

Item 11**Questions on Notice****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?

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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 2 Ashmore retail and dining centres, as proposed by the community?

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