intersection.

Assessment by SCT indicated that vehicles that would normally turn right from Maddox into Mitchell Road would use either Harley Street or Fountain Street from Euston Road/McEvoy Street instead.

It is important to note, that following further consideration after concerns raised that the turn bans could shift traffic to other streets instead of Mitchell Road, we reviewed the design and removed the proposed right-turn bans from Maddox Street. The latest design plan submitted to Transport for NSW allows the right turn from Maddox Street into Mitchell Road. Turn restrictions can be considered later if monitoring shows they are needed after the signals are implemented.

3. The City has not committed to implementing these measures now, which have impacts on other streets in the area.

The community put forward these suggestions at the Community Forum on 24 February 2026. When staff investigated this and other suggestions, they found these measures would heavily restrict access and egress for residents who live in the area west of the filter point (e.g. the rail bridge) and local traffic would need to divert via the reduced number of streets that provide access and egress for residents (which is already very limited), increasing local traffic on those residential streets – especially Macdonald Street, Rochford Street, Prospect Street, Union Street, Bray Street and Concord Street.

We have committed to (as stated in the 5 May and 29 August 2026 community sessions and outgoing correspondence):

- When the Macdonald Street extension opens, we will monitor the traffic conditions; collect data on traffic volumes and speeds; undertake site observations
 - We will use this information and the baseline data collected in March 2026 to review how the street network is operating, report on the findings; and investigate and engage the community on further traffic management measures if the street is not operating as intended.
4. [D/2023/962](#) was notified in accordance with the City's Community Engagement Strategy and Public Participation Plan which specifies the notification radius based on application type. In addition, the notification was signposted on the site frontages and published on the City's website. The determination of the application was via a [public meeting](#) of the Sydney Local Planning Panel.
 5. Approval of the public domain (D/2023/962) was consistent with the approved concept consent ([D/2015/966](#)) and [VPA/2015/39](#) (requiring delivery of the Ashmore Public Domain Strategy). The concept consent was consistent with Development Control Plan (DCP) Section 5.5. Preparation of the Planning Proposal and DCP was informed by the aforementioned traffic reports. There were no issues raised during the assessment of the public domain (D/2023/962) that warranted further traffic investigations.
 6. While traffic in the area will grow as the precinct develops, we expect the local road network to continue to operate at acceptable levels. As previously advised, staff have been asked to review if Macdonald Street is operating as expected once it is opened.

To support this work, staff collected baseline data in the area, including traffic volumes and speeds, earlier this year. We will collect data again 6 months after the Macdonald Street extension and signalised intersection opens, once travel patterns have settled.

If the extension does not function as intended, we can consider proposals from the community, as well as the options we presented at the second information session. In such complex conditions, there can be no single trigger or "threshold" that determines

when we act, as some residents have asked. If any future changes are necessary, we will consult the community.

7. Section 5.5.1 of Development Control Plan (DCP) 2012 sets Council's objectives for the Ashmore precinct. Objective (e) states: introduce a permeable network of streets that responds to key connections and the surrounding historic street patterns of Erskineville and Alexandria. The extension of Macdonald Street was included in plans for the precinct from the first consultation in 2005 and the first DCP adopted in 2006. Of the 4 streets noted in the question, Alpha Street is a dead end that services the new buildings east of Kooka Walk only, while Coulson Street and Ashmore Street are existing access points and the north / south streets (Eve, Hadfields and Foundry Streets) into the precinct from those streets are narrow and designed primarily to give access to the adjoining property.
8. The development consents set out what has been sequentially approved. The executed VPA sets out how the public domain approvals are delivered. The VPA can't be amended such that it is inconsistent with an approval.
9. Yes, the VPA requires the Macdonald Street extension to be permeable for general private motor vehicle traffic. No, the Macdonald street extension cannot be delivered as a pedestrian, cycling and emergency-vehicle connection, with general private motor vehicle traffic restricted.

The executed VPA requires that the Macdonald Street extension to be permeable to vehicle traffic, including the upgrade of the intersection at Mitchell Road from a roundabout to traffic signals. To deliver the extension for only pedestrians, cycling and emergency vehicles, the approvals would need to be modified, and a variation to the VPA (if mutually agreed) prepared and exhibited for 28 days in accordance with the legislation. The VPA documents what we consider to be the best outcome and cannot be amended to be inconsistent with the consent approval.

10. The 2005 Transport Assessment of the Ashmore Street Estate Masterplan (Arup) noted a safe pedestrian crossing at Mitchell Road would be essential and traffic signals would be the most appropriate form of traffic control. The Ashmore Estate has been planned to be a low traffic neighbourhood with only 2 new access points for the development. Car parking rules cap the amount of parking that can be provided (sometimes called parking 'maximums') for new development and new streets being designed to slow cars.

Some residents have raised concerns that we are looking at various transport projects in isolation. Since 2018, Following our early modelling, we have undertaken extensive traffic and transport studies in the Erskineville and Alexandria area to transform local streets into places for people, where there is space to walk, ride, chat, rest and enjoy life.

Our 2021 Erskineville and Alexandria Traffic Study ('the Study') built on the earlier study from 2018. It looked closely at Park Street, Henderson Road, Mitchell Road, Maddox Street and Harley Street, where residents had raised particular concerns.

Council resolved to conduct the Study following requests from the community, and to help minimise the impacts of WestConnex. The Study aimed to improve local access, safety and amenity through better walking and cycling connections, improved traffic management, and reducing speed and traffic volumes on local roads.

We extensively consulted the community about the Study, including meeting with residents to present outcomes in February and September 2023, and public exhibition and feedback between May and June 2023. Council considered the community engagement outcomes at its meeting on 16 October 2023.

As of June 2026, the City has delivered \$9.2m in walking, cycling and traffic calming improvements in the Study area since 2018. A further \$5.5m of works are planned. You can read more about the Study and the works delivered and planned on our website at city.sydney/khe

11. This is a state rail bridge and enquiries would have to be directed to the NSW Government. From our experience and past studies, we don't expect Macdonald Street will be used as a thoroughfare to King Street. The bridge height limits are well sign-posted and drivers are responsible for knowing the height of their truck and planning their route accordingly. However, if our post-implementation monitoring finds this becomes a problem, we will implement measures to reduce that risk.

Once the extension of Macdonald Street is open, we do not expect it to become a preferred route for longer trips, such as travel between Mitchell Road and King Street. We expect more direct routes, such as Sydney Park Road, will continue to be preferred for through traffic rather than our narrow residential streets, which would take longer and be more circuitous.

The Ashmore public domain strategy, which includes our plans for streets and open spaces in the area, establishes a connected street network with a limited number of access points. Within this network, a connected Macdonald Street will allow people who need to access the Ashmore precinct by car to do so, particularly residents who live in the area. While it is intended to function as the main access street for traffic travelling to destinations within the Ashmore precinct, we have designed Macdonald Street as a low-speed, people-focused environment that will prioritise active transport, increase tree canopy, and calm traffic.

12. The SCT study dated 19 June 2025 commissioned by the City of Sydney assessed 4 options for the intersection:

Four options assessed:

- Traffic signals
- Traffic signals with kerb extensions
- Roundabout with raised crossings
- Priority Left In/Out Stop control with raised crossing

The traffic signals with kerb extensions is the preferred treatment because it achieves balanced outcomes for walking, cycling, buses, and general traffic compared to the other assessed options:

- **Cycling:** Dedicated bi-directional cycleway and crossing across Mitchell Road (north side) – good safety and access for cyclists; consistent with Cycling Strategy
- **Walking:** Introduce footpath widening at intersection to reduce pedestrian crossing distance. Reduces crossing distance for pedestrians and number of traffic lanes *(compared to conventional signals with dual lanes)*
- **Walking:** Pedestrian crossing on all approaches at the intersection and aligning with walking desire lines *(compared to roundabout which would have raised crossing offset from intersection for vehicle storage – diverting peds from desire line)*
- **Walking:** Right turn Bans into and out of Maddox Street (during AM/PM peak only or at all times). Reduces pedestrian/vehicle conflicts compared to conventional signals. Traffic rerouted to State Roads – Euston Road and Fountain Street (minimal impact to local traffic)
- **Public Transport:** Moderate delays to public transport (and general traffic) in PM peak (LoS C) *(compared to roundabout with crossings which would have longer delays in AM & PM peak (LoS F); or conventional dual lane signals LoS F > poor outcome for bus passengers)*

Priority left in/out stop control reduces delays due to lower traffic at the intersection and prioritises walking but diversions lead to increased traffic on surrounding local roads.

13. The NSW Government issues infringement notices for red-light offences detected by the cameras in NSW. The City does not have access to this data.
14. The City has planned for and approved a 7,400sqm McPherson Park and the 20 metre wide Kooka Walk as the public space within the precinct. In addition, Sydney Park and Erskineville Oval are within walking distance of the precinct.