



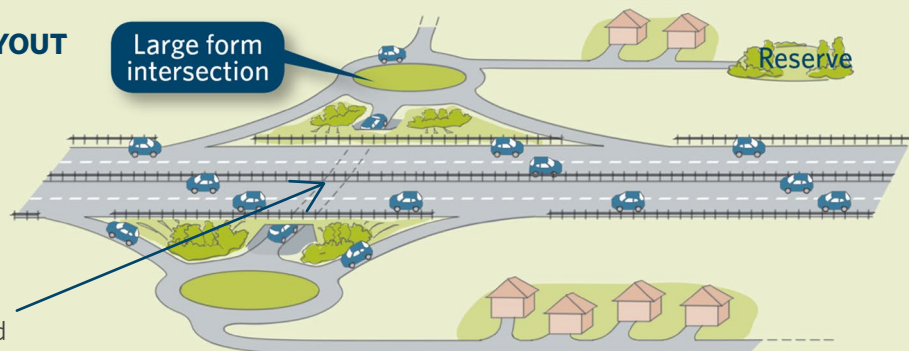
We are proposing a 16km long four-lane expressway extending from the southern end of the Cambridge section of the Waikato Expressway to the intersection of SH1 and SH29 at Piarere.

The indicative alignment broadly follows the existing SH1 from the end of the Waikato Expressway to Karāpiro Road. Near Karāpiro Road, the alignment deviates onto a new offline corridor that sits approximately 1km north of the existing SH1 and ends at the SH1/29 intersection.

## The key components currently proposed are:

- The expressway will have 4 lanes for its entire length of approximately 16 kms and be expressway standard design with central median and wide shoulders (similar to the Cambridge Section of the Waikato Expressway).
- Central and roadside barriers will be constructed along the full length.
- There will be no direct access for properties onto the expressway. All property access will be from either the 'old' SH1 or new local roads adjacent to the expressway.
- A grade separated full diamond interchange in the vicinity of Karāpiro Road to connect the local roads with the new expressway.
- Two single lane roundabouts where the interchange ramps meet with local roads.
- A pedestrian and cyclist bridge over the expressway, from the intersection of Hydro Road and the existing SH1 to Karāpiro School.
- A bridge over an extension of Tunakawa Road for private property access, with the other end of Tunakawa Road severed.
- Three bridges across streams in deeply incised gullies.
- A stormwater management system, including stormwater wetland ponds, dry ponds, wetland and planted swales and discharge structures.
- Construction activities, including a construction compound, haul roads, lay down area and establishment of construction access.

### TYPICAL INTERCHANGE LAYOUT



## THE NEXT STAGES OF THE PROJECT

The current work for the project team is to secure route protection. This involves processes under the Resource Management Act (RMA) to allow Waka Kotahi to secure designations and to obtain regional resource consents to ensure we are ready to proceed with detailed design, property acquisition and construction when funding is made available.

We are planning to lodge the Notices of Requirements with Waipa District Council and Matamata-Piako District Council along with the resource consent applications with the Waikato Regional Council towards mid – late 2023.

## ROUTE PROTECTION AND RESOURCE CONSENTS

Route protection is the identification and protection of land for a future public work, in this case a new road. The design of the new road that will form part of the RMA applications is known as the consenting design and is developed to inform the “footprint” or the land that requires legal protection. Route

protection often occurs early in the life of a project.

Route protection is not intended to finalise the exact detail of the future Cambridge to Piarere expressway – this is refined during a future stage named the detailed design phase.

To develop the consenting design, there is a lot of detailed work required to identify and address environmental effects including ecological, landscaping, groundwater, archaeology, vibration and noise.

## PUBLIC PARTICIPATION IN THE RESOURCE MANAGEMENT PROCESS

When we lodge the RMA applications, we will request that they are publicly notified. This means that any member of the public can make a submission to the councils with respect to the Notice of Requirement and/or the resource consent applications and participate in the process.

Following submissions, a joint public hearing (to hear the Notices of Requirement and regional consents) will

For more information on how to participate in the RMA process, you can find a number of relevant guides on the Ministry for the Environment website at:

[Mfe.govt.nz/rma/processes-and-how-get-involved/everyday-guide-rma](https://mfe.govt.nz/rma/processes-and-how-get-involved/everyday-guide-rma)



be held and overseen by independent commissioners (this could also include representation from the respective Councils' Councillors). Waka Kotahi representatives will present evidence relating to what Waka Kotahi proposes to do. As a submitter, you can speak to your submission at the hearing, or you can bring someone along to represent you and/or present evidence on your behalf.

We will update everyone on our email database and through a website update when we have a definite date as to when lodgement will be.

## FUNDING NOT YET ALLOCATED FOR FURTHER PROJECT STAGES



No funding has yet been allocated for detailed design, active property acquisition and construction of the 16km expressway between Cambridge and Piarere and is not expected before 2027. However, route protection is a very important step to ensure we are ready to proceed if and when funding is made available.



## MORE INFORMATION

Find out more about the project and subscribe to updates at: [nzta.govt.nz/c2p](https://nzta.govt.nz/c2p)

For general enquiries email: [c2p@nzta.govt.nz](mailto:c2p@nzta.govt.nz)