

BEFORE AN EXPERT PANEL

FTAA-2511-1146

UNDER the Fast-track Approvals Act 2024 (“**FTAA**”)

IN THE MATTER of an application by New Zealand Transport Agency Waka Kotahi for approvals under the FTAA for a listed project, North West Rapid Transit (“**Application**”)

AND

IN THE MATTER of comments on behalf of the National Trading Company of New Zealand Limited on the Application

**STATEMENT OF EVIDENCE OF ANDREW JOHN BELL ON BEHALF THE NATIONAL
TRADING COMPANY OF NEW ZEALAND LIMITED**

CORPORATE

26 MAY 2026

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STATEMENT OF EVIDENCE OF ANDREW JOHN BELL ON BEHALF THE NATIONAL TRADING COMPANY OF NEW ZEALAND LIMITED

CORPORATE

1. INTRODUCTION

- 1.1 My full name is Andrew John Bell. I am the Project and Construction Delivery Manager at Foodstuffs North Island Limited (“**Foodstuffs**”). This statement is given on behalf of the National Trading Company of New Zealand Limited (“**NTC**”), a wholly owned subsidiary of Foodstuffs. I am authorised to give this evidence on behalf of NTC and Foodstuffs.
- 1.2 My qualifications and experience are set out in **Annexure A**.
- 1.3 This statement forms part of NTC’s comments on the fast-track application (“**Application**”) made by New Zealand Transport Agency Waka Kotahi (“**NZTA**”) under the Fast-track Approvals Act 2024 (“**FTAA**”) for the North Western Busway (“**Project**”).
- 1.4 NTC was invited to comment on the Application as NZTA proposes to designate at least part of NTC’s site at 1136 Great North Road, Point Chevalier¹ (“**the Site**”) for the Project. The recently constructed and opened New World Point Chevalier (“**New World Pt Chev**”) is located at the Site and will be impacted.
- 1.5 NTC’s comments are focused on the Resource Management Act 1991 (“**RMA**”) approvals sought, and in particular Notice of Requirement (“**NoR**”) 9, NoR 11 and the resource consents to support those notices of requirement.
- 1.6 I have read the evidence of Mr Mark Arbuthnot (Planning) and Mr Leo Hills (Transport) on behalf of Foodstuffs, and refer to their evidence as appropriate in this statement.

¹ Lot 1-2 Deposited Plan 390127 and Lot 4 Deposited Plan 14537 and Lot 3 Deposited Plan 99933.

2. EXECUTIVE SUMMARY

- 2.1 The Site is subject to specific complexities and constraints due to its operation as a supermarket. The Application proposes physical changes to the Site which will impact Foodstuffs operations, as well as changes to the surrounding road network which have the potential to impact its customers and suppliers.
- 2.2 The Site's current servicing access and part of its back of house goods unloading area are proposed to be designated, as is the adjoining Parr Rd North from which the click and collect facility (including associated carpark) and all the loading vehicles for the supermarket gain access.
- 2.3 NTC does not oppose the project in principle. However, it seeks that the Application only be approved if its concerns are resolved.
- 2.4 Efficient and functional access to the Site is critical for Foodstuffs operations. Constraints on access to the Site will adversely affect the functionality, commercial viability, and efficient operation of the supermarket. Limiting access or implementing a design which results in conflict or constraints in the immediate roading network has implications not only for the day-to-day operation of New World Pt Chev but also for servicing of the wider grocery supply and delivery network. Even intermittent access closures could disrupt deliveries, compromise NTC's ability to supply groceries efficiently, and, in a worst-case scenario, result in the temporary or permanent closure of the New World Pt Chev.
- 2.5 Access to the Site must therefore be retained throughout the proposed works and after implementation of the designation.
- 2.6 NZTA engaged with NTC prior to lodgement of the Application and has continued that engagement post-lodgement, resulting in agreed conditions that maintain Delivery Vehicle access to New World Pt Chev during construction and in the long term.
- 2.7 The key remaining matter of concern to NTC is how the station and Parr Road North design will interact with the supermarket's operations. Mr Arbuthnot's evidence sets out a condition which would go some way to addressing the

potential for conflict and implications for NTC as outlined above. I request that this be imposed.

3. BACKGROUND TO NTC AND THE SITE

- 3.1 NTC is the property holding entity of Foodstuffs and is the owner of the Site. Foodstuffs is a cooperative owned by the operators of New World, PAK'n Save and Four Square stores. The wider Foodstuffs group is New Zealand's biggest grocery distributor, and its activities are key to ensuring that areas (such as inner west) have convenient and sustainable access to goods and services.
- 3.2 The recently constructed and opened New World Pt Chev is located at the Site. New World Pt Chev provides a valuable retail service and amenity to the surrounding community and enhances local accessibility to essential goods. It opened in 2025 and opened ahead of schedule to give customers an alternative place to shop after being impacted by the New World Victoria Park fire in June of that year. It is a busy store and customer numbers are expected to continue to increase as the store matures and as a result of growth within the wider catchment.
- 3.3 The layout of the Site is described in detail in the evidence of Mr Hills and Mr Arbuthnot and I do not repeat that here. Critically, both the click and collect facility and all the loading for the supermarket rely on Parr Road North (which is to be designated) for access.

4. IMPACT OF THE APPLICATION ON THE SITE - VEHICLE ACCESS

- 4.1 The Application proposes physical changes to the Site and surrounding road network which will impact Foodstuffs operations, its customers and suppliers. In that regard:
- (a) The Application proposes to designate the existing service and delivery access, as well as part of the loading area. This aspect of the proposal was Foodstuffs key concern at the outset. However, engagement with NZTA prior to and throughout the application has resulted in agreed conditions that maintain service and delivery vehicle access to New World Pt Chev during construction and in the long term.

(b) The Application also designates and proposes works within Parr Road North. I understand that an indicative design has been provided but this is at a high level. I also understand that there are no conditions which secure a particular outcome for Parr Road North.

4.2 The key remaining matter of interest to NTC is therefore how the station and surrounding road network design will interact with and impact on the supermarket's operations. The evidence of Mr Hills and Mr Arbuthnot identify a number of concerns in this regard. For example, I understand there is a concern that the way in which the road is designed could conflict with the operation of NTC's click and collect facility and servicing movements due to:²

(a) The way in which large service vehicles will need to utilise the lane; and

(b) Traffic generation and resulting parking and queuing within the vicinity of the station.

Vehicle Access Requirements for the operation of New World Pt Chev

4.3 To operative effectively, New World Pt Chev requires a permanent vehicle access point for Delivery Vehicles and servicing. This access is necessary to provide frequent and ongoing deliveries to meet customer demand, and to provide servicing in terms of waste management and recycling.

4.4 All servicing activities for the supermarket and office activities are undertaken from the rear of the site and accessed from Parr Road North. There is no opportunity for servicing or delivery access to happen from the front of the supermarket (i.e. Great North Road).

4.5 The loading area has been designed to accommodate larger trucks (up to 23 metres), such as HPMV B-trains and HPMV semi-trailers, which require a three-point turn radius of up to 12.5 metres.³ Due to their size and lack of

² NTC Evidence, Transport (Leo Hills), dated 26 May 2026 at [7.5](b)-(d).

³ Standard trucks require a minimum of 25m.

manoeuvrability, the trucks must be able to enter and exit the loading area in a forward direction.

- 4.6 The loading area has also been designed to accept deliveries on a consistent and regular basis as it has a small storage area. The continued and consistent flow of products and the use of large trucks is the most efficient way to ensure we have the right stock to meet customer demand and, at times, this means our back of house area can become a 24/7 operation. Stock for New World Pt Chev comes from either our own distribution centres or from our third-party suppliers, and a mix of trucks are used to reflect the variety of goods being supplied. These goods extend across the ambient, chilled and frozen, and fresh categories, and Foodstuffs are proud to have a trading relationship with more than 3,500 product suppliers.
- 4.7 Foodstuffs optimises its delivery processes by using a dynamic delivery system, based on type of freight and freight volumes, to minimise the volume of deliveries and reduce costs where possible. Our trucks run a very complex mix of supply chain processes ranging from their own direct-to-site vehicles to third-party carriers, combining multiple deliveries at cross docking facilities and supplying into store. They will either deliver a full load direct to New World Pt Chev, or combine loads to allow a truck to complete multiple deliveries to a number of Foodstuffs' stores, commonly referred to as a 'milk run'. This allows for alterations to delivery windows based on demand.
- 4.8 Overall, this results in a large number and variety of service and delivery vehicles consistently delivering to the Site.

Effect of the Project on Vehicle Access

- 4.9 The effective relocation of the access as proposed will have significant delivery and service implications, both during construction and once the busway is operational. However, Foodstuffs acknowledges some level of disruption will be experienced and has reached agreement with NZTA regarding an acceptable compromise as to retention of access.

- 4.10 While the condition secures the access itself, a concern remains that the design of Parr Road North and surrounds will potentially impact how that access functions.
- 4.11 By way of explanation, the vehicle orientated nature of the activities on the Site means it is also highly sensitive to changes in the performance of the surrounding transportation system. Works which have implications for the wider road network and Site access (e.g.: road closures, congestion) can affect the efficient operation of the New World Pt Chev store and the amenity and functionality it provides to customers.
- 4.12 Even intermittent closures or inefficiency in access can impact Foodstuffs and cause disruption to the grocery supply chain network. New World Pt Chev does not have the capacity to store higher stock levels to accommodate interruptions, nor can we accommodate a large number of vehicles within a small window of time. Additionally, the partners we work with to provide the frequent servicing in terms of waste and recycling usually work a 'route', and New World Pt Chev needs to be accommodated within their route planning as we are unable to set the times for this servicing to occur.
- 4.13 Click and collect has become an increasingly important component of supermarket operations, providing a convenient and efficient alternative to traditional in-store shopping and is well utilised at New World Pt Chev. Ensuring customers have safe, convenient, and clearly identifiable click and collect parking areas is important, as any impediments to access may undermine its effectiveness and reduce its uptake by customers.
- 4.14 Ultimately, if delivery vehicles are unable to deliver goods or are unable to do so in an efficient manner, and customers are unable to efficiently access click and collect, this will adversely affect the commercial viability and efficient operation of New World Pt Chev. It is therefore critical that changes to the Site and road network are carefully managed, and that all servicing and delivery vehicle access, as well as customer access, is retained throughout construction and after the proposed works have been completed.

5. RELIEF SOUGHT

- 5.1 NTC asks that the Panel impose the conditions agreed between NZTA and NTC. This will address NTC's concerns regarding direct access to its site during construction and once the designation is operational. However, NTC also considers additional conditions are required to address effects on its access. Those changes are set out in the evidence of Mr Arbuthnot.

ANDREW JOHN BELL

26 MAY 2026

Annexure A – Qualifications and Experience

1. EXPERIENCE

- 1.1 My full name is Andrew John Bell. I am employed by Foodstuffs, the parent company of NTC and I am authorised by Foodstuffs / NTC to give this evidence on behalf of the company.
- 1.2 I hold the qualification of Bachelor of Construction from Unitec New Zealand, as well as a Post Graduate Certificate in Law from AUT University.
- 1.3 I have over 15 years' experience within the property profession. I am currently the Project and Construction Delivery Manager at Foodstuffs and have been in this role since July 2025. I was previously a Development Manager at Foodstuffs.
- 1.4 Prior to joining Foodstuffs, I was a senior development manager at Property Partners Group, and held property roles at Metlifecare, SkyCity, Air New Zealand and RDT Pacific. I am experienced in various types of property development, having been involved in residential retirement, residential, commercial, industrial, airports, healthcare and education activities in New Zealand and the United Kingdom.
- 1.5 In my role as a development manager I managed property acquisition, consenting, construction and network planning processes for Foodstuffs throughout Auckland. This involves Foodstuffs' supermarket, wholesale, convenience retail, and supply chain businesses. I am responsible for planning new stores, from high level planning, (e.g.: rezoning and master-planning) through to detailed site planning (e.g.: tracking curves, parking demand and site servicing). This planning begins at store catchment level and involves an understanding of how the transport network will operate to ensure we make it as easy as possible for our supply chain to service these stores safely and efficiently. My current role involves delivering new supermarkets and upgrading existing ones from concept through to completion. This also involves coordinating site layout, access arrangements, servicing, and operational interfaces, amongst other things.