

Before the Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Change 80 to the Operative District Plan

and: **Two Chain Road Limited**
Applicant

Summary of evidence of Paul Farrelly (greenhouse gas emissions)

Dated: 20 October 2022

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SUMMARY OF EVIDENCE OF PAUL FARRELLY

- 1 My full name is Paul Michael Farrelly and I am a Principal Consultant at Lumen, in their dedicated energy and carbon team. In this capacity I have developed greenhouse gas (*GHG*) inventories for a significant number of organisations, in a broad range of sectors. Through this work I am well versed in calculating GHG emissions.
- 2 PC80 supports GHG emissions reductions primarily as it will enable the mode shift of a substantial number of South Island freight movements from road to rail. Freight that is transported by rail emits just 20%¹ of the equivalent of freight transported by truck.
- 3 The rezoning proposal supports the New Zealand government's target of reducing emissions from freight transport by 35 per cent by 2035 as it can enable significantly improved efficiency of freight movement through the Canterbury region.
- 4 Development of the site will result in a significant increase in employment opportunities within Rolleston. This is likely to reduce the average commuting distance for employed residents of Rolleston, as the site is far closer to the centre of Rolleston than alternative locations of employment within Christchurch City.
- 5 The site is expected to have good accessibility via active modes of travel, especially if suitable pedestrian and cycling access is provisioned for in the redevelopment of the Dunns Road Crossing/SH1 intersection. This, combined with the site's close proximity to residential areas of Rolleston is expected to result in a significant proportion of commuting to be via active (zero-emissions) travel modes.
- 6 Employee related emissions could be further reduced by way of the introduction of a local Rolleston bus network that could transport workers from the Southern side of Rolleston to their place of work.
- 7 The development sites are expected to be well suited to solar power, and the 'green-field' nature of the site and proximity to electrical infrastructure allows for suitable electrical infrastructure to be deployed to enable electrical charging of vehicles – both passenger and delivery vehicles. This can be expected to result in a more rapid uptake of lower emissions vehicles compared to alternative industrial locations.

¹ Ministry for the Environment. (2020). Measuring emissions: a guide for organisations: 2020 detailed guide. <https://environment.govt.nz/assets/publications/files/measuring-emissions-detailed-guide-2020.pdf>

- 8 Accounting for the points above, I consider that the Proposed Plan Changes supports a reduction in GHG emissions.

Dated: 20 October 2022

Paul Farrelly