

**BEFORE AN EXPERT PANEL**

**FTAA-2511-1146**

**UNDER** the Fast-track Approvals Act 2024 (“**the FTAA**”)  
**IN THE MATTER** of the North West Rapid Transit fast-track application  
(Application FTA177) made by New Zealand Transport Agency  
Waka Kotahi under the Act (“**Application**”)  
**AND**  
**IN THE MATTER** of comments on the Application on behalf of the National  
Trading Company of NZ Ltd

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**EVIDENCE OF LEO DONALD HILLS ON BEHALF OF THE NATIONAL TRADING  
COMPANY OF NEW ZEALAND LIMITED**

**TRANSPORT**

26 MAY 2026

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**ELLIS GOULD  
LAWYERS  
AUCKLAND**

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**EVIDENCE OF LEO DONALD HILLS ON BEHALF OF THE NATIONAL TRADING  
COMPANY OF NEW ZEALAND LIMITED**

**TRANSPORT**

**1. EXECUTIVE SUMMARY**

- 1.1 In general, I agree that the North West Rapid Transit fast-track project will deliver significant Auckland wide operational benefits, including improved bus travel times, reliability and network efficiency.
- 1.2 I agree with the specific conditions proposed regarding the provision of access both during and post construction relating to New World Point Chev.
- 1.3 However, I consider that:
- (a) With no “in accordance” condition or any other specific conditions regarding the Point Chevalier bus station design, I am unclear if what is shown in the indicative design is likely to occur and thus how relevant the indicative designs are.
  - (b) Given what is proposed is unclear / not certain, I am concerned that the transportation reviewer has assumed a certain operation / use of this area which may not occur.
  - (c) From my review of the Assessment of Transport Effects, none of the modelling inputs or outputs are provided, including for Parr Road North and its intersection with Great North Road. I consider this intersection to be critical for the operation of the New World Point Chev.
  - (d) As a result, in the absence of this information, I cannot determine the effects on NTC’s operations in future (both loading and the click and collect) once the North West Rapid Transit fast-track application is operational.
- 1.4 I have therefore recommended conditions regarding operation / performance of Parr Road North and its intersection with Great North Road once details are known.

## 2. INTRODUCTION

- 2.1 My full name is Leo Donald Hills.
- 2.2 I am a director of Commute Transportation Limited (“**Commute**”). Commute provides a wide range of transport-related services to the private and public sector clients throughout New Zealand.
- 2.3 I have a Master of Civil Engineering (2000) and a Bachelor of Engineering with Honours (1996), both from the University of Auckland. I am a Chartered Professional Engineer (CPEng) and a Chartered Member of Engineering New Zealand (CMEngNZ).
- 2.4 During my 29 years as a practicing traffic engineer, I have been engaged by local authorities and private companies/individuals to advise on traffic and development issues covering safety, management and planning matters of many kinds. Recent relevant experience is set out in **Attachment A**.
- 2.5 I have been engaged by National Trading Company of New Zealand Ltd (“**NTC**”) to provide expert advice on transport issues related to the fast-track application (“**Application**”) made by New Zealand Transport Agency Waka Kotahi (“**NZTA**”) for Te Ara Hauāuru Northwest Rapid Transit (“**Project**”), and in particular its impacts on NTC’s site at 1136 Great North Road, Point Chevalier (“**the Site**”). The recently constructed and opened New World Point Chevalier (“**New World Pt Chev**”) is located at the Site.
- 2.6 The Application involves designating at least part of the Site for the Project (via NoR 9<sup>1</sup> and NoR 11<sup>2</sup>) and seeking the necessary resource consents to undertake the works. My evidence focuses on the notice of requirement component of the Application.
- 2.7 While this is not a Court hearing, I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court’s Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and agree to comply with it while giving evidence. Except where I state that I am relying on

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<sup>1</sup> Busway between Waterview Interchange and Western Springs.

<sup>2</sup> Point Chevalier Station.

the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

**3. SCOPE OF ENGAGEMENT AND EVIDENCE**

3.1 I have reviewed the Application documents, and in particular:

- (a) Part 6.20: Assessment of Transport Effects.
- (b) Part 4 - Appendix A - Proposed Designation Conditions
- (c) Attachment 6.2 Indicative Design East.

3.2 In general, I agree that the Project will deliver significant Auckland wide operational benefits, including improved bus travel times, reliability and network efficiency.

3.3 My evidence focusses on the potential traffic and transportation effects of the Project on New World Point Chev both during construction and once operational.

3.4 From my review of the Application including the Assessment of Transportation Effects (dated 15 December 2025), I consider the key issues in relation to New World Point Chev to be:

- (a) Maintaining access to the loading area of New World Point Chev during construction;
- (b) Ensuring efficient and functional access to the loading and click and collect areas can continue to occur once operational; and
- (c) The performance of Parr Road North and its intersection with Great North Road once the Project is operational.

3.5 In the following sections I first describe the New World Point Chev site in relation to the surrounding road network, before discussing each of the above issues.

#### 4. THE NEW WORLD POINT CHEV SITE

- 4.1 NTC owns the Site located at 1136 Great North Road, Point Chevalier, situated on the southern side of Great South Road.
- 4.2 NTC operates a “New World” supermarket from the Site, together with office space above and a small retail tenancy with frontage to Great North Road. A “Click and Collect” facility has recently opened with access via the Parr Road North frontage of the site. *Figure 1* below shows the Site in relation to the surrounding road network.



Figure 1: Site layout (source: Nearmaps April 2026)

- 4.3 A total of 122 parking spaces are provided on the Site, comprising 24 at-grade parking spaces located to the front of the building and 98 parking spaces within a basement sub-grade, and accessed from the signalised entrance to Great North Road. A further four parking spaces are provided in connection with the click and collect facility and are accessed from Parr Road North.
- 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. The loading area for the supermarket activity accommodates truck and trailer and semi-trailer vehicles and provides sufficient on-site manoeuvring to ensure that such vehicles can enter and exit the site in a forward direction.

- 4.5 Critically, both the click and collect facility and all the loading for the supermarket rely on Parr Road North for access.

## **5. ACCESS DURING CONSTRUCTION**

- 5.1 I note that Condition 16 requires a Construction Traffic Management Plan to manage construction effects. An amended set of conditions has been agreed between NTC and NZTA.<sup>3</sup> Condition 12 ensures a minimum level of direct access and physical access and manoeuvrability for delivery vehicles to the service area is provided throughout the construction period.

- 5.2 I agree with these conditions in relation to construction effects.

## **6. ACCESS FOLLOWING CONSTRUCTION**

- 6.1 An amended set of conditions has been agreed between NTC and NZTA regarding direct access to the Site.<sup>4</sup> I note that Conditions 10-11 secure permanent physical access and manoeuvrability for delivery vehicles to the service area including having all service vehicles travel in a forward direction in and out of the service area.

- 6.2 The loading of the supermarket (including truck and trailers and semi-trailers) as well as customers to the click and collect is reliant on access via Parr Road North. As such, these conditions (which I agree with) are critical in my opinion in maintaining the safe and efficient operation of the supermarket in the future.

## **7. PARR ROAD NORTH OPERATION**

- 7.1 I understand that the Application adopts an “*indicative design*” approach and does not include a traditional “in accordance” condition. As such, the accuracy of and reliance on the Assessment of Transport Effects prepared by NZTA depends on how well the recommendations are secured through the proposed conditions.

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<sup>3</sup> Memorandum on behalf of NZTA – 12 May 2026 at Appendix A.

<sup>4</sup> Memorandum on behalf of NZTA – 12 May 2026 at Appendix A.

- 7.2 As I have noted previously, the loading of the supermarket (including truck and trailers and semi-trailers) as well as customers to the click and collect are reliant on access via Parr Road North.
- 7.3 In terms of Parr Road North and the surrounds, the Assessment of Transport Effects states that:
- (a) Pick up and drop off (“**PUDO**”) facilities for the proposed Point Chevalier station will occur on Great North Road where short-term parking already exists in close proximity to the station.<sup>5</sup>
  - (b) *“At Point Chevalier, the station footprint is located on an existing Council-owned car park, which will require the removal of approximately 102 parking spaces”.*<sup>6</sup>
  - (c) The report also states (emphasis added) *“This Project has been developed in collaboration with AT to enhance PT performance without compromising the operation of SH16 or the local road network. Potential operational effects have been mitigated through the design of the Project and any remaining adverse effects are **negligible**. Overall, the Project will deliver significant transport benefits”.*<sup>7</sup>
- 7.4 I have also reviewed the “indicative designs”<sup>8</sup> included in the application. Figure 2 shows this design surrounding New World Point Chev.

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<sup>5</sup> Pg. 37; Te Ara Hauāuru Northwest Rapid Transit; Assessment of Transport Effects; 15 December 2025.

<sup>6</sup> Pg. 38; Ibid.

<sup>7</sup> Pg. 39; Ibid.

<sup>8</sup> Attachment 6.2 Indicative Design East Sht 07 OF 10.

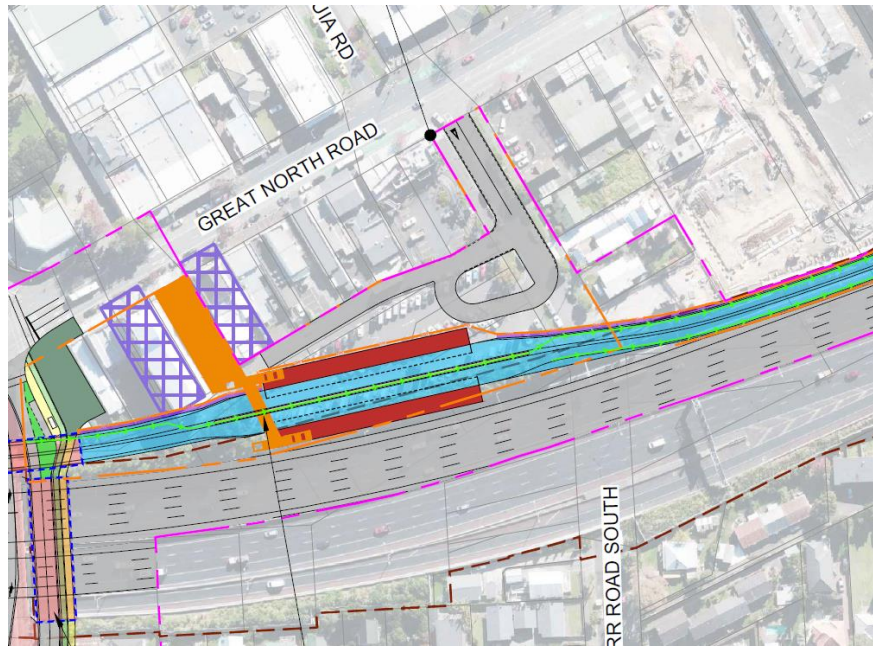


Figure 2: Indicative design of the Pt Chev Station

7.5 From my review of these plans:

- (a) With no “*in accordance*” condition or any other specific conditions regarding the Point Chevalier bus station design, I am unclear if what is shown in the indicative design is likely to occur and thus how relevant the indicative designs are.
- (b) Specifically, I am unclear as to if the “loop” from Parr Road North (refer to *Figure 2 above*) will operate as a bus layover, local bus stop, taxi rank, or an additional PUDO area (or all of the above). This is important as it will dictate traffic generation and resulting parking and queuing within the vicinity of the station and thus will potentially conflict with NTC’s click and collect and loading operations and impact on the total traffic in and out of Parr Road North.
- (c) It is also unclear how large service vehicles will utilise the service lane. Currently, large service vehicles can enter and exit the service lane from Carrington Road and Parr Road North without the need to turn around. However, the layout of the Point Chevalier bus station is such (i.e., dead end) that they would potentially have to reverse onto Parr Road North to exit (if they cannot turn around), which conflicts with the operation of NTC’s click and collect facility and servicing movements resulting in both efficiency and safety issues.

- (d) Similarly, it is unclear how the loop road will integrate with the servicing requirements of the supermarket activity, nor is it clear as to whether any changes are proposed to the design of the Parr Road North / Great North Road intersection to accommodate the resultant traffic.
- 7.6 The Assessment of Transport Effects advises that the operational transport effects were informed by modelling tools including MSM, SIDRA and Aimsun,<sup>9</sup> and concludes that the *“Potential operational effects have been mitigated through the design of the Project and any remaining adverse effects are negligible”*.<sup>10</sup>
- 7.7 However, from my review of the Assessment of Transport Effects, none of either the modelling inputs or the outputs is provided, including for the Parr Road North / Great North Road intersection which is critical for the operation of New World Point Chev. Further, given what is proposed in the “loop” is unclear / not certain, I am also concerned that the transportation reviewer has assumed a certain operation / use of the area which, in reality, may not occur.
- 7.8 NZTA’s response to the Panel’s request for a further assessment as to effects and proposed conditions did not address operational effects.<sup>11</sup> In the absence of this information, I cannot determine the effects on NTC’s operations in future (both loading and the click and collect) once the Project is operational.
- 7.9 I understand that as part of the future outline plan process, NZTA must show vehicular access, circulation and provision for parking. However, I also understand that there is no specific requirement for the sort of analysis that would be required to demonstrate that the effects on the local road network (including Parr Rd North and the interaction with the supermarket activity) are acceptable.

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<sup>9</sup> Te Ara Hauāuru Northwest Rapid Transit; Assessment of Transport Effects; 15 December 2025 Page 30.

<sup>10</sup> Pg. 39; Ibid.

<sup>11</sup> Memorandum of Counsel on behalf of NZTA dated 19 May 2026 at Appendix A, pp. 18-19.

- 7.10 In my opinion, a condition requiring a specific transport and access plan for the Point Chevalier station is required, which:
- (a) Confirms what is actually proposed at the Point Chevalier bus station and nearby road network, including PUDO or bus layover areas (or something else);
  - (b) Demonstrates through traffic modelling and vehicle tracking that the road network including Parr Road North and its intersection with Great North Road will operate within acceptable levels of service and confirms the “negligible” effects concluded in the transportation assessment. In this regard, for any movement at a priority intersection such as Pah Road North / Great North Road, I would consider Level of Service D (LOS D) to be an acceptable performance measure; and
  - (c) Confirms that access to commercial properties can be maintained without creating unacceptable safety or operational effects.

## **8. CONCLUSION**

- 8.1 In general, I agree that the Project will deliver significant Auckland wide operational benefits, including improved bus travel times, reliability and network efficiency.
- 8.2 I agree with the specific conditions proposed regarding the provision of access both during and post construction relating to New World Point Chev.
- 8.3 However, I consider that:
- (a) With no “in accordance” condition or any other specific conditions regarding the Point Chevalier bus station design, I am unclear if what is shown in the indicative design is likely to occur and thus how relevant the indicative designs are.
  - (b) Given what is proposed is unclear / not certain, I am concerned that the transportation reviewer has assumed a certain operation / use of this area which may not occur.

- (c) From my review of the Assessment of Transport Effects, none of the modelling inputs or outputs are provided, including for Parr Road North and its intersection with Great North Road. I consider this intersection to be critical for the operation of the New World Point Chev.
- (d) As a result, in the absence of this information, I cannot determine the effects on NTC's operations in future (both loading and the click and collect) once the Project is operational.

8.4 I have therefore recommended conditions regarding operation / performance of Parr Road North and its intersection with Great North Road once details are known.

LEO DONALD HILLS

26 MAY 2026

## **Attachment A**

### **1. LEO DONALD HILLS RELEVANT EXPERIENCE**

- 1.1 I have a Master of Civil Engineering (2000) and a Bachelor of Engineering with Honours(1996), both from the University of Auckland. I am a Chartered Professional Engineer (CPEng) and a Chartered Member of Engineering New Zealand (CMEngNZ).
- 1.2 During my 29 years as a practicing traffic engineer, I have been engaged by local authorities and private companies/individuals to advise on traffic and development issues covering safety, management and planning matters of many kinds. Relevant to this project, this recent experience includes:
- (a) Sunfield (Fast-track Approvals Act 2024) – Traffic Engineer for Sunfield including production of Integrated Transport Assessment and attendance at FTTA Panel hearing.
  - (b) Kings Quarry Expansion – Stages 2 and 3 (Fast-track Approvals Act 2024) - Traffic Engineer for Sunfield including production of Integrated Transport Assessment relating to expanding existing quarrying activities to enable the extraction and processing of up to approximately 500,000 tonnes per annum for up to 100 years.
  - (c) Drury Metropolitan Centre – Consolidated Stages 1 and 2 (Fast-track Approvals Act 2024) – Traffic / Transportation Peer reviewer for the FTTA Panel relating to residential and commercial land development within the Drury Centre Precinct, Drury.
  - (d) Pahiatua Windfarm Transportation Peer reviewer for the FTTA Panel relating to proposed windfarm.
  - (e) National Trading Company of New Zealand Ltd Pt Chevalier supermarket – review of Integrated Transportation Assessment.
  - (f) National Trading Company of New Zealand Ltd Willow Camp Road, Takanini supermarket – review of Integrated Transportation Assessment.