



## 2. CONTEXT

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The motorway extends approximately 18.5km from the Johnstone’s Hill tunnels to rejoin the existing SH1 just north of Warkworth. It is parallel to, but west of, the existing SH1. It mainly traverses hilly rural country, and bypasses the western outskirts of Warkworth Township.

The focus of this ULDSP is three-fold; firstly, it describes the entire northern stretch of motorway, which is the area from the existing large kauri block at the end of Perry Road, to the northern roundabout which is between chainage 47000 and 52200 (the chainage is the location reference referring to metres applied to the Sector Plans in section 7).

There are two specific areas requiring ULDSPs which are located within the sector. The first is the area from Woodcocks Road to the northern SH1 intersection, specifically addressing visual screening between the Project and residents in Viv Davie-Martin Drive (chainage 47800 to 49200).

The second specific ULDSP is the access track located between the Project and the right branch of the Mahurangi River and extending from Te Arawhiti Pua Ngahere to Wyllie Road (chainage 47000 to 49250). The access track is to be made inaccessible to vehicles at the completion of the motorway construction.

The plans in section 7 show the entire Warkworth sector and demonstrate the sector specific elements as they relate to the ULDF.

### Warkworth Outskirts

The wider Warkworth area comprises easy terrain with rolling pastoral farmland and pockets of small settlement surrounding Warkworth Township. It is a modified landscape, with settlements close to the Project. The motorway will be visible from properties and public places in this sector.

The relevant characteristics include:

- The main natural feature is the Mahurangi River on the western outskirts of Warkworth, which meanders across floodplains with a rolling landscape and backdrop of higher hills to the north and south (Dome Hill and Moir Hill)
- Land uses include rural subdivisions, pasture, farmland, orchards, a vineyard, glasshouses, and a fish farm, with exotic shelter belts. There is a large-lot residential subdivision (Viv Davie-Martin Drive) adjacent to the Project. There are also pockets of lifestyle properties scattered along rural roads throughout the sector
- Some of the land adjacent to the north eastern section of the motorway is zoned Future Urban (FUZ) under the Auckland Unitary Plan (Operative in Part)
- There are some remnant stands of indigenous bush, notably the kauri forest near Wyllie Road and the tōtara forest which traces the right-hand branch of the Mahurangi River



Genesis Aquaculture Fish Farm



Kōwhai- the symbol of the Warkworth area<sup>1</sup>



Farmland in the north



Genesis Aquaculture Fish Farm looking north

## ULDF Summary of Human and Natural History

### 2.1 NATURAL HISTORY

The Moir Hill Road ridge splits the Project into two catchments. North of Moir Hill Road the land drains toward the Mahurangi Catchment, with rolling country, winding rivers and flood plains. The Warkworth sector is situated within the Mahurangi catchment.

Geologically, this sector traverses hill country formed either of sandstone/siltstone (Pakiri Formation), alluvial valley floor material or more weathered material (Northland Allochthon).

The Mahurangi River has two main branches. The ‘Right Branch’ flows north with its tributary headwaters on Moir Hill and the ‘Left Branch’ flows south with its headwaters on Dome Hill. The two branches join near Falls Road, west of Warkworth. Within the flood plains of these meandering tributaries, are frequent small wetlands, although predominantly unfenced and modified.

Historically, the Warkworth sector would naturally have comprised northern kauri podocarp/broadleaf forests, dominated by tōtara forest, with areas of kauri on the ridges and taraire on the lower slopes. However, the area has been extensively cleared and only small areas remain. The land is now occupied by areas of pasture and (on less fertile broken hill country), with some stands of regenerating kānuka/mānuka and secondary bush. The most notable areas of indigenous forest are on Wyllie Road, along the Mahurangi River (Right Branch), within the Pōhuehue Reserve (southern end of the sector) and the kauri forest.

### 2.2 HUMAN HISTORY

Warkworth is traditionally known as Puhinui. Since the 17th century the area has been primarily associated with Ngāti Manuhiri, the iwi formed by the rangatira Manuhiri, eldest son of Makinui and his wife Rotu. Several other prominent tūpuna of Ngāti Manuhiri lived there, including Pōnui and Maeaea, the great grandson of Manuhiri.

A particular focal point of the tribe’s occupation in the Puhinui area was Te Awa Waihē (Mahurangi River) a major transport route inland from the Mahurangi Harbour and island dotted sea, Te Moana Nui ō Toi. The river was prized as a source of fresh water and food such as tuna, kōura, and kākahi, while the mature trees in the once lush surrounding forests were felled for waka. South of the waterfalls at the head of the river were several waka landing sites.

Because of its strategic location and importance, Te Awa Waihē was protected by several defensive pā. The remains of these can be seen today, along with many other archaeological sites confirming the historical use of the area by Māori, including kāinga, midden, terraces, and gardens. Te Awa Waihē remains a revered taonga to Ngāti Manuhiri who acknowledge the river’s resident taniwha Waawaia as a kaitiaki of the water and people, and who consider the waterfalls a wāhi tapu.

Puhinui acted as a regional meeting place where tribes with kin connections and mutual political interests would convene. An overland path from Puhinui to the Kaipara Harbour played an important role in maintaining these alliances as well as facilitating trade between the east and west coasts. The larger cultural landscape of Puhinui includes a number of heritage sites, such as Tohitohi ō Reipae (the Dome), named after a famous Tainui princess, and the Ōnehunga valley (now known as Kaipara Flats), a burial ground.

Warkworth was founded where the Puhinui Falls terminated navigation on the tidal Mahurangi River (the falls being the junction between the ‘Waitemata Sandstone’ and a localised area of limestone). The town was subdivided by settler John Brown in 1853 and named after his Northumberland birthplace. Its early development was based around timber felling, a flour mill (driven by the head of water at the falls), cement making (based on the limestone), boat building, farming and orchards.

During World War II, several US Military Camps were established in the area around Warkworth and were periodically occupied between 1942 to 1944, by the 3rd Marine Corps Division, the 25th Infantry Division, and the 43rd Infantry Division (refer to the plans in section 7 for locations). The historic Warkworth centre and heritage military buildings are located outside of the Project area (ULDF section 6.3).

In the past century human activities have included pastoral farming, horticulture, and forestry, supported by sparse residential occupation. The expansion and growth of Warkworth has seen suburban development increase resulting in a change of land use surrounding the township. These changes include the rise of life style farming and viticulture

Today, Warkworth serves a rural area and is increasingly used by people for recreation or who choose the area for its lifestyle. Over the next 30 years Warkworth is anticipated to grow significantly from a town of around 5,000 people to a town of 25,000 – 30,000 people. The motorway designation borders the potential Future Urban zone and Rural Urban Boundary for approximately 4km around Warkworth.

### 2.3 CIRCULATION

The new motorway will create a new entrance to Warkworth for both northbound and southbound travellers with a large roundabout, located on the northwest outskirts of the town. Existing SH1 will continue to be used, and will tie into the roundabout, carrying both local and regional traffic.

Local roads such as Woodcocks Road, Carran Road and Wyllie Road will be reconfigured to maintain access for local residents and the public. No other local roads will be modified by the Project in this area.

A private vehicle underpass below the motorway will be provided at Carran Road.

A 3m wide walking and cycling shared path will be provided at the northern connection and will run between the intersection of Goatley Road and Kaipara Flats Road (to the north) and the intersection with Hudson Road (to the south). A new footpath will be provided along Woodcocks Road and under Woodcocks Road Bridge to provide for pedestrian access along the new road connections. The Project works finish at the Kaipara Flats Road intersection (to the north) and Hudson Road (to the south-east).

<sup>1</sup>Smalljude, 2011.