

**BEFORE AN EXPERT CONSENTING PANEL**

**IN THE MATTER** of the Fast-track Approvals Act 2024 (**FTAA**)

**AND**

**IN THE MATTER** of an application by Winton Land Limited under section 42 seeking approval for the Sunfield project (FTAA-2503-1039)

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**JOINT STATEMENT OF EVIDENCE BY MARTIN PEAKE, CRAIG RICHARDS,  
AND SAULIUS VINGRYS (AUCKLAND TRANSPORT)**

**Public Transport**

**Dated: 9 December 2025**

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## INTRODUCTION

1. This statement is provided by Martin Peake, Craig Richards, and Saulius Vingrys on behalf of Auckland Transport (**AT**).
2. Our qualifications and experience are set out in our previous statements to the Panel and are not repeated. We confirm compliance with the Environment Court Practice Note 2023 Code of Conduct for Expert Witnesses.
3. We each confirm that we stand by the analysis, conclusions and recommendations in our earlier reports and/or our Joint 'Will Say' Statement dated 7 November 2025 (**Will Say**), and the Joint Witness Statement on Transportation dated 19 November 2025 (**JWS**), subject to any updates or clarifications in this statement.
4. This statement addresses the public transport topics identified by the Panel at paragraph 17 of Minute 19 dated 5 December 2025. Where our views remain as previously stated, we cross-reference to the relevant earlier material rather than repeating it.

## CAPACITY OF THE TRAIN STATIONS TO DEAL WITH THE INCREASED BUS TRAFFIC EXPECTED AND HOW THIS IS MANAGED AND PAID FOR

5. The capacity of Papakura and Takaanini train stations to accommodate the proposed Sunbus service, and the need for upgrades, are addressed at paragraphs 5.35 and 5.47-5.50 of the Will Say and at Section B(i) of the JWS.
6. Access for Sunbus services to Takaanini Station will require dedicated bus stops. These bus stops are separate from the AT bus stops already available at the station, and are primarily needed to ensure that AT's public transport services are not delayed by Sunbus operations. While Sunbus stops can be provided on-street, the exact locations have not yet been agreed upon and remain uncertain. Although there is on-street space available at the Takaanini Station, identifying suitable sites near the station is challenging due to the high concentration of private driveways in the area.
7. For Papakura Station, following expert witness conferencing, the applicant has provided information indicating potential locations for additional bus stops and bus layover areas. Possible spaces have been identified on Ron Keat Drive, south of the Auckland Council Leisure Centre. However, the extent of space required to accommodate bus stops and the associated

impact on parking removal – necessary to enable Sunbus operations – remains unknown. It is understood that funding and ongoing maintenance will be provided by Sunfield. Sunfield will also need to apply for an encroachment licence from the road controlling authority.

8. At this stage of planning, it is still unclear how many Sunbus services will operate at each phase of the development. The busiest times of Sunbus operation will determine how large the bus stops / layovers are required at the stations. As the Sunfield community grows, Sunbus services are expected to become more frequent, so it is important to ensure there is enough space at the Takaanini and Papakura stations to accommodate not only the short-term but also future peak Sunbus demands.
9. Public Transport operational information, such as Sunbus hourly volumes, service frequency, and hours of operation, is essential for determining the infrastructure required to support Sunbus and to minimise traffic impacts on the existing transport network. At present, these details have not been confirmed, making it difficult to assess the space needed for bus stop capacity, its feasibility and complexity, and ultimately the viability of Sunbus in achieving the intended shift from private vehicles to public transport.
10. It is also unclear whether end-of-trip facilities – such as toilets, drinking water, and meal-break areas – will be required at Takaanini and Papakura Stations. These facilities may be necessary in the event that a traditional (non-autonomous) bus service is used, but may not be required if the Sunbus operates solely as an autonomous service. Clarification of these operational requirements is needed once the final operating model is confirmed.

## **THE CAPACITY FOR ACTIVE TRAVEL OPTIONS AT THE TRAIN STATIONS**

11. External active mode connections are addressed at paragraphs 5.51-5.53 of the Will Say and at Section C(c) of the JWS.
12. We recommend including a condition requiring the Sunfield development to provide safe, secure, and sheltered end-of-trip facilities—such as bicycle parking—at the Takaanini and Papakura stations. These facilities should cater for the additional active mode trips generated by the development, in accordance with the Integrated Transportation Assessment.

## **THE MANAGEMENT OF THE SUNBUS AS A FORM OF PRIVATE TRANSPORT AND THROUGH TIME**

13. The Sunbus operating model is addressed at paragraphs 5.31-5.44 of the Will Say and at Section B of the JWS.
14. Contingency for the Sunbus service is not resolved through the JWS. The service levels, punctuality requirements, and long-term viability of the operating model require further investigation and must be addressed to a level comparable to AT-operated public transport services.
15. The JWS recognises that Sunbus service levels will need to increase as housing and employment areas develop. However, beyond the 1,350-dwelling trigger, the JWS does not identify what further frequency increases will be required or what additional triggers will apply.
16. During conferencing, it was agreed that additional development monitoring triggers are required beyond 1,350 dwellings to monitor / assess the efficiency and performance of Sunbus and confirm whether the required public transport mode share is being achieved.

## **THE WALKABILITY OF THE SUNBUS CATCHMENTS**

17. The coverage and accessibility of the Sunbus service, including for the industrial precinct, are addressed at paragraphs 5.39-5.40 of the Will Say and at Section B(d) of the JWS.
18. Updated designs of the industrial precinct since the lodgement of the Notice of Requirement (**NoR**) for the Mill Road Stage 2 project have not been made available. These would be required to understand the walkability of this precinct to the Sunbus service.
19. The furthest point of the industrial precinct is some 660m from the Road 1 / Road 5 intersection in a straight line, with the nearest bus stop further than this distance. The actual walking distance to bus stops will be dependent on the design of the industrial precinct and its permeability for walking. AT's Urban Street and Road Design Guide recommends that Frequent Transit Network bus stops should be less than a 10-minute walk (or 500m). Whilst some of the industrial precinct will be within this recommended walking

distance, other parts will not. To encourage workers to use public transport, the industrial precinct should be designed to minimise the walk time and distance to and from the Sunbus bus stops.

## **POTENTIAL ROADING UPGRADES FOR THE SUNBUS IN THE ROADING CORRIDOR**

20. Whether bus lanes or other priority measures will be required between the site and the train stations is addressed at paragraphs 5.47-5.50 of the Will Say and at Sections B(c) and B(j) of the JWS.
21. The proposed route of the Sunbus is yet to be determined, and therefore it is not possible to categorically state what bus priority measures would be required. Notwithstanding, the Porchester FTN (as referenced by Mr Hills in the paragraph B(j) of the JWS), cannot be relied upon to provide priority measures, as it is not known whether the Sunbus would use this route nor is there any certainty as to the timing of the implementation of the FTN. Sunbus may be operational in advance of the FTN and therefore any priority measures that were anticipated as part of the FTN would not be available for the Sunbus to use.
22. Condition 114 sets out the requirement of the Public Transport (Sunbus) Operational and Implementation Plan (PTOIP). There are no requirements in this condition to determine whether priority measures are required along the route. Priority measures may be required to enable the service to operate at the intended frequency, reliability and timetable. Such measures will be dependent on the actual route (yet to be determined). The condition should require priority measures along the proposed route to be identified and implemented.
23. Based on the JWS having now confirmed that the Sunbus service is a private service, there is a new issue of the asset maintenance obligations to support this private service. It is considered that the infrastructure requirements should not be maintained by ratepayers but by the developer, which will require the approval of a road encroachment licence approval from the road controlling authority to keep maintenance for the consent holder.

## THE IMPACT OF ACTIVE TRAVEL OPTIONS IN THE ROADING CORRIDOR TO THE STATIONS

24. External active mode connections are addressed at paragraphs 5.51-5.53 of the Will Say and at Section C(c) of the JWS.
25. Active travel mode connections between the development and the Stations (notably cycling facilities due to the distances involved), are required to enhance the accessibility to public transport, particularly to the rail network. This is important, specifically in the early stages of the development prior to the operation of the Sunbus, and in the longer term, to provide a range of travel options other than private vehicle.
26. The proposals will result in an incomplete connection between the site and Airfield Road, with a missing link between the northern extent of the separated path along the Mill Road frontage and the Airfield Road / Mill Road intersection and for a short section along the southern side of Airfield Road west of Mill Road (sections 1b and 2 in the figure below). It is understood that there are constraints in providing a separated path along the missing Mill Road section, but a lesser standard of facility could be considered, and there could be scope for adjustments to the design of the proposed intersection to accommodate 1b. There does not appear to be any such constraint to provide section 2.



27. Beyond the boundaries of the site, the Applicant does not propose to provide any specific active mode facilities within the road corridor (or otherwise) between the site and the Stations. The Applicant is reliant on either existing active mode facilities or projects that would be developed or implemented by AT. From a review of the AT GIS, there are no specific active mode projects that have been identified as relevant to the connections between the site and the Stations.

**DATED** the 9<sup>th</sup> day of December 2025

**Martin Peake**

**Craig Richards**

**Saul Vingrys**