

SUNBUS PUBLIC TRANSPORT OPERATIONAL AND IMPLEMENTATION PLAN

Winton Land Limited (**'Winton'**), as Consent Holder, is required under Sunfield Condition of Consent 114 to prepare the Sunbus Public Transport Operational and Implementation Plan (**'PTOIP'**) to be certified by Council.

Outlined below is the draft PTOIP.

1 INTRODUCTION

This PTOIP outlines the proposed privately owned and managed public bus service linking the Sunfield masterplanned community (**'Sunfield'**) with both the Papakura train station and the Takanini train station, approximately 3–4km away (the **'Sunbus Service'**). The purpose of the Sunbus Service is to provide frequent and reliable low-emission transport for the Sunfield residents to rail services, local shops, schools, and employment hubs.

This draft PTOIP is the initial PTOIP for Sunfield and reflects the fact that the Sunbus Service will initially be established *'prior to the occupation of 445 dwellings'* within Sunfield which will occur following the completion of development of super lots 1 and 2. This PTOIP will be updated and refined as appropriate prior to that establishment date in accordance with Sunfield Consent Condition 114. At this initial stage of Sunfield, the proposed route of the Sunbus Service will be throughout the internal area of the Sunfield development (being super lots 1 and 2) and along the initial proposed route to the Papakura train station. The Sunbus Service route will be extended to include the Takanini rail station in due course. Please refer to section 4 for the proposed service area and route.

2 THE SUNBUS SERVICE OWNERSHIP AND OPERATIONAL STRUCTURE

To ensure the validity and long-term sustainability of Sunbus Services, a dedicated Special Purpose Vehicle (**'SPV'**) company will be established to provide clear governance, financial transparency, and risk isolation. The SPV will be a wholly owned subsidiary of Winton Land Limited, which is the ultimate parent entity of the NZX and ASX listed company. This structure builds upon Winton's proven track record in operating public transport solutions for specific projects (i.e. Ayrburn), demonstrating both technical expertise and successful stakeholder engagement.

3 THE SUNBUS SERVICE OBJECTIVES

- Provide a reliable, high-frequency regular link between Sunfield and the Papakura train station.
- Reduce car dependence and internal traffic within Sunfield.
- Align with Sunfield's vision as a walkable, low-car, sustainable masterplanned community.
- Support commuter connections with Auckland Transport rail timetables.
- Ensure accessibility for mobility-impaired, elderly, and children.

4 SERVICE AREA AND ROUTE

As noted above, this draft PTOIP is the initial PTOIP for Sunfield and reflects the fact that the Sunbus Service will initially be established *'prior to the occupation of 445 dwellings'* within Sunfield, which will occur following the completion of development of super lots 1 and 2. At this initial stage of Sunfield, the proposed route of the Sunbus Service will commence from Local Hub A (which is located within super lot 1) within Sunfield and will travel along the initial proposed route to the Papakura train station.

The initial proposed Sunbus Service route is shown below in Figure 1.

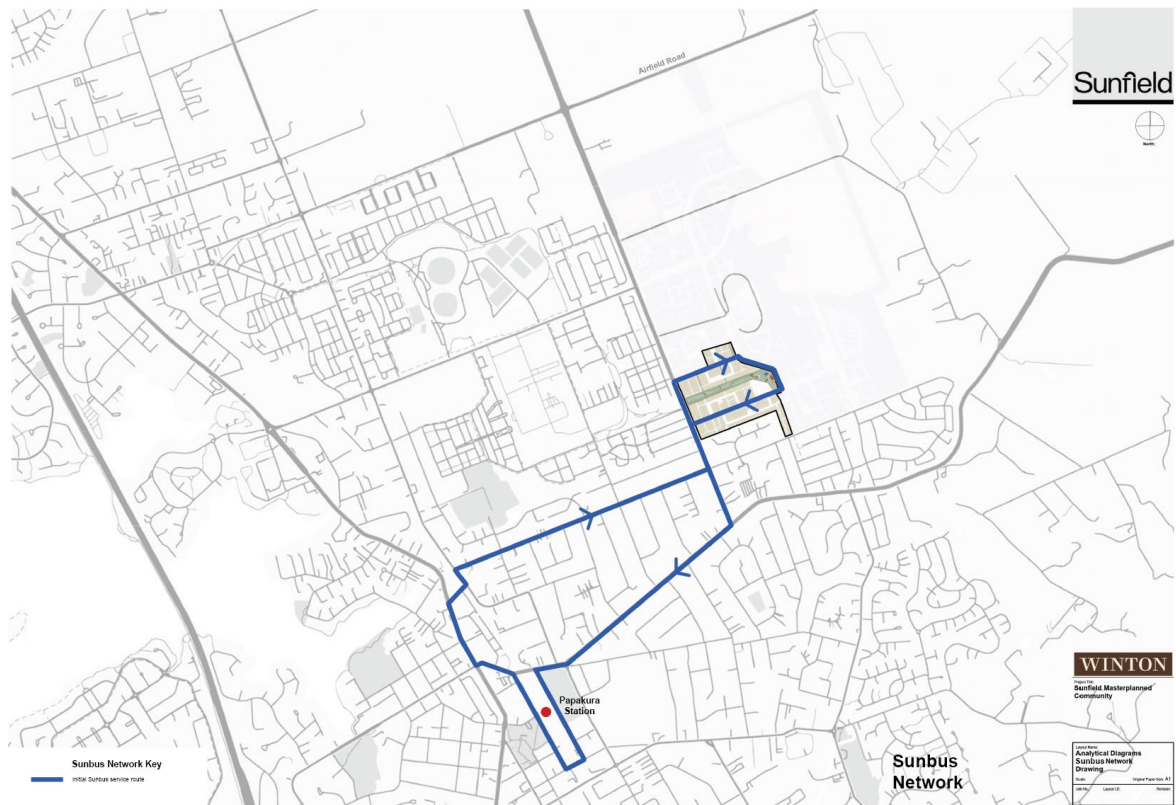


Figure 1: Initial Proposed Sunbus Service Route Map

The initial proposed Sunbus Service route detailed above is only considered appropriate at the initial stage of the Sunbus Service, with the route to be expanded as Sunfield is developed so it links to the Takanini train station and potentially other key locations. The proposed full Sunbus Service route is included at Appendix 2 for information purposes.

5 SERVICE FREQUENCY AND OPERATING HOURS

Travel Time

- Estimated: 10–12 minutes each way depending on time of day.
- Total round-trip cycle including layover times: 25–30 minutes.

<i>Weekday Peak Service</i>	5.30 – 9.00 AM – frequency every 30 minutes 4.00 – 7.00 PM – frequency every 30 minutes
<i>Weekday Off-Peak Service</i>	9.00 AM – 4.00 PM – frequency every 60 minutes 7.00PM – 9.00 PM – frequency every 60 minutes
<i>Weekend Service</i>	7:00 AM – 9:00 PM – frequency every 60 minutes

Table 1: Initial bus frequency

As noted previously, this PTOIP will be updated and refined as required prior to the establishment date in accordance with Sunfield Consent Condition 114. The above frequencies are only considered appropriate at the initial stage of the Sunbus Service, and the frequency of the Sunbus Service will increase as Sunfield is developed and the number of dwellings occupied increases.

6 SUNBUS INFRASTRUCTURE

a. Within Sunfield:

- Sheltered stops with solar lighting at Ron Keat Drive (or other location as determined in consultation with Auckland Transport).
- Sunbus operational base for the storage and maintenance of vehicles and related equipment to be located at Local Hub A (which is located within super lot 1).
- Sheltered stops with solar lighting.
- Real-time arrival signage.

An image of the Local Hub A layout is shown in Figure 2 below. Further information on Local Hub A is provided with the Local Hub Design Controls which were submitted as part of the Sunfield Substantive Application.



Figure 2: Local Hub A Layout

- b. At Papakura train station

Sheltered stops with solar lighting at Ron Keat Drive (or other location as determined in consultation with Auckland Transport).

7 FLEET REQUIREMENTS

- a. Sunbus Fleet: To maintain the above frequencies with ~30-minute round trip time:

- Peak Service: 2 buses.
- Off-peak Service: 1 bus.
- Spare/maintenance: 1 bus.
- Total recommended fleet: 3 buses.

- b. Sunbus Specifications:

- 30-seater.
- Wheelchair accessible.
- Bike racks (6-slots) optional for commuters.

8 STAFFING REQUIREMENTS

- Sunbus Services Operations Supervisor: 1 FTE (overall responsibility for the Sunbus Service including management of drivers, rostering of drivers, customer relations and management of the Sunbus fleet).
- Drivers: 2 to 4 FTE (to cover shifts, leave and weekend rotations).
- All repairs and maintenance are to be outsourced.
- All legal and accounting functions to be undertaken by Winton.

9 OPERATIONS MANAGEMENT

- a. Scheduling System / Real Time Tracking:

Creation and implementation of the of 'Sunbus Service – Where's my Sunbus' app for all Sunbus Service users as an information source and to allow real-time tracking of the Sunbuses.

- b. Safety:

- Cameras onboard.
- GPS tracking on all vehicles.
- Regular driver training.
- Monthly health and safety audits.

10 SUNBUS SERVICE KPIS

- KPI 1: On-time running. Target: 95%.
- KPI 2: Customer satisfaction: Target: 90% positive.
- KPI 3: Health and Safety Incidents: Target: zero major.

11 IMPLEMENTATION TIMELINE

- a. Phase 1: Planning and Approvals (6 months):
 - establish holding company (including all required policies and procedures),
 - establish health and safety protocol (for employees, drivers, passengers and the public),
 - ensure appropriate insurance policies are in place (refer to the letter from Marsh relating to the ability for Marsh to provide suitable insurance cover for the Sunbus Service which accompanies this PTOIP),
 - finalise the PTOIP including engagement with Auckland Transport, the Local Boards and NZTA as required, and
 - gain all required approval and /or consents and /or licenses for the operation of the Sunbus Service.
- b. Phase 2: Fleet Procurement (2 months):
 - order buses and other required infrastructure, and
 - construct the Sunbus Service operation base within Sunfield (noting that the required bus stops within Sunfield will be constructed as part of the civils work programme).
- c. Phase 3: Recruitment and Training of Employees (2 months):
 - hire all required employees, and
 - undertake training (including health and safety).
- d. Phase 4 (2 weeks): Testing – trial the Sunbus Service from Sunfield to Papakura train station across all proposed Service Frequencies and Operating Hours.
- e. Phase 5: Full public launch.

12 SUMMARY

The Sunbus Service will provide a fast, frequent, reliable, high-quality transport link designed to reduce reliance on cars, integrate with rail, and support a low-carbon community. With a well-planned fleet, consistent timetable, and scalable operations, it will serve as a backbone of Sunfield's transport network.

APPENDIX 1: MARSH LETTER

15 December 2025

Simon Ash
Winton Land Limited
AUCKLAND

SUNFIELD DEVELOPMENTS LIMITED – INSURANCE COVER FOR SUNBUS SERVICE

In our capacity as Insurance Brokers to Winton Land Limited, we hereby confirm the below.

Marsh Limited (**Marsh**) is the current insurance broker and advisor to Winton Land Limited and its various subsidiaries (together **Winton**).

Marsh has a significant history of working with Winton, including procuring appropriate coverage for all Winton's assets and risks and specific advice relating to risk management.

Previously, Marsh has advised on, and put in place, insurance cover for a public bus/shuttle transport solution for the Winton development at Ayrburn, Arrowtown.

Based on our knowledge of Winton's business and operations, and considering the proposed operation of the Sunbus Service, we foresee no obstacles to securing appropriate insurance cover (including motor vehicle and public liability cover). We are confident that coverage can be arranged at the relevant time on industry-standard terms, addressing the risks typically associated with a transport service of this nature.

If you have any queries, please contact Marsh.

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APPENDIX 2: PROPOSED FULL SUNBUS SERVICE ROUTE

