

SH16 IMPROVEMENTS, STAGE 2 BRIGHAM CREEK TO KUMEŪ: ARCHAEOLOGICAL ASSESSMENT

Prepared for Beca Ltd



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INTRODUCTION

The Project

Waka Kotahi is seeking to undertake safety, capacity, walking and cycling improvements to State Highway 16 (SH16) between Whenuapai and Kumeū (Figure 1 and Figure 2). These proposed improvements form Stage 2 of the wider SH16 Brigham Creek to Waimauku Project, which was identified as a section of rural state highway that qualifies for the Safe Roads and Roadsides Programme. The safety improvements involve retrofitting the corridor with short-term safety mechanisms specifically designed to reduce the incidents of deaths and serious injuries.

The SH16 Stage 2 Project corridor extends from the end of the Auckland North-Western Motorway at the intersection of SH16, Brigham Creek Road and Fred Taylor Drive (Whenuapai) through to Weza Lane (east of Kumeū), and is a total distance of approximately 4.3km. This SH16 corridor is zoned Strategic Transport Corridor within the Auckland Unitary Plan: Operative in Part (AUP: OP) and is also designated by Waka Kotahi NZ Transport Agency. The corridor has been divided into four sections, based on key characteristics, so that appropriate treatments and options could be developed and assessed. The sections include:

- Section A: From Brigham Creek roundabout through to Coatesville-Riverhead Highway intersection.
- Section B: The SH16 / Coatesville-Riverhead Highway intersection.
- Section C: From Coatesville-Riverhead Highway intersection through to Taupaki Road / Old North Road roundabout.
- Section D: From Taupaki Road / Old North Road roundabout through to Weza, east of Kumeū.

The Project comprises the following physical changes to the SH16 corridor:

- Additional traffic lanes between Brigham Creek roundabout and Coatesville-Riverhead Highway
- A new two-lane roundabout at the intersection of Coatesville-Riverhead Highway
- Additional traffic lanes between Coatesville-Riverhead Highway and Taupaki Road
- Widened road shoulders
- Flexible median safety barrier between Brigham Creek roundabout and Taupaki Road
- A flush median between Taupaki Road and Kumeū
- A new 3 metre wide shared-use path between Brigham Creek and Kumeū on the south side of SH16 including new footbridges over Brigham Creek and Kumeū River
- Bridge widening at Brigham Creek Bridge

- Retaining walls
- Stormwater network improvements; and
- Landscaping

Purpose of Report

A desktop archaeological assessment was prepared along with a suite of technical assessments to support an application for a Notice of Requirement (NoR) by Waka Kotahi to alter designations 6740 and 6766 along SH16. This was followed up with field inspection of the area around Brigham Creek where potential archaeological constraints had been identified. This report will inform the assessment of effects on the environment accompanying the NoR under the Resource Management Act 1991 (RMA) and identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA). The purpose of this report is to identify the archaeological constraints in the vicinity of the proposed works and to provide an assessment of potential archaeological effects and recommendations to mitigate/manage these.

Separate specialist reports have been prepared by Peers Brown Miller Ltd (Scott-Dye, Dec 2021) and Plan.Heritage (Brown and Brown, March 2022) to assess the potential effects of the Project on notable trees and built heritage respectively.

Methodology

The New Zealand Archaeological Association's (NZAA) site record database (ArchSite), Auckland Council's Cultural Heritage Inventory (CHI), the Auckland Unitary Plan Operative in Part (AUP OP) schedules and the Heritage New Zealand Pouhere Taonga (Heritage NZ) New Zealand Heritage List/Rārangi Kōrero were searched to determine whether any archaeological sites had been recorded on or in the immediate vicinity of the proposed SH16 improvement works. Literature and archaeological reports relevant to the area were consulted (see Bibliography), and in particular a preliminary desktop archaeological assessment prepared by Clough & Associates for Stages 1 and 2 (Macready 2019).

A visual inspection of the Brigham Creek area where archaeological sites have previously been recorded was conducted on 8 December 2020, with representatives of Waka Kotahi and project specialists. The ground surface was examined for evidence of former occupation (in the form of shell midden, depressions, terracing or other unusual formations within the landscape, or indications of 19th century European settlement remains).

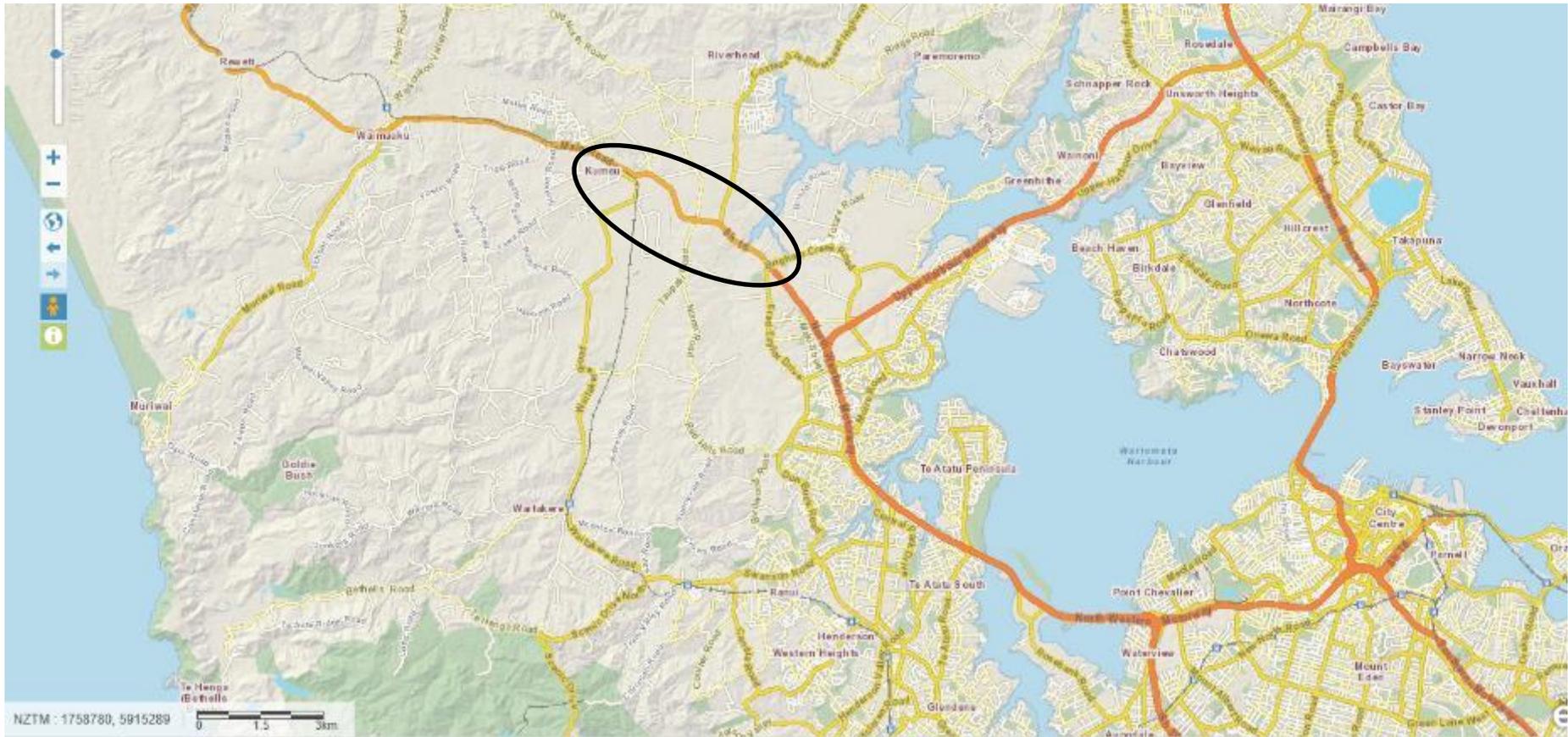


Figure 1. General location of the Brigham Creek to Waimauku project area (source: Auckland Council GeoMaps)

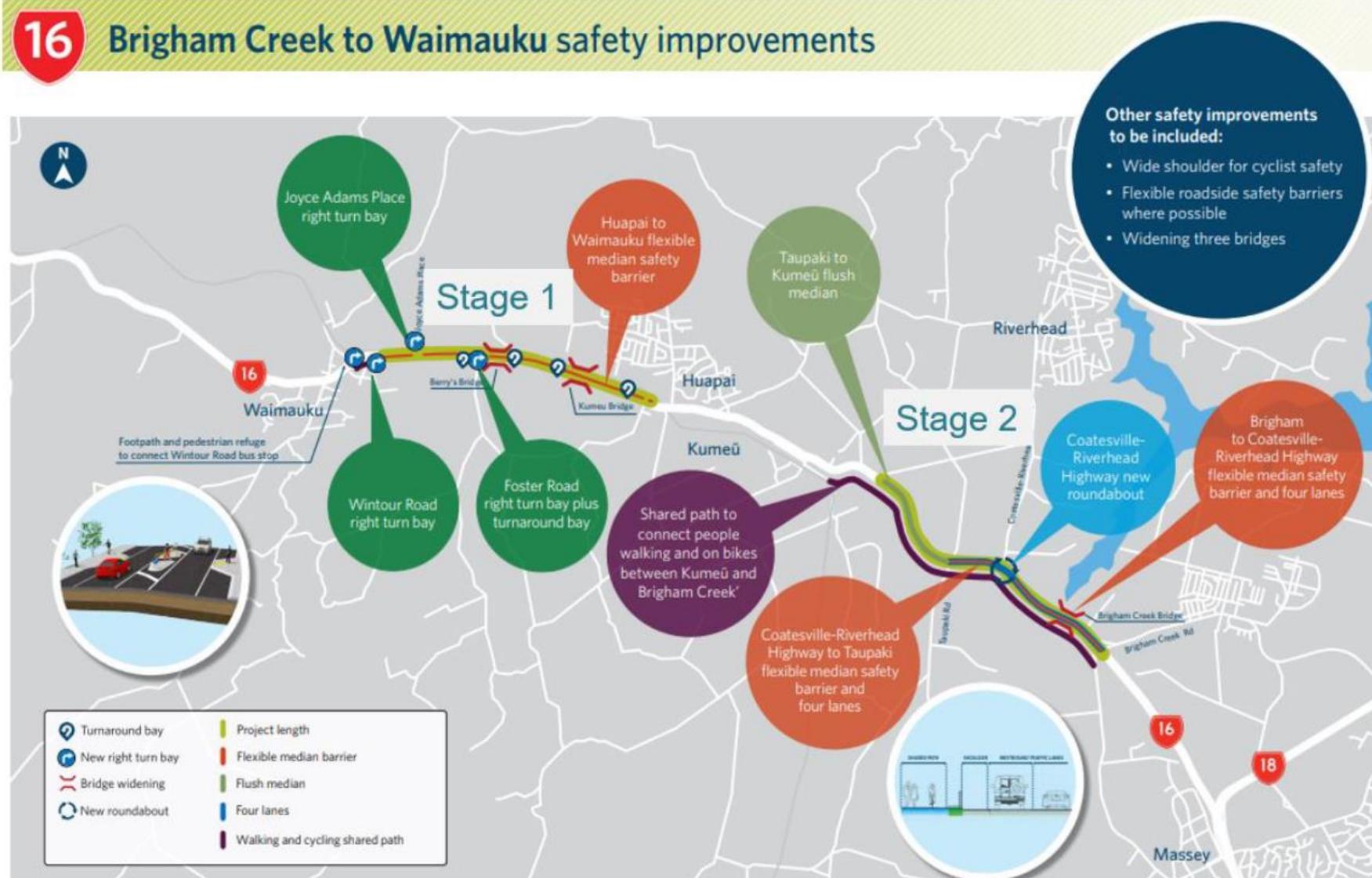


Figure 2. Summary of proposed improvements

HISTORICAL BACKGROUND

Māori Settlement¹

The Whenuapai area and other locations along the creeks and inlets of the inner reaches of the Upper Waitematā Harbour were occupied by Māori for generations before the arrival of Europeans, evidence of which survives in the form of recorded place names, oral traditions and archaeological sites (although many sites have been destroyed by 19th and 20th century development and natural processes). The name Whenuapai itself translates as ‘fertile land’ (Stewart 1997) or perhaps ‘good land’, although the original Māori name of the area was Waimarie which means ‘calm waters’ (Morris 1995; Simmons 1987). The harbour provided not only abundant marine resources but also access to some significant communication and portage routes, such as the Rangitopuni River and Kaipatiki Creek (Lucas Creek). The Waitematā harbour was part of an inland water route stretching from north of Dargaville through to the centre of the North Island (via the Kaipara, Waitematā and Manukau Harbours and the Waikato River).

Through time a number of iwi have had influence over the Upper Waitematā Harbour region, in particular Te Kawerau, Waiohua and Ngāti Whātua and the many hapū related to these groups. However, other hapū from outside the region also maintained rights to fish in the waters of the Waitematā through the summer months, and archaeological sites in the area may relate to any of these groups. Most settlement occurred close to the coast and along navigable waterways.

During the 1820s the musket-armed Ngāpuhi from Northland attacked various tribal groups to the south, down into Auckland and beyond. Ngāti Whātua were attacked and defeated, with the survivors retreating south, leaving much of the area largely uninhabited. It was not until the mid-1830s that these areas were repopulated (Kawharu n.d.; Stone 2001). During the period of warfare Ngāti Whātua are said to have established small settlements at a number of places, including Kumeū (Dunsford 2002: 17). There is a specific reference in Fenton’s Judgments to Ongarahu, a place near Kumeū, where Ngāti Whātua hosted Ngāpuhi for several days during a period of peace in the early 1820s (Stone 2001: 97-8).

A number of Māori place names are associated with the area, some but not all of which are in use today. Brigham Creek was previously known as Pitoitōi (‘name of a bird’, Simmons 1987). Kopupaka, at the head of Pitoitōi, where it separates into Totara and Waiteputa (‘the water flowing forth’) Creeks, translates as ‘the scorched stomach’ (ibid.).

¹ From Macready 2019, adapted from Clough & Associates Ltd and Matthews & Mathews Architects Ltd 2016; and Shakles and Phear 2015.

follow this route include Kaipara Portage Road, Riverhead Road, Deacon's Road and Old North Road.

Later, with increased European settlement and transport, the portage was heavily used. The upper reaches of the river are of low volume and not suited for transporting great quantities of material, so a dray track was created over the hills and gullies to the east. Ngāti Whātua did most of the work to form this track in the 1850s (Dunsford 2002: 22).

By the 1860s the track was in high use, with groups reported to be waiting three weeks to make the two- to three-day journey. The route was laborious and eventually, in 1865, the Auckland Provincial Council allocated £1,000, with the Native Department contributing £100 for maintenance and construction (ibid.: 22-23). The route was serviced from the 1860s by coaches of McLeod and Quick's Cobb and Co. (Clough and Baquié 2000: 2).

In 1866 Ngāti Whātua promised a stretch of land 3 chains wide from Riverhead to Helensville for the construction of a railway line, closely following the old canoe portage route. Work began in 1871 and was finally completed in 1875 (Dunsford 2002: 30-32; Murdoch 1988:13). Work was completed on extending the line from Whau (Avondale) to Kumeū in 1881 and the first train ran on 18 July. The Kumeū to Riverhead service ended the same day (ibid.: 37).

European Settlement³

When Europeans first began to settle the Upper Waitematā they would have encountered a landscape covered in kauri forest (North 2000). By 1840, after the arrival of numerous settlers, several timber mills were founded in the upper harbour at Lucas Creek, Paremomo and Rangitopuni (North 2000; Morris 1995). The site known as Mill Flat in Riverhead was a site of one of the early saw mills (Morris 1995). In a little less than 20 years, practically all of the kauri was logged (North 2000; Morris 1995).

The general pattern of rural settlement across the area was the logging and clearing of the kauri forest, followed by excavation and working of the land by gumdiggers, and then the ground was improved by farmers to enable the development of good pasture for livestock or crop cultivation. Much of the land in the general area at the end of the 19th century would have appeared barren and devoid of large trees after the loggers and gumdiggers had passed through (Hahn 2007). Settlement in the area was greatly facilitated by the construction of the railway line (see above).

Brigham Creek

Brigham Creek was a small settlement established, like many others during the middle of the 19th century, on one of the numerous waterways feeding the Waitematā Harbour (for example, Greenhithe, Hobsonville, Avondale, Henderson). Brigham Creek is named after the early settler, landowner and entrepreneur John Brigham (1810-1885), who bought a considerable amount of land at Brigham Creek, Waiheke and elsewhere, pursuing his land claims through the Land Claims Commission (Madden 1966: 79). Brigham secured 1,971 acres as a Crown Grant in 1857 (Figure 4).

³ Information from Shakles, Low and Clough 2016; Phear 2018; Bickler and Clough 2010; Shakles and Clough 2013; Clough and Macready 2008.

A couple of advertisements for the sale of Brigham's Claim in the late 19th century (Figure 5) give some idea of the type of the land available. One dating to 1893 states:

'The land is suitable for sheep farming or fruit growing, and would be suitable for cutting up into small holdings of say 30-100 acres each...' (*New Zealand Herald* 25 November 1893:8).

The advertisement also points out the gum fields located nearby and the close proximity to Auckland by 'water carriage'. By 1896, the land had been subdivided and was up for sale again, being advertised as:

'2000 acres of good agricultural land, specially suitable for strawberry and fruitgrowing, subdivided into lots from one to 100 acres...' (*Auckland Star*, 16 March 1896:4).

In the late 19th and early 20th centuries the land at Brigham Creek was owned by the Sinton and Johnston families. William Sinton and his wife Janet arrived from Scotland in 1860 and as fare paying passengers they were entitled to a land grant of 40 acres and settled at Hobsonville (Morris 1995; Hodder 1975: 1). The Sintons expanded their landholdings in the 1870s, running a store at Hobsonville as well as farming their land (Hodder 1975: 2). Around 1884 Irishman Noble Johnston came to Brigham Creek, where he initially purchased 50 acres of land. He established a store and gum business on the property and dabbled in brickmaking (Madden 1966: 107). He married Maggie Sinton, daughter of William and Janet. Around 1890 the Johnstons left Brigham Creek and sold the property to Janet Sinton, by now a widow with six children (Madden 1966:107).

Janet, with her sons Alex and John, ran the Brigham Creek property and increased the services offered at the store. A slaughterhouse was erected around 1893 and a butchery was added to the Brigham Creek store. Alex and John made regular (twice weekly) packhorse deliveries of supplies to gumdiggers' camps in the hills beyond Riverhead and the surrounding districts (Hodder 1975). Gum was conveyed to Auckland by steamer each fortnight and goods for the store were brought back on the return journey (Hodder 1975: 5-6; Morris 1995: 22, 34; Hahn 2007; Madden 1966). While the Sinton family continued to run a store at Hobsonville, this was a branch store run in conjunction with the main store at Brigham Creek. For 57 years the business was known as Messers Sinton Bros.

Janet, her son Alex, and his new wife Ellen were all living in a small house at the creek in the early 1890s (Figure 6 and Figure 7). Things became somewhat cramped after the arrival of Alex and Ellen's three eldest children. Alex remedied the housing situation by erecting two houses opposite each other on Great North Road (now Highway 16) in the late 19th century. Janet lived in one of these two bay villas (at 191 SH16) while Alex, Ellen and their children occupied the other (Morris 1995: 23).

Janet diversified her business interests by taking in the drovers making the arduous journey to the saleyards (Figure 8). Janet would charge two shillings per night and cooked many meals for hungry drovers over the years. Holding yards and paddocks at Brigham Creek provided accommodation for the stock. At one time the Sintons' facilities catered for a herd of 1,250 (Morris 1995: 34). A 12 horse stable was one of the first farm buildings to be erected at the Brigham Creek property. This quickly proved to be inadequate, so an extension was built providing more accommodation for horses as well as a cowshed (Morris 1995: 35).

As business developed, the Sintons gradually increased their landholdings with the purchase of various blocks from Brigham's Land Claim until they had expanded the original 100 acres acquired from Johnston to 1,000 acres (Hodder 1975). The Brigham

Creek property was swampy gumland that bore the scars of gumdigging. John Sinton worked hard on draining, filling, levelling and ploughing the land (Morris 1995: 35). The farmland was initially run as an extension of the Hobsonville farm, but by about 1904 all of the oats required at Brigham Creek and Hobsonville were grown on the Brigham Creek farm (Morris 1995: 36). By 1902 a row of gumdiggers' huts adorned the head of the Brigham Creek tidal estuary (Figure 9). These huts were built on the Sintons' land with the blessing of Alex Sinton, who was known for his kindness to the local gumdiggers (Madden 1966:112; Hodder 1975: 6).

A photograph dated c.1902 shows the location of the first Sinton homestead on the western side of Brigham Creek, north of the Great North Road (now SH16) (Figure 6). There was also a shed close to the road and bridge (Figure 6 and Figure 8). Hodder records that after John Sinton and his wife Lillian married in 1901 they lived in a small cottage on the western side of the creek, which is presumably this building (Hodder 1975; n.d.), though prior to this John appears to have lived on the southern side of the road (Figure 7). Most of the Sinton family buildings were located on the eastern side of the creek. These included the store, the gum store, Janet Sinton's house and Alex Sinton's house (Figure 6, Figure 7). The location of the store and gum store are shown on a later (1930) plan (Figure 10 and Figure 11).

Part of the Sinton property, including the area where the shed shown in Figure 6 and Figure 9 was located, was taken for road realignment purposes in 1930 (Figure 10 and Figure 11).

Kumeū/Huapai

European settlement in the Kumeū/Huapai and Taupaki districts began with the purchase on 1 August 1853 of the Mangatoetoe block (4,480 acres), and the Te Kumeū block (2,800 acres) (Dunsford 2002: 24). The Crown was following an extensive programme of land purchases around the Kaipara district at this time (Waitangi Tribunal 2006: 35). The land was then sold on to settlers, some of whom were already in the district, and others who would remain absentee speculators.

The 12,868-acre Taupaki Block remained in Māori ownership until 1867. This section ran west of the Kumeū River from the corner of Waitakere and Taupaki Roads to Kumeū (Annandale 1999: 8). Just four of the purchasers initially settled on their properties. They were John Boord (732 acres in 1867), John Jackson (150 acres in 1868), John Berry (167 and 100 acres in 1868) and William Barnes (152 acres in 1868) (Dunsford 2002: 26).

The Kumeū district was a popular location for gumdiggers, with at least 12 camps in the area and around 200 diggers recorded in 1867 (Helensville and District Historical Society 2000: 255). Timber milling was another early industry in the area. In 1868 Robert Annett, who had recently immigrated from Ireland, purchased around 1,000 acres of bush along the western ridges from Kumeū to Waimauku. The logs were taken to Riverhead, and then on to the mills in Auckland or north to Helensville (Dunsford 2002: 44; Rea 1963: 20). Flax harvesting and milling was also another potential money earner, with great quantities growing around the many streams and swamps of the area, with mills established at Waitakere and Muriwai (Dunsford 2002: 50).

Farming and orcharding later became the main industries as the land was cleared and the earlier extraction industries became unprofitable. This pattern has continued up to the present day, with the addition of viticulture.

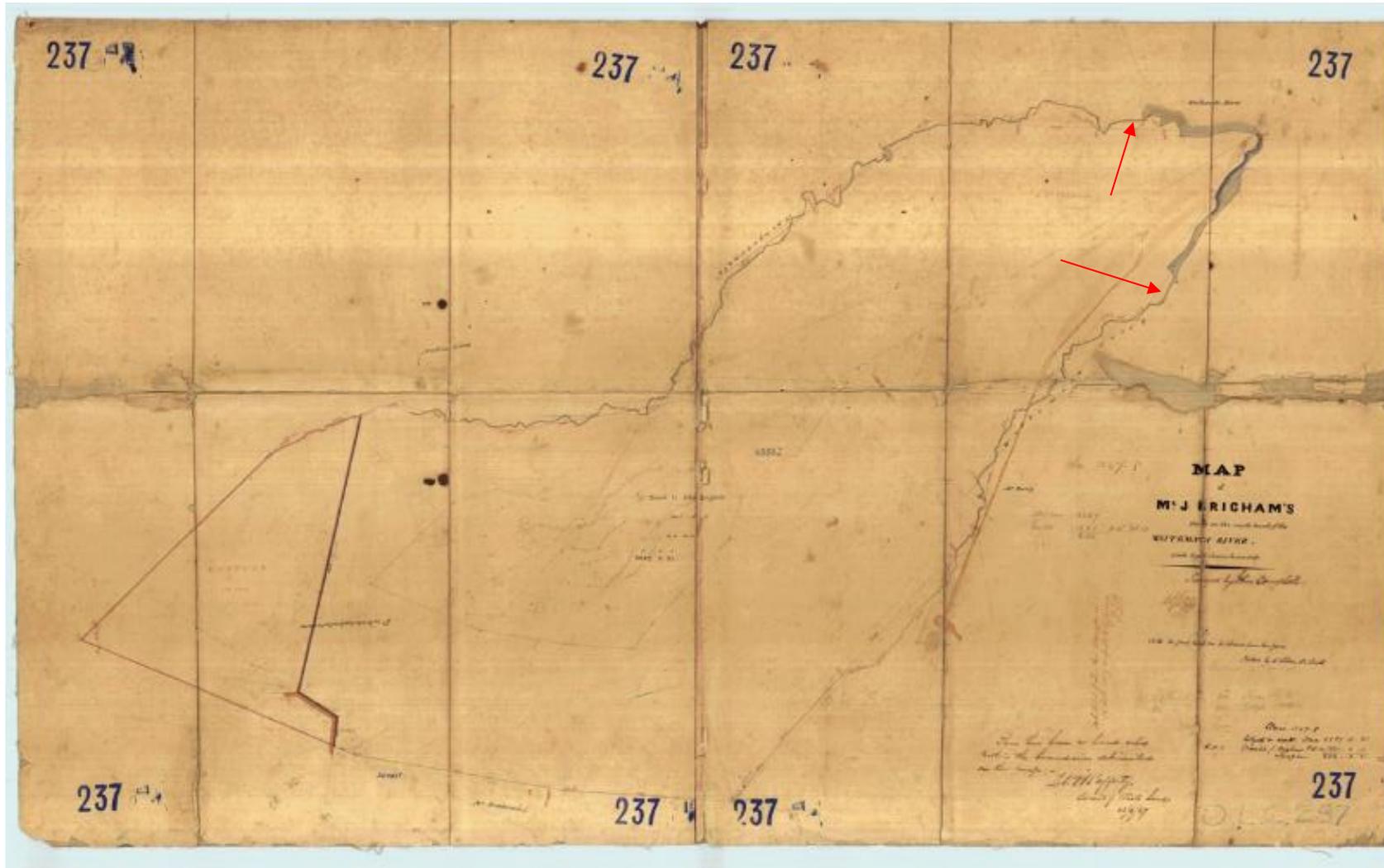


Figure 4. Map of Mr J. Brigham's Farm on the south bank of the Waitematā River (OLC 237) dated 1857. The red arrows identifies the western and eastern (Totara Creek) arms of Brigham Creek

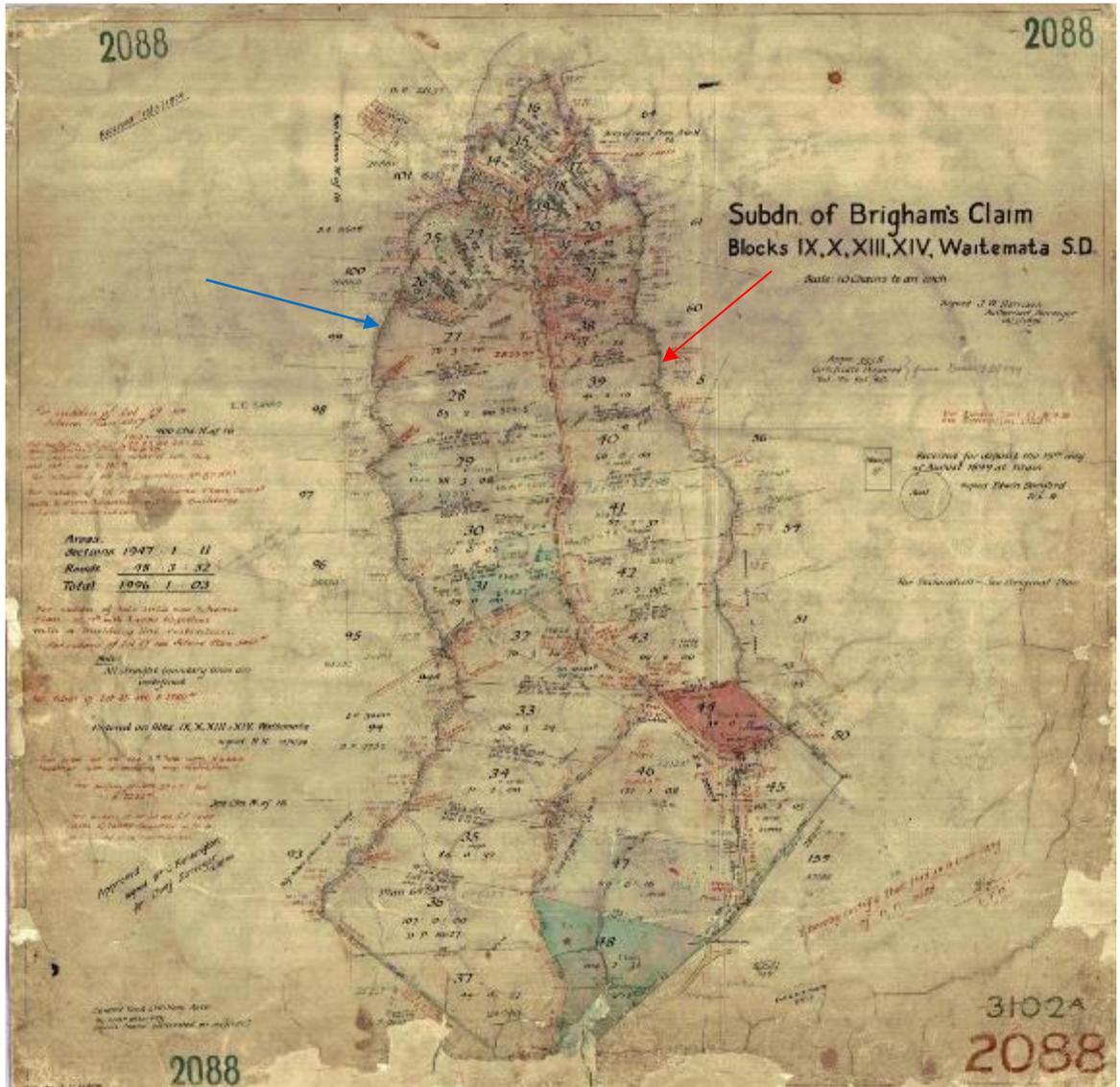


Figure 5. Subdivision of Brigham's Claim Blocks IX, X, XIII, XIV, Waitemata SD (DP 2088) dated 1896. The red arrow identifies Totara Creek which runs beneath Brigham Creek Road, and the blue arrow the Ngongetepara Stream which runs south from the western branch of Brigham Creek

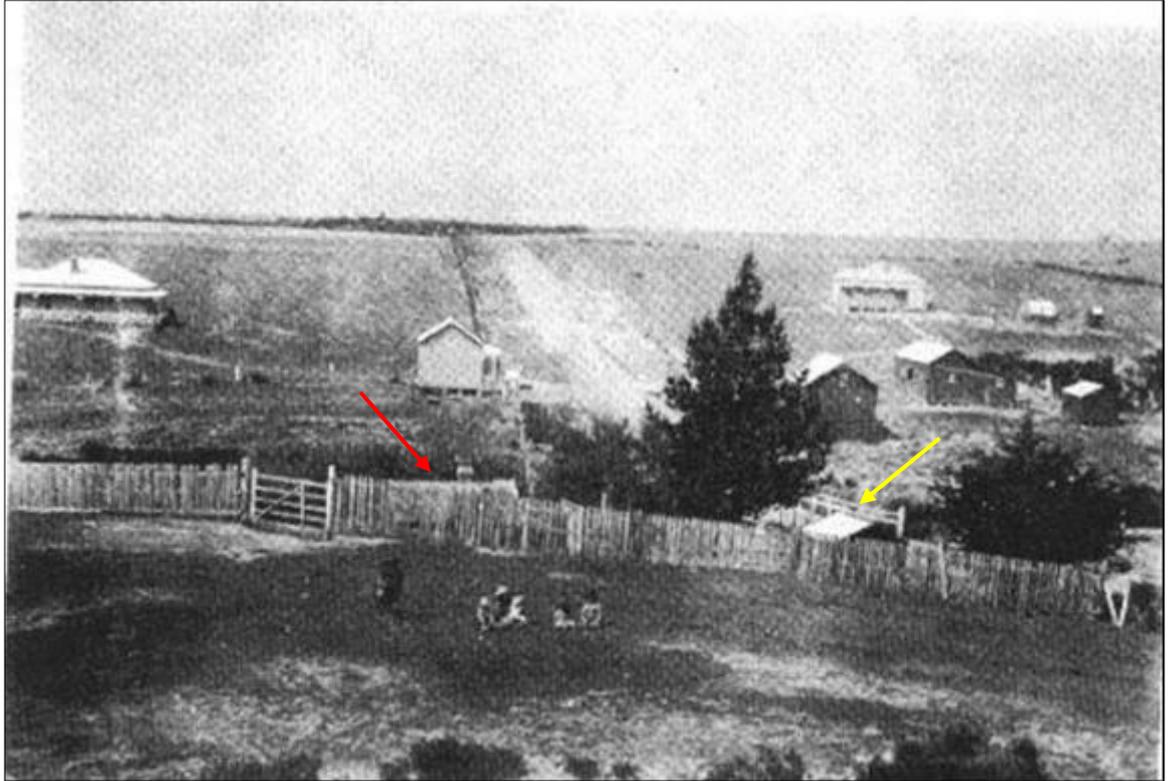


Figure 6. Photograph taken from the property at 239 SH16 looking southeast, c.1902, showing the original Sinton homestead (red arrow) behind a picket fence (on the western side of the creek, north of the Great North Road) with a small shed to the right (yellow arrow). The handrail of the bridge over the creek is visible beside the shed. Beyond, on the eastern side of the creek, are (left to right) Mrs Janet Sinton's house (191 SH16), the Store, the Gum Store, the Stable and Cowshed, and in the distance Alex Sinton's house (222a SH16) (from Madden 1966: 169)



Figure 7. Looking northwest from eastern side of creek c.1902, showing Alex Sinton's house (222a SH16, left), John Sinton's original house (left background), the Store (arrowed) and beyond it the original house and picket fence on the western side of the creek (from Madden 1966: 122)

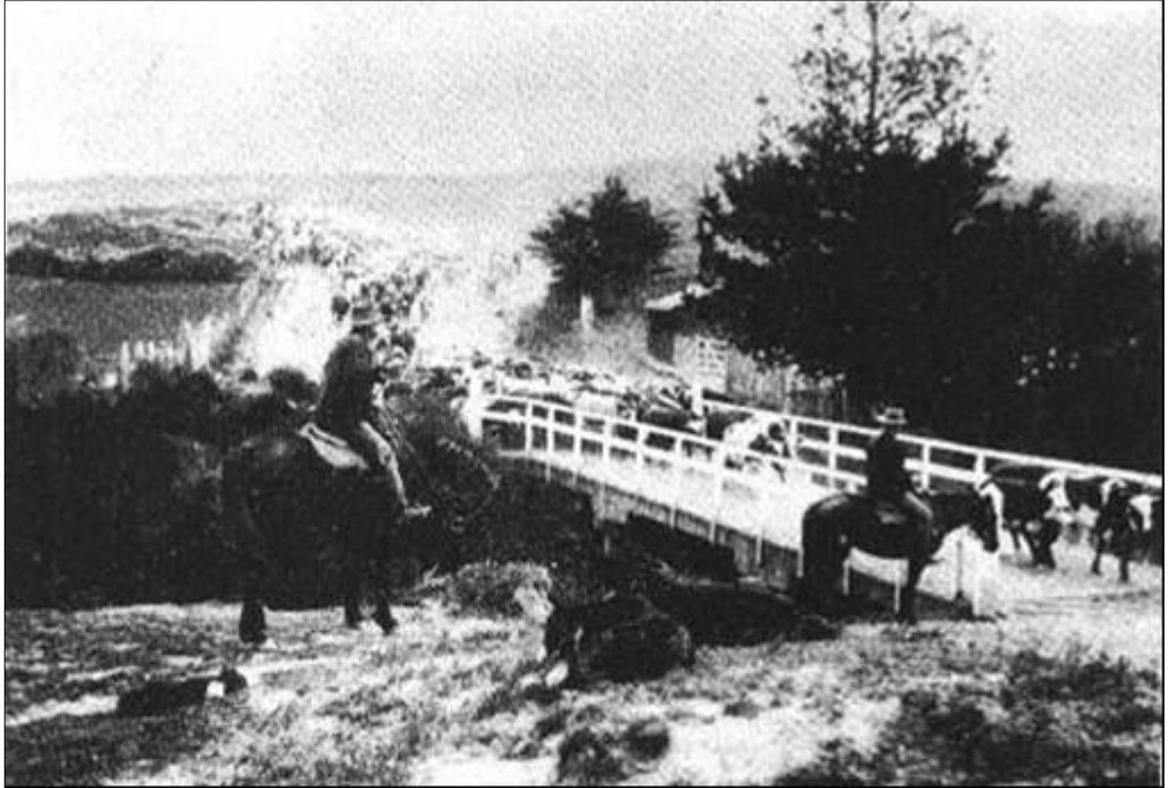


Figure 8. Cattle drive across the bridge c.1902, looking northwest. The shed near the original homestead on the western bank of the creek is visible on the far side of the bridge (from Madden 1966: 169)



Figure 9. Gumdiggers' huts on the Sinton property within the survey area, c.1902 (from Madden 1966: 112)



Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified March 2002, Plan is probably current as at 27/06/2019

Figure 10. SO 25787 (1930) 'Plan of Roads to be taken and closed through and adjoining Lots 1 & 14A, D.P. 2088 of Brighams Claim, Lot 18 on D.P. 22455 of Allot. 100 & Allots. 101 and 105, Parish of Waipareira'

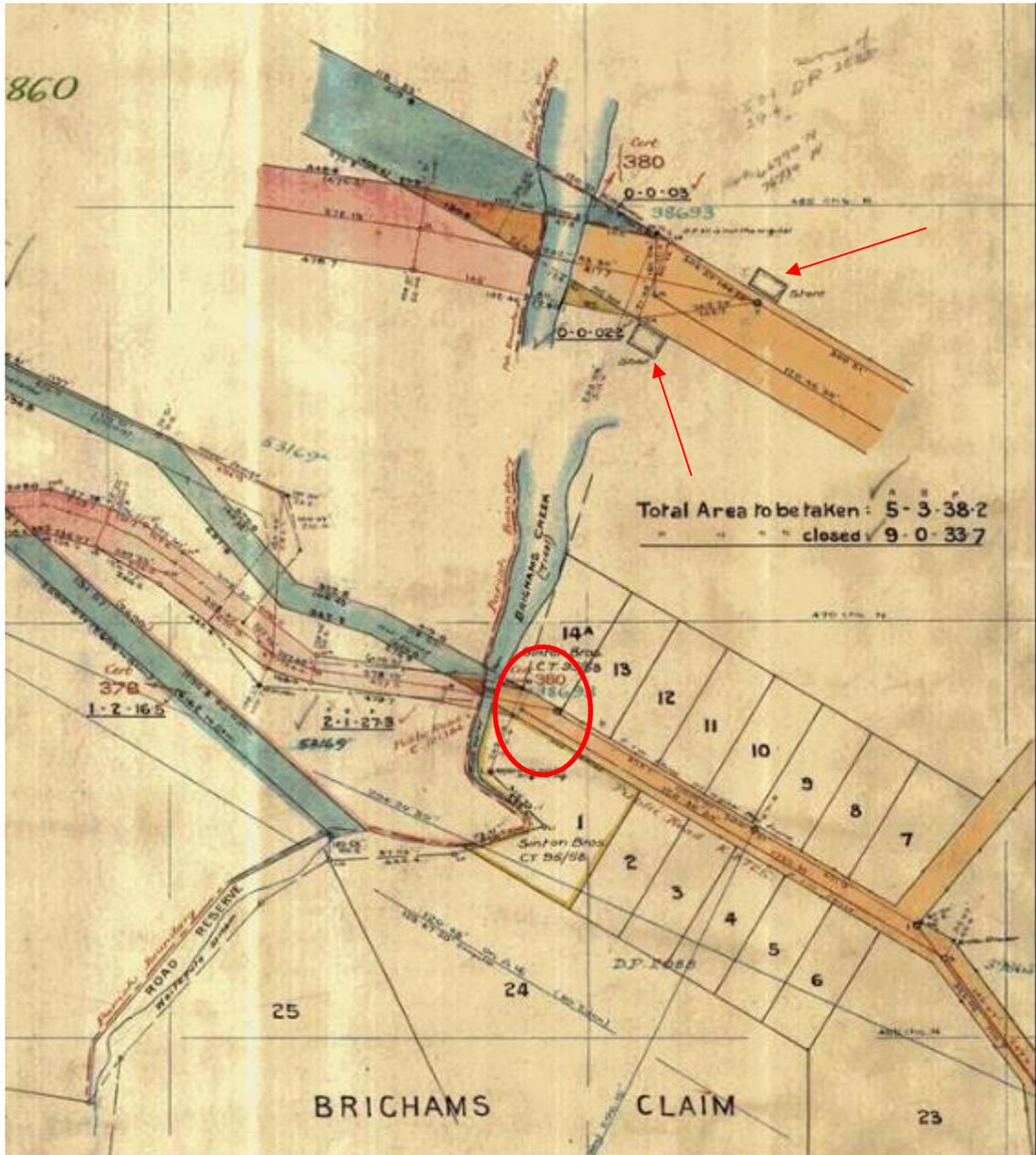


Figure 11. Detail from SO 25787 (1930) showing the locations of the shed and store on the eastern side of the creek

ARCHAEOLOGICAL BACKGROUND

For the most part the archaeological sites in the vicinity of the project area relating to Māori occupation are small and dispersed around the shoreline of the upper harbour, with the exception of Tauhinu Pa on the opposite side of the harbour. Shell midden sites located along the coast are by far the most common site type as people set up temporary encampments and associated gardens while exploiting the rich marine resources of the harbour (Clough and Prince 1999:10). At Riverhead these sites are also likely to relate to groups camping as they transited between the Waitematā and Kaipara Harbours via the Riverhead portage (see above). Subsistence strategies employed by Māori inland from the coast consisted of the hunting (by spear and snare) of kaka, kereru, kiwi, wood-hen, tui and other small birds, while rats were caught in pits or traps (Best 1903, cited in Hayward and Diamond 1978). Forest plants would also have provided a range of foods with fruits, bracts and tubers from a variety of plants all gathered and consumed, while those Māori who dwelt on the coastlines of the Waitematā Harbour would have had an abundance of fish and shellfish resources at their disposal. The low-lying and poorly drained soils inland would not have been particularly attractive for Māori settlement and use (Tatton 2001:58).

There are few recorded sites relating to Māori occupation in the vicinity of the project area except along the western branch of Brigham Creek (Figure 12). While this could reflect the relatively small numbers of archaeological surveys that have been carried out, it is more likely to reflect the predominantly coastal focus of settlement. Historically the area was of general importance based on the role of the Kumeū and Kaipara Rivers in providing a relatively easy portage between the Kaipara and Waitematā Harbours. While the surrounding environment provides plenty of resources, very little archaeological or historical material survives within the area. The lack of evidence of Māori occupation may be due to the fact that any activities associated with portage would have been transitory in nature and would have left little archaeological evidence. Kumeū, for example, appears to have been more of a resting place on the way to other destinations (see above), so that while there might be some evidence of multiple short-term occupations that has not yet been identified, there are unlikely to be substantial archaeological sites.

The site surveys previously undertaken within or near the project area include surveys by Druskovich, who recorded remnant midden in the Brigham Creek area, and a number of coastal structures have been recorded by Auckland Council, often on the basis of reported information rather than field survey (CHI records). A 2008 survey of 217 and 239 SH16 identified the potential for archaeological remains associated with the Sinton family's homestead and gum digging activities, but no archaeological sites were confirmed (Clough and Macready 2008). In 2010, an archaeological assessment was undertaken of some 1400ha of land in the area of Whenuapai and Hobsonville for Waitakere City Council (Shakles et al. 2010). Field survey, including in the area to the south of Brigham Creek Road, did not identify any archaeological sites. Judge (2011) completed an assessment for a new pumping station on Brigham Creek Road, but no new archaeological or other heritage sites were identified. A pre-1900 heritage building associated with the Sinton family at 238 SH16 near Brigham Creek (R11/2828, see Figure 15, below) was investigated and recorded archaeologically when substantial alterations to the building were made (Druskovich 2016).

In the Kumeū/Huapai area there have been a number of archaeological surveys within the wider locale. The earlier assessments were conducted mostly for small-scale property surveys and utilities works or residential developments (e.g. Bioresarches 1996; Clough

and Hill 2000; Clough and Prince 1998, 2000; Farley and Clough 2004a and b, 2006; Foster 1997, 2004). More recent surveys include an assessment for a wastewater pipeline development (Phear and Clough 2010), an assessment for flood alleviation works (Shakles and Clough 2011), an assessment for a local reticulation network (Shakles et al. 2011) and an assessment for a residential subdivision at 69 Matua Road, Huapai (Shakles et al 2012).

In addition to the recorded archaeological sites, a number of heritage buildings have been recorded near SH16 between Brigham Creek Road and Access Road in Kumeū (Figure 12).

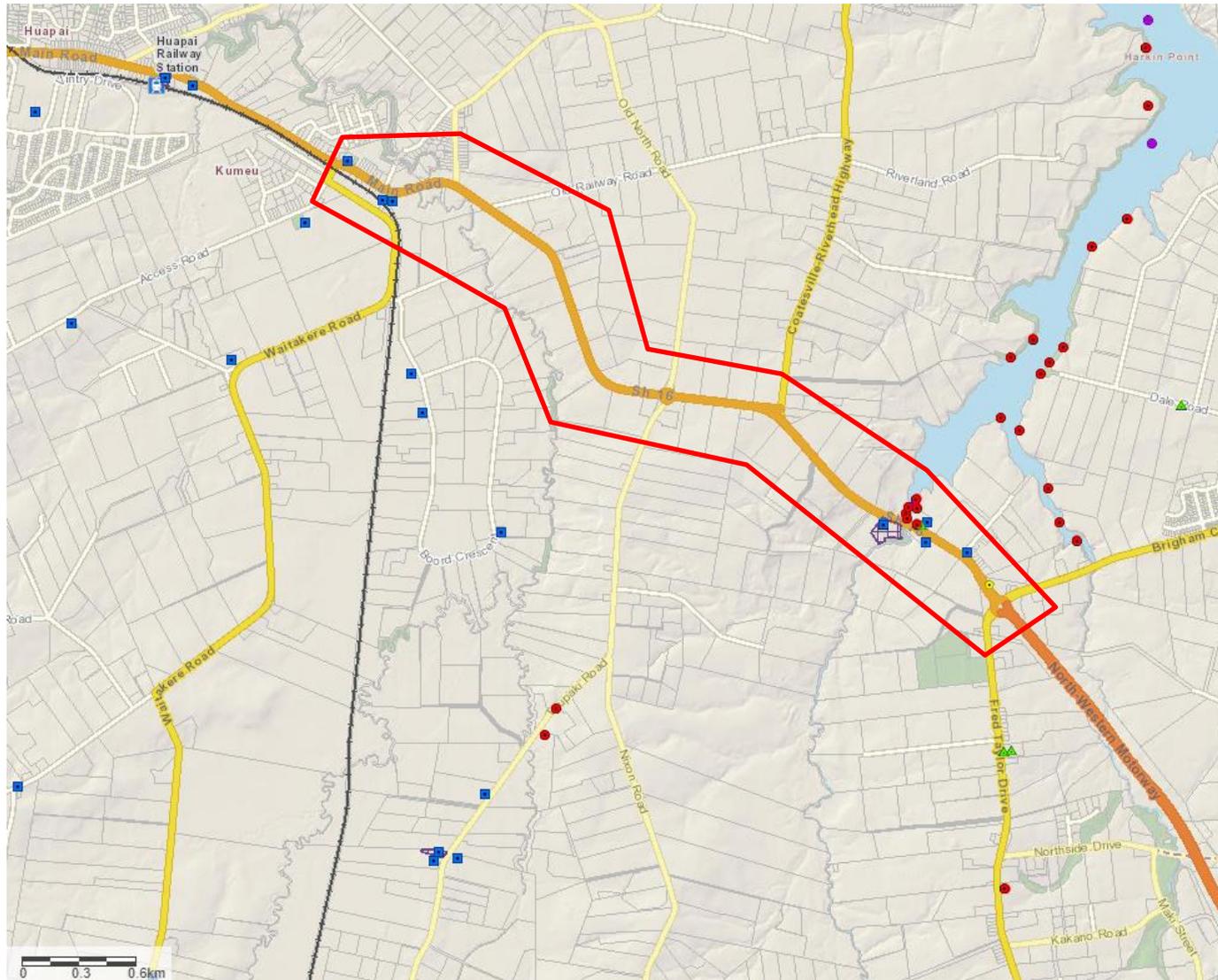


Figure 12. Showing the general distribution of archaeological sites (red dots) and historic structures (blue squares) in the Stage 2 area (within box). Source: Auckland Council CHI. Red dots = archaeological sites, blue squares = heritage structures, green triangles = heritage trees, purple dots = maritime sites, yellow pentagons = reported sites

EXISTING ENVIRONMENT

Physical Environment

State Highway 16 between the Brigham Creek Road roundabout and Kumeū runs through predominantly rural residential land (Figure 13). The road has been widened and upgraded over the years, including the construction of major roundabouts at the Brigham Creek Road intersection and Old North Road intersection (Figure 14), within the last decade.

Recorded Sites in the Vicinity of Stage 2 Works

The archaeological and other historic heritage sites recorded in the near vicinity (within 200m) of the proposed Stage 2 project works are clustered around Brigham Creek (Figure 15), with thirteen sites recorded. Three sites are recorded at Kumeū, (Figure 16). The sites are listed in Table 1.

At the eastern end of the project area near Brigham Creek Road in Section A (Figure 18) there is one historic building: CHI 3713, an early 20th century timber weatherboard villa at the junction of SH16 and Kennedys Road. There is also a reported historic site (CHI 3711), which is the site of a 1912 church that used to stand at the corner of SH16 and Brigham Creek Road. The church has been relocated to 7 Clark Lane, Hobsonville.

On the eastern side of Brigham Creek south of SH16 there is one historic building: CHI 3486 (R11/3432), a pre-1900 timber building associated with Alexander Sinton at 222A SH16 (Figure 15).

North of SH16 on the eastern side of the creek, or in the creek itself, are four archaeological sites (Figure 15). The first is R11/2081 (CHI 13589), the site of the historic Great North Road bridge across Brigham Creek. Its known features consist of holes in the stream bed indicative of former bridge piles, and a modern weir that may conceal remains of an earlier weir. R11/2079 (CHI 13587) is a shell midden approximately at the boundary of 191 SH16 and 8 Kennedys Road. R11/2080 (CHI 13588) is a historic 'turnaround' area used by scows servicing the Sinton store and butchery, being the last wide point of Brigham Creek before the bridge. The fourth site is CHI 20452, which is not recorded on the NZAA database. It consists of the store and butchery built by Noble Johnston and is recorded at 191 SH16, though its exact location is not confirmed.

In addition, there is a group of heritage trees in this area (CHI 12896), which are included on the AUP OP schedule of notable trees (ID 1808), and the historic building (CHI 3379), being an 1890s homestead formerly associated with Janet Sinton (Figure 15).

On the western side of Brigham Creek, south of SH16, there is a historic building at 238 SH16 (CHI 13241), which is also a recorded archaeological site (R11/2828). This is the former Sinton House that was recently altered and enlarged (Druskovich 2016). Both the house and the extent of the property are scheduled on the AUP OP as a Category B historic heritage place (schedule 14.1 ID 525) (Figure 17).

To the north of SH16 on the western side of Brigham Creek are two archaeological sites – CHI 20450 and 20451 (not recorded on the NZAA database) – located at 239 SH16 (Figure 15). These are the site of the first Sinton homestead and site of the 1890s Sinton slaughterhouse. Further to the north is a maritime site (CHI 185), being the site of a former bridge over Brigham Creek, which is assumed to be located here.

Old Railway Road, to the east of Kumeū, is the location of a recorded archaeological site (R10/1487, CHI 15093, see Figure 18) which marks the location of the Portage Railway, a short-lived rail line which ran from Harkins Point, Riverhead, and the Kumeū Station between 1875 and 1885. The recorded extent of the site runs from Riverhead through to the intersection of old Railway Road and SH16. This extent appears to be incomplete as it excludes the portion which runs to the west of SH16, crossing the river and connecting with the NIMT line at the old Kumeū Station. This excluded portion is still clearly visible and shows clearly on the current contours in the area.

At Kumeū there are two historic buildings within 200m of SH16 (Figure 16). CHI 16385 is a house at 7 Main Road which may originally have been a railway house. CHI 13242 is the Kumeū Railway Goods Shed at 37 Main Road, built in 1908. This structure is also scheduled in the AUP OP as a Category B historic heritage place (schedule 14.1 ID 483).

Historic plans for the Brigham Creek area reveal that the current road alignment was only established in the early 20th century, likely dating between 1930 and 1936. A plan from 1899 shows a road alignment survey which located the road further to the west of the modern road. Later plans suggest that this road remained a paper entity only (Figure 19). A plan from 1930 (see Figure 10) shows that the early alignment was to be closed, with two other road alignments, noted to be formed and metalled, being altered. A plan from 1936 (Figure 20) shows that those two alignments are now closed and the modern alignment is formed and in use. These historic plans have been georeferenced and layers showing the various development in the road layout have been created (Figure 21). An aerial from 1940 (Figure 22) shows the scars of the earlier road alignments are still quite visible, and a number of buildings are present around the landscape. This aerial has been georeferenced and the location of buildings compared with a modern aerial image. A number of the buildings that are present in both images are now recorded as historic structures, but the majority have been removed. Of some interest is the presence of a structure on the western side of Brigham Creek, which appears to have left to fall into ruin by the 1970s.

Table 1. Recorded archaeological and other historic heritage sites within 200m of the proposed Stage 2 improvements (source: NZAA ArchSite and Auckland Council CHI)

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing
185	-	Maritime Site	Site of former bridge over Brigham Creek, assumed to be located here just downstream from present SH16 bridge	1742003	5926971
3379	-	Historic Structure	Janet Sinton's Homestead (191 SH16). Single storey building much altered 1890s, hip roof and verandahs.	1742081	5926886
3486	R11/3432	Historic Structure	Alexander Sinton's Homestead (222a SH16). Single storey wooden building, hip roof and verandahs. Altered and added to. 1971 Plan DP 65077 marks a House, Barn and	1742071	5926779

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing
			Garage on the site. SO 25787 - parcel marked as 'Sinton Bros'.		
3711	-	Reported Historic Site	Corner SH16 and Brigham Creek Road. Former Church site. Church constructed 1912, relocated to 7 Clarks Lane. No evidence of cemetery attached to church	1742407	5926558
3713	-	Historic Structure	Kennedys Road/SH16. Timber weatherboard transitional villa	1742308	5926733
12896	-	Trees	Totara, Kauri, Rimu, Karaka. 191 SH16. Scheduled Notable Trees, AUP OP ID1808	1742053	5926871
13241	R11/2828	Historic Structure/ Archaeological Site	238 SH16. 'Bungled' villa style, timber weatherboard. Former Sinton House. Scheduled Historic Heritage Place, AUP OP ID 525	1741848	5926876
13242	-	Historic Structure	Kumeū Railway Station Goods Shed is one of only two original goods sheds remaining on the North Auckland line between Auckland and Whangarei. Originally built in 1908 to service the Wayby Station. The shed is a basic timber weatherboard structure with sliding track and lorry side doors	1739195	5928582
13587	R11/2079	Archaeological Site	Shell Midden, in eastern bank of Brigham Creek, at approximate junction of 191 SH16 and 8 Kennedys Road. Site consists of a few cockle shells in two small exposures about 1m apart. Probing conducted, no other midden found other than that eroding from bank. No real depth to the deposit. Eroding out of bank, likely to continue to do so.	1742033	5926921
13588	R11/2080	Archaeological Site	The last wide point of Brigham Creek before SH 16 bridge. This is a historic 'turn-about' area used by scows that serviced the Sinton Store and butchery. Traders bought their boats here at high tide, had them off loaded and turned about to leave on the same tide, or else wait 12 hrs for the next. At least one trader, the 'Kaipatiki', was re-caulked here as well. See photo in Morris 1995, 'Horses and Flying Fortresses'. Visited at high tide, no archaeological features visible, possible that artifacts lie in the mud that may have fallen off or been	1742043	5926971

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing
			thrown off during on and off loading. Mangroves and mud, banks eroding.		
13589	R11/2081	Archaeological Site	In Brigham Creek, immediately north of current SH16 bridge. Site of historic bridge and weir on what was once Great North Road, the main highway north. Nothing appears to remain of the bridge but holes in the stream bed. The weir appears modern and was probably built at the same time as the modern bridge, however literature of this area suggests that an old weir was present before or about 1902, and it is possible that its remains are beneath the modern weir. The purpose of the weir was to prevent the travel of saltwater further upstream. Remains of the old bridge and road maybe present on the banks on either side. Holes in bedrock only where bridge was once, weir appears to be modern	1741993	5926891
15093	R10/1487	Archaeological Site	The railway was known as the Portage Railway and opened on 29 October 1875 and closed in 1885. It followed the traditional waka portage named Te Toanga Waka between Riverhead and the Kumeū River.	1743238	5929380
16385	-	Historic Structure	7 Main Road. Possible railway house.	1739249	5928572
20450	-	Archaeological Site	239 SH16, Whenuapai. First Sinton Homestead built at the head of Brigham Creek c. 1880, built by Noble Johnston	1741964	5926932
20451	-	Archaeological Site	239 SH16, Whenuapai. The Slaughterhouse at Brigham Creek - built by Janet/Alexander/John Sinton circa 1893	1741981	5926963
20452	-	Archaeological Site	191 SH16, Brigham Creek. Store built by Noble Johnston c.1882-1883. The butchery was built in 1893 (when Slaughterhouse was built (CHI 20451), however it is unclear if it is the building attached to the store, or across the driveway.	1742026	5926876



Figure 13. Aerial view of the Stage 2 project area (source: Google Earth)

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Figure 14. Brigham Creek Road roundabout in 2017 (left) and Brigham Creek Road turn-off in 1959 (source: Auckland Council GeoMaps)

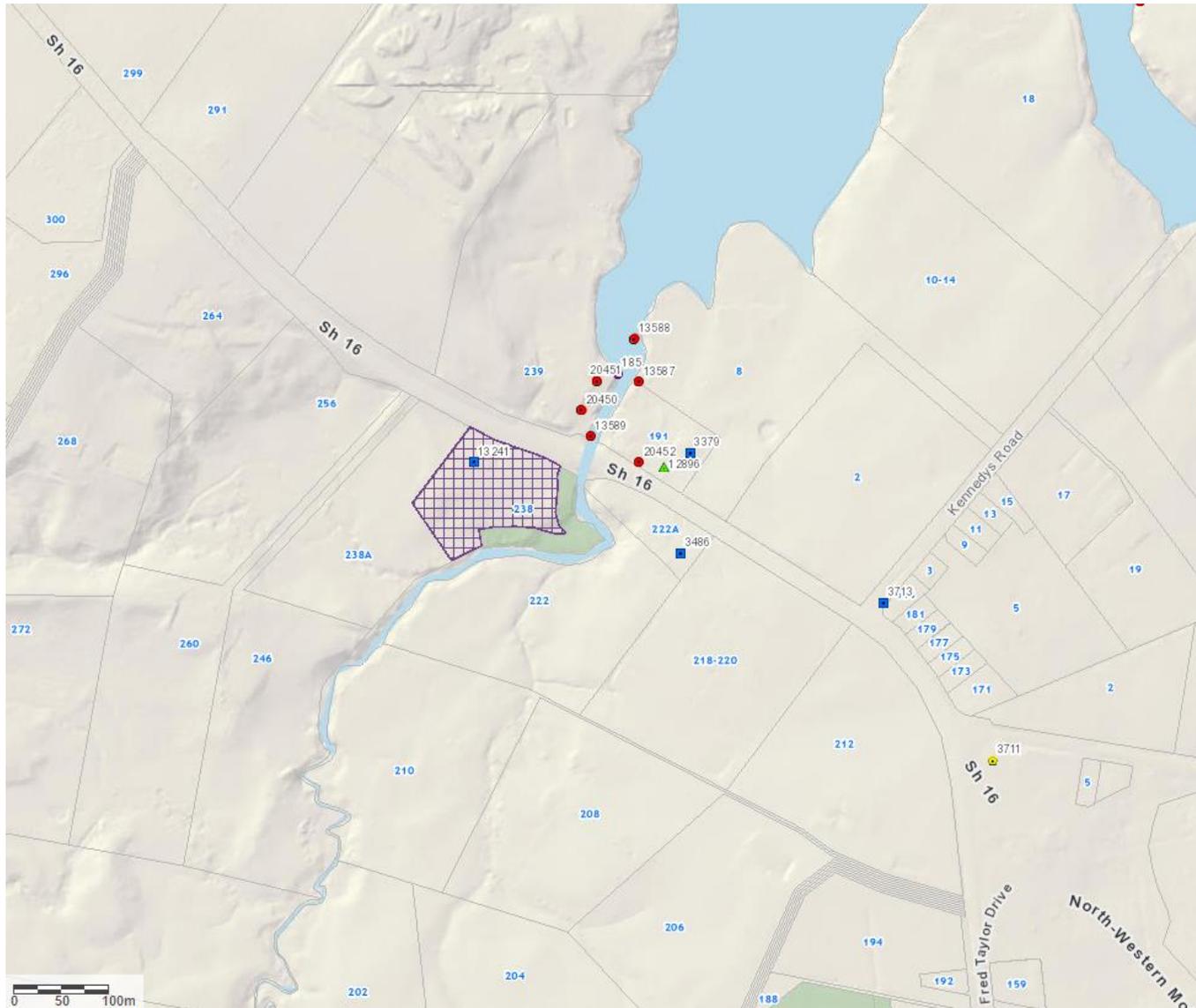


Figure 15. Recorded archaeological sites (red dots), historic structures (blue squares), reported sites (yellow dots), maritime sites (purple dots) and heritage trees (green triangles) in proximity to Brigham Creek (Section A). Source: Auckland Council CHI

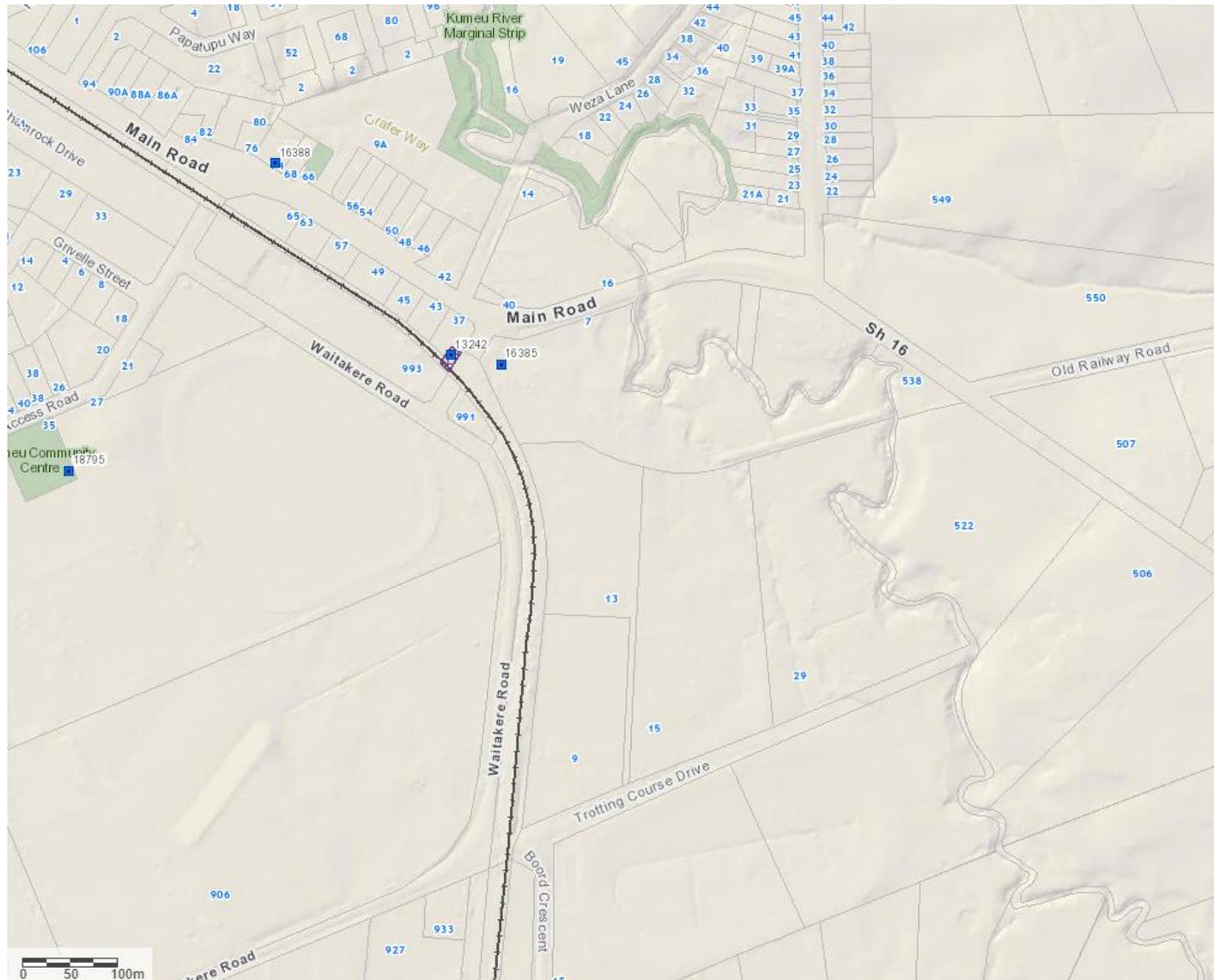


Figure 16. Recorded historic structures (blue squares) in proximity to Kumeū. Source: Auckland Council CHI. Blue squares = heritage structures

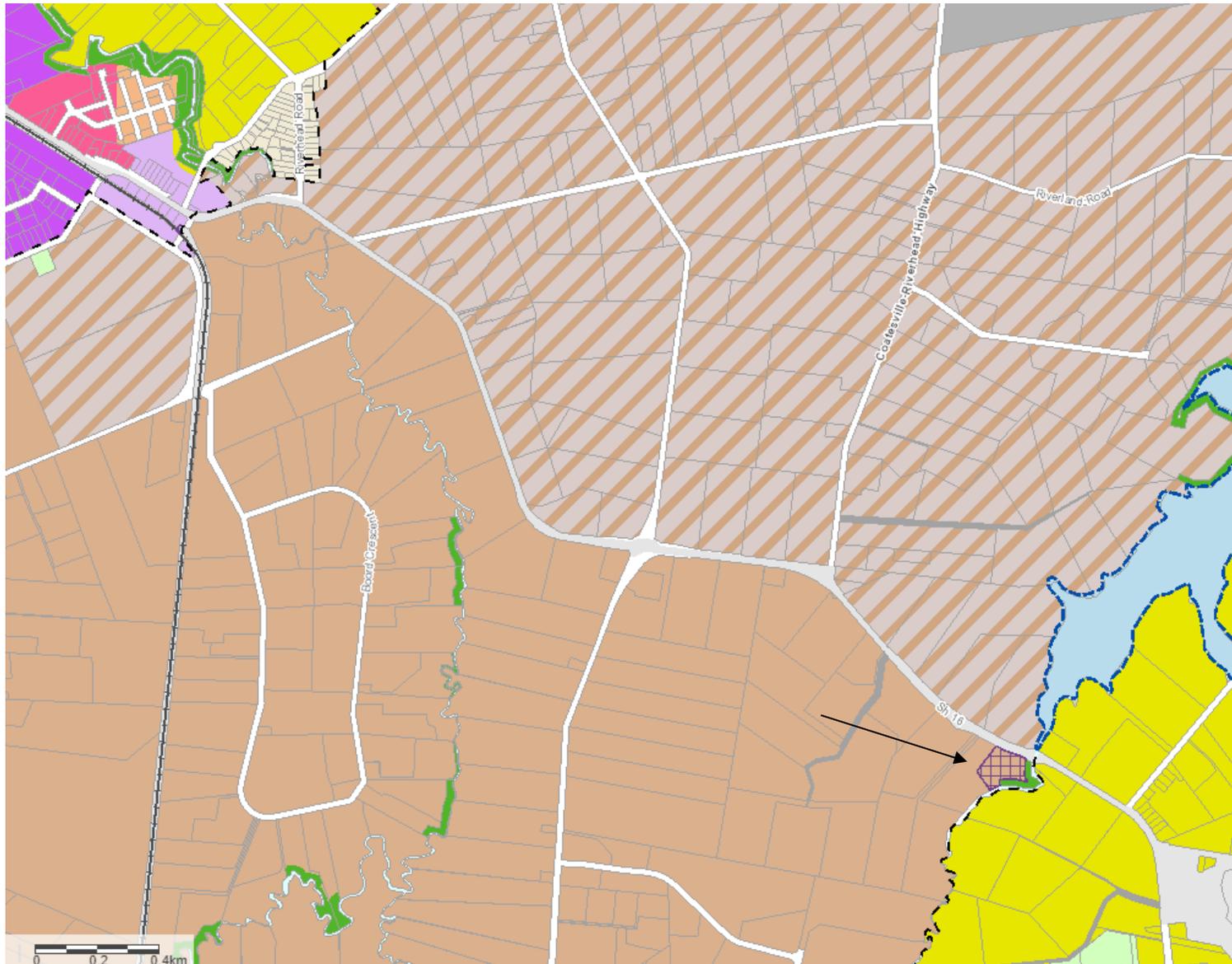


Figure 17. Extent of place of Sinton House (Former) at 238 SHI (AUP OP Schedule 14.1 ID 525). Source: AUP OP planning maps September 2022

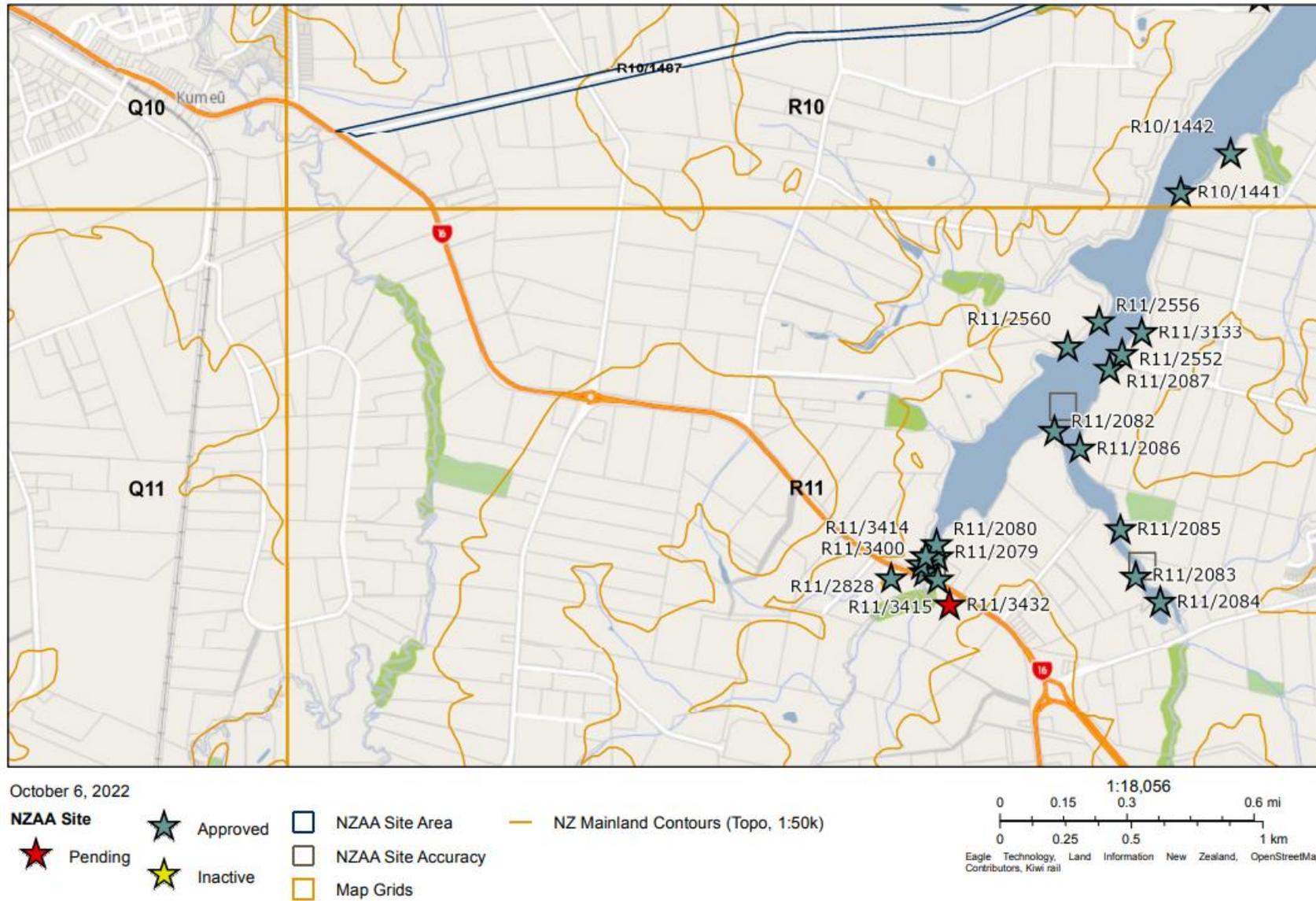
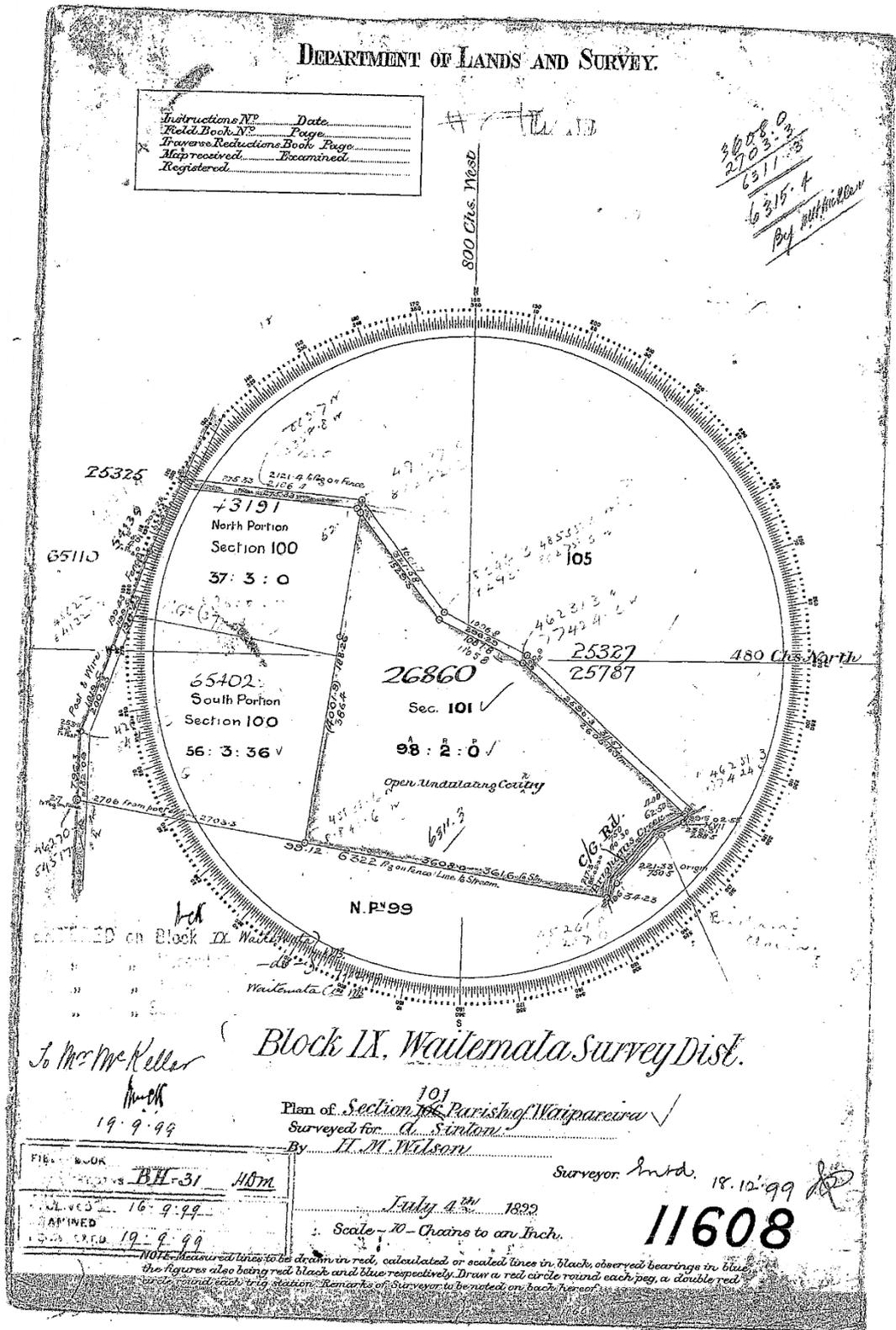
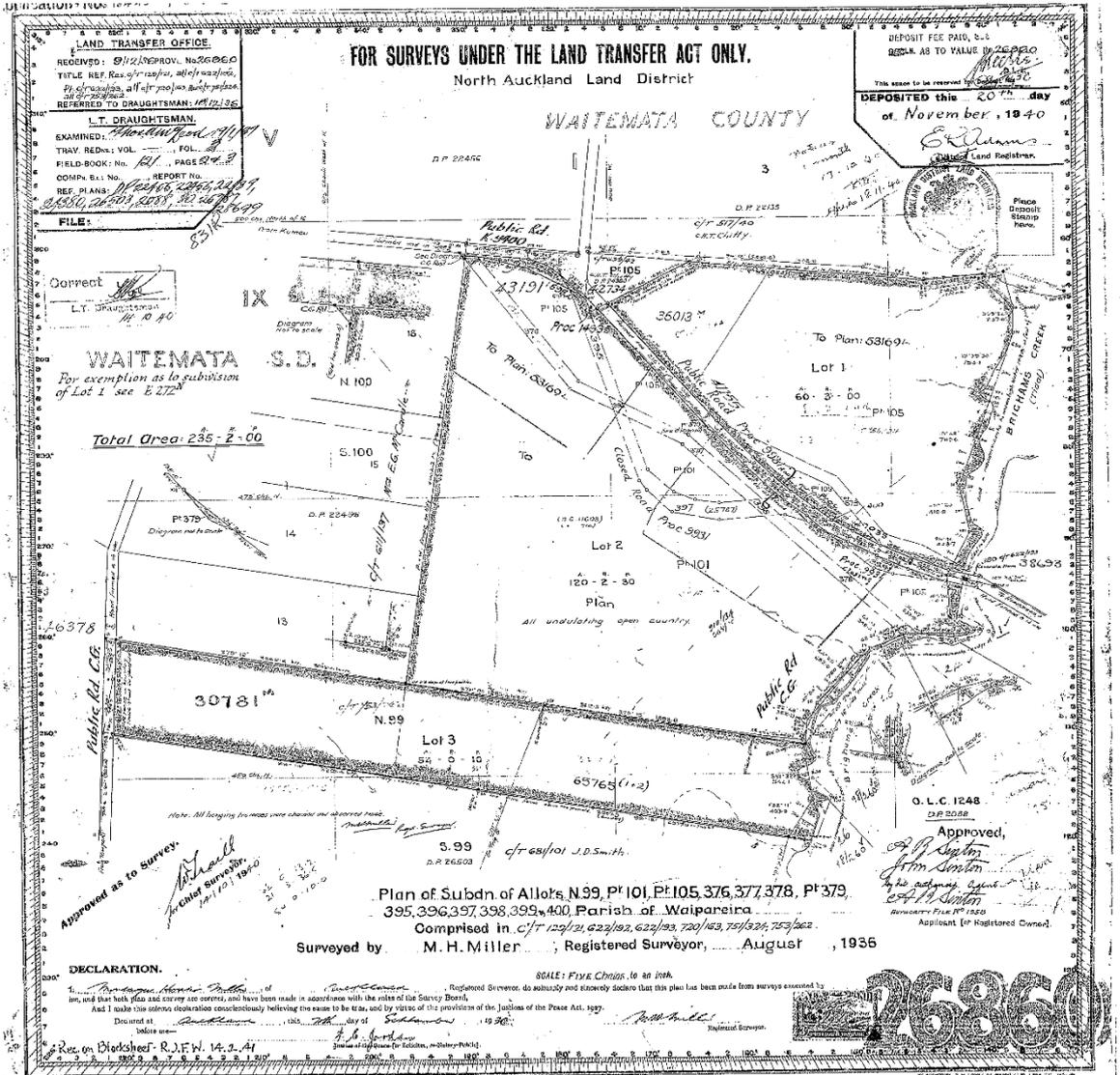


Figure 18. NZAA ArchSite map showing archaeological sites recorded in the vicinity of Stage 2



Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified March 2002, Plan is probably current as at 27/06/2019

Figure 19. DP 11608, dated 1899, entitled 'Plan of Section 101, Parish of Waipareira' (source: Quickmap)



Land Information New Zealand, Custom Software Limited, Date Scanned 2002, Last modified February 2002, Plan is probably current as at 27/06/2019

Figure 20. DP 26860, dated 1936, entitled 'Plan of Subdivision of Allots N99, Pt 101, Pt 105, 376, 377, 378, Pt 379, 395, 396, 397, 398, 399 and 400, Parish of Waipareira (source: Quickmap)

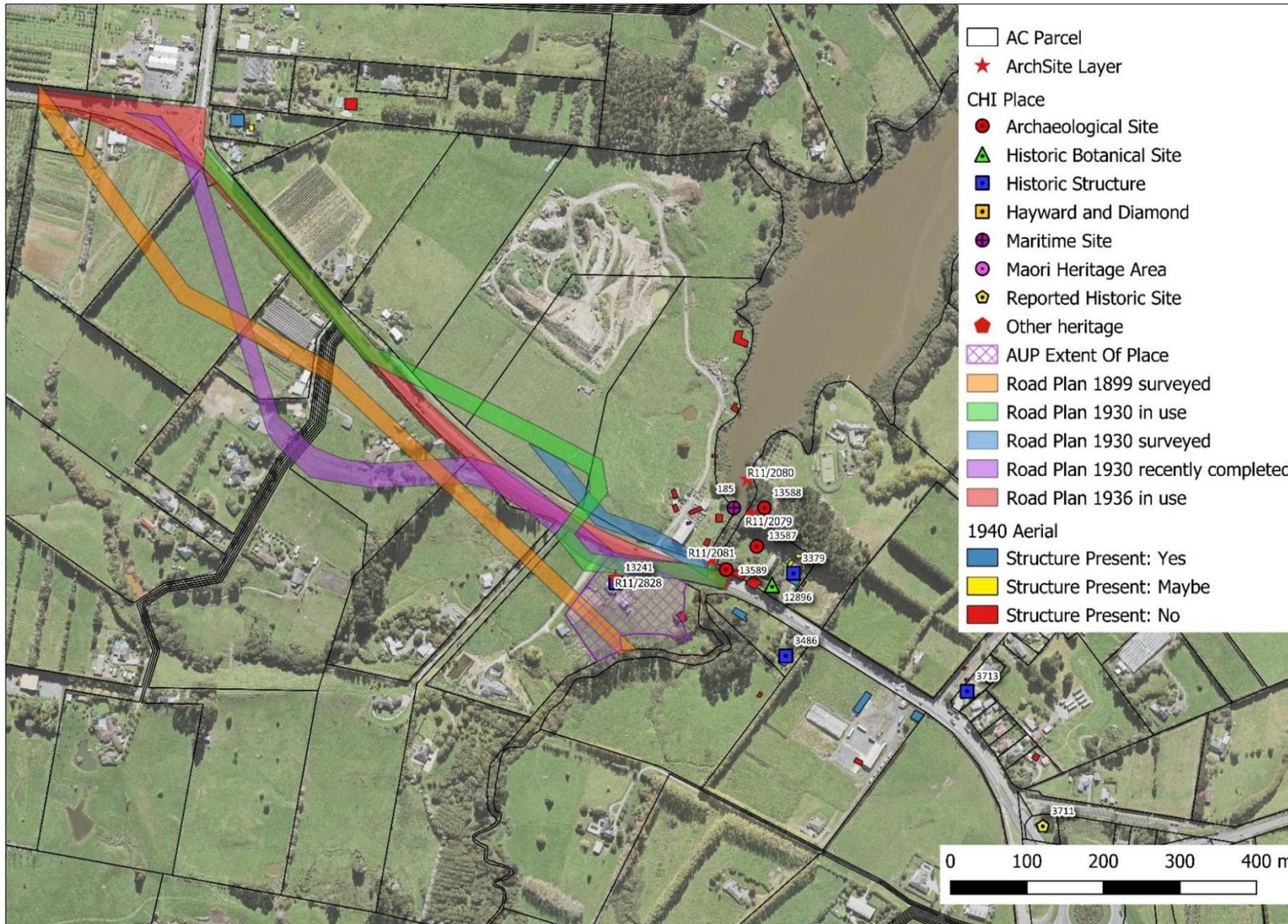


Figure 21. GIS plan showing road alignments digitised from historic plans



Figure 22. Aerial photograph, dated 1940, showing the various road alignments (arrowed in yellow) on the western side of Brigham Creek, and a possible farm structure (arrowed in red) (source: Retrolens SN143 92-18)

SITE INSPECTION

Field Survey Results

An inspection of the area adjacent to the Brigham Creek Bridge was undertaken on 8 December 2020 by Glen Farley. The survey was made in fine conditions. Surface visibility was quite variable, with some areas of well-maintained grass berms, some less well-maintained paddocks, while those areas around Brigham Creek are quite overgrown.

The boundary of 238 SH16 was examined but access to the property itself was not sought (Figure 23 to Figure 25). Current design plans for the works indicate that the altered designation boundary is 6m west of the current boundary, thereby extending into the AUP OP scheduled extent of place. No features of archaeological interest were noted in the area. It is noted that a stormwater pipe runs alongside SH16 within the berm.

The areas alongside the creek were also examined (Figure 26 to Figure 28), and in particular the area around the concrete weir, on the eastern side of the bridge. The eastern side will not be impacted by works. No features of archaeological interest were noted on the western side of the bridge.



Figure 23. View facing southeast from the entrance to 238 SH16 along the eastern boundary



Figure 24. View facing northwest along the eastern boundary of 238 SH16



Figure 25. View facing west showing the building at 238 SH16, being the Sinton House recorded as CHI ID 13241, R11/2828 and AUP OP ID 525



Figure 26. Concrete weir to the east of the SH16 bridge at Brigham Creek



Figure 27. Concrete weir to the east of the SH16 bridge at Brigham Creek



Figure 28. View facing northwest showing water pipes crossing Brigham Creek to the east of the SH16 bridge

DISCUSSION AND CONCLUSIONS

Summary of Results

At the eastern end of the project area near the western branch of Brigham Creek (Section A of Stage 2) there are thirteen recorded historic heritage sites within 200m of proposed works, all except one of which (R11/2079, CHI 13587 – a shell midden) are associated with European settlement. They are mainly related to the Sinton and Johnston families whose homesteads, store and slaughterhouse were located in this area. One is the site of the bridge (and weir) across the creek which preceded the existing bridge (R11/2081, CHI 13589). The others are: a turning area for boats servicing the Sinton store (R11/2080, CHI 13588); the unconfirmed site of the store/butchery (CHI 20452); the site of the first Sinton homestead (CHI 20450); the site of the 1890s Sinton slaughterhouse (CHI 20451); and the much-modified Sinton House at 238 SH16 (R11/2828, CHI 13241). The latter is scheduled as a historic heritage place on the AUP OP (ID 525, Category B) and the scheduled extent of place covers the whole property up to the road reserve.

In addition to the archaeological sites and Sinton House there are a number of heritage buildings recorded on the CHI in Section A: one an early 20th century villa near Brigham Creek Road (CHI 3713); and two pre-1900 buildings near Brigham Creek on the eastern side (CHI 3486 (R11/3432) and CHI 3379, both associated with the Sinton family). While these sites are within 200m of SH16 there is only potential for archaeological effects on any subsurface remains relating to the 19th century shed associated with Alexander Sinton's homestead (CHI 3486).

There is also a group of scheduled heritage trees recorded near the latter (CHI 12896, AUP OP 1808); and a recorded maritime site (CHI 185), being the site of a former bridge across Brigham Creek.

Separate specialist reports have been prepared by Peers Brown Miller Ltd (Scott-Dye, Dec 2021) and Plan.Heritage (Brown and Brown, March 2022) to assess the potential effects of the Project on notable trees and built heritage respectively.

Old Railway Road, to the east of Kumeū, is the location of a recorded archaeological site (R10/1487, CHI 15093) which marks the location of the Portage Railway. At Kumeū there are two historic buildings within 200m of SH16 (Figure 16). CHI 16385 is a house at 7 Main Road which may originally have been a railway house. CHI 13242 is the Kumeū Railway Goods Shed at 37 Main Road; this structure is also recorded in the AUP OP as a Category B historic heritage place (schedule 14.1 ID 483).

Māori Cultural Values

This is an assessment of effects on archaeological values and does not include an assessment of effects on Māori cultural values. Such assessments should only be made by the tangata whenua. Māori cultural concerns may encompass a wider range of values than those associated with archaeological sites.

The historical association of the general area with the tangata whenua is evident from the recorded sites, traditional histories and known Māori place names.

Limitations

It should be noted that archaeological survey techniques (based on visual inspection and minor sub-surface testing) cannot necessarily identify all sub-surface archaeological features, or detect wahi tapu and other sites of traditional significance to Māori, especially where these have no physical remains.

Archaeological Value and Significance

The only parts of the Stage 2 project area which have any known archaeological value are the areas around Brigham Creek and at Kumeū, with a total of eight archaeological sites recorded. Seven of these appear to have limited archaeological value (see Table 2 and Table 3). The only site relating to Māori occupation, R11/2979, is a fragmentary midden site with little information potential based on its recorded description (its cultural values would be for mana whenua to determine). The site of the former bridge and possible weir (R11/2081, CHI 13589) and the turning area for scows (R11/2080, CHI 13588) appear to have few physical remains and would be of limited information potential. Three of the sites are recorded on the basis of historical information rather than any confirmed archaeological values: CHI 20452 (the site of a store/butchery); CHI 20450 (the site of the first Sinton homestead); and CHI 20451 (the site of the 1890s Sinton slaughterhouse). The site of the rail line from Riverhead to Kumeū (R10/1487, CHI 15093) appears to have no physical remains in the vicinity of SH16, with other portions of the alignment apparently being in reasonable condition.

The eighth site, the former Sinton House (R11/2828, CHI 13241) at 238 SH16 is much modified, but still retains archaeological and other historic heritage values. It has been assessed under the relevant statutory criteria and is scheduled as a Category B historic heritage place on the AUP OP (ID 525). Category B indicates that it is considered to have considerable significance to the locality or greater geographic area. It has been scheduled on the basis of its Historical, Social, Knowledge, Physical and Context values. Its archaeological values have been reduced by the significant alterations made to the house and the fact that much information has already been recorded or recovered (Druskovich 2016; Pearson 2003). Although the whole property is included in the schedule, most of the property is unlikely to contain associated subsurface remains. These may be present but are more likely to be located in reasonable proximity to the house.

In Kumeū there are three historic buildings within 200m of SH16. The Kumeū Railway Goods Shed at 37 Main Road has been assessed and scheduled as a Category B historic heritage place (schedule 14.1 ID 483, CHI 13242). It has been scheduled on the basis of its Historical, Social, Knowledge, Physical and Context values.

None of the other heritage buildings recorded in the Auckland Council's CHI are scheduled on the AUP OP.

The historic heritage and archaeological sites situated in the Brigham Creek area form part of the heritage and archaeological landscape of that area, and depending on the extent to which they have survived, make a moderate contribution to that landscape. This landscape primarily relates to the 19th century occupation and use of the land. Overall, the effects of the project on the heritage landscape are less than minor.

The archaeological value of sites relates mainly to their information potential, that is, the extent to which they can provide evidence relating to local, regional and national history using archaeological investigation techniques, and the research questions to which the site

could contribute. The surviving extent, complexity and condition of sites are the main factors in their ability to provide information through archaeological investigation. For example, generally pa are more complex sites and have higher information potential than small middens (unless of early date). Archaeological value also includes contextual (heritage landscape) value. Archaeological sites may also have other historic heritage values including historical, architectural, technological, cultural, aesthetic, scientific, social, spiritual, traditional and amenity values.

Table 2. Assessment of the historic heritage significance of site R10/1487 (Railway alignment), R11/2079 (Midden), R11/2080 (Turn-around/Landing), R11/2081 (Bridge and Weir), R11/3432, CHI 3486 (Homestead Site) CHI 20450 (Homestead site), CHI 20451 (Slaughterhouse site), and CHI 20452 (Store site) based on the criteria in the AUP OP (Chapter B5.2.2). Note that sites R11/2828 and CHI 13242 are not assessed here as these sites have previously been assessed and scheduled within the AUP.

Criterion	Comment	Significance Evaluation
a) historical: The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within New Zealand, the region or locality	R10/1487: The site has some historical significance R11/2079: Not known to be associated with any person or event R11/2080 and R11/2081: Associated with the development of transport links in the area R11/3432 and CHI 20450-2: These sites are all associated with the Sinton family	R10/1487: Moderate R11/2079: Little R11/2080: Little R11/2081: Little R11/3432: Moderate CHI 20450: Moderate CHI 20451: Moderate CHI 20452: Moderate
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	None of these sites are known to be held in high esteem by the local community	Little
c) Mana Whenua: The place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value	To be determined by mana whenua, with only R11/2079 relating to Māori occupation	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	All the sites bar R11/2080 have potential to provide some limited information about the history of the area. R11/2080 has more of an intangible quality.	R11/2080: Little All other sites: Little/Moderate
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	R10/1487: The railway alignment demonstrates some technical quality, although the majority of the sites appears to have been removed. R11/2081: The former bridge location and weir demonstrate some technical quality	R10/1487: Little R11/2079: None R11/2080: None R11/2081: Little R11/3432: Little CHI 20450: None CHI 20451: None

	R11/3432: The extant building has some technical quality R11/2079, R11/2080, and CHI 20450-2: Have no known structural remains	CHI 20452: None
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	The sites are not known to be notable examples of their particular site types.	Little
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	These sites are primarily subsurface, or are only visible from close up and have no aesthetic or landmark qualities	R10/1487, R11/2081, R11/3432: Little All others: None
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The sites all form part of the wider archaeological landscape relating to both the Māori and early European occupation of the area	Little/Moderate

Table 3. Assessment of the archaeological values of sites R10/1487 (Railway alignment), R11/2079 (Midden), R11/2080 (Turn-around/Landing), R11/2081 (Bridge and Weir), CHI 3486 (Homestead site) CHI 20450 (Homestead site), CHI 20451 (Slaughterhouse site), and CHI 20452 (Store site) based on Heritage NZ criteria (Heritage NZ 2019: 9-10)

Value	Assessment
Condition	<p>R10/1487: The site does not appear to be in great condition as much of the alignment has been built over. There are some short sections where the preservation of the embankment appears to be good.</p> <p>R11/2079: The midden deposit appears to be in quite poor condition, being sparse and thin.</p> <p>R11/2080: The site is an area of water, which does not seem to have been greatly modified. No remains of the landing were noted.</p> <p>R11/2081: The remains of the bridge and weir are in reasonable condition</p> <p>R11/3432: The homestead appears to be in good condition, the 19th century shed was demolished and it is not known what physical remains are present.</p> <p>CHI 20450: The site has no known physical remains.</p> <p>CHI 20451: The site has no known physical remains.</p> <p>CHI 20452: The site has no known physical remains.</p>
Rarity	<p>R10/1487: Early railway alignments are relatively uncommon, with the majority remaining in use to the present day.</p> <p>R11/2079: Midden sites are very common</p> <p>R11/2080: Turn-around locations are somewhat uncommon</p> <p>R11/2081: Bridge locations are somewhat uncommon</p> <p>R11/3432: House and shed sites are very common</p> <p>CHI 20450: House sites are very common</p> <p>CHI 20451: Slaughterhouse sites are somewhat uncommon</p> <p>CHI 20452: Store sites are common</p>

Contextual value	The sites all form part of the Māori and European occupation of the area, a particular landscape associated with the Sinton family exists in the area around the Brigham Creek bridge
Information potential	All the sites bar R11/2080 have potential to provide some limited information about the history of the area. R11/2080 has more of an intangible quality.
Amenity value	The sites are primarily subsurface or have only a limited visible profile and therefore have very little amenity value.
Cultural associations	The house sites, shed, slaughterhouse and store are all associated with the Sinton Family, local settlers of some significance.

Effects of the Proposal

The only areas where there are recorded archaeological sites in the vicinity of proposed works is in the area adjacent to Brigham Creek in Section A (Figure 29, Figure 30), and adjacent to the BP Station in Section D.

Of the 16 historic heritage sites recorded with 200m of the route, 12 of the sites will not be affected by the works (Table 4), while the remaining four have potential effects only. None of the historic heritage sites have confirmed effects.

For the sites that are not affected this is primarily due to the distance between the extent of works and the site locations. In various cases this may be because works do not extend into the legal title on which the site is recorded, and in other cases because the works are more than 20m away from the site. Some sites, such as the historic trees (CHI 12896) and store (CHI 20452) at 191 SH16, have been avoided by alteration to the works to pull the extent away from those areas. Furthermore, a set of Tree Protection Methodologies has been established, which will ensure the preservation of the trees (Peers Brown Miller Ltd, Scott-Dye, July 2022: 19-21).

In other parts of the Stage 2 project area there is little potential to expose archaeological remains. While the possibility of unrecorded subsurface archaeological remains being exposed during earthworks can never be completely excluded, it is considered very unlikely outside the Brigham Creek area due to the lack of recorded sites along the rest of the route, and the fairly limited encroachments into previously unmodified areas adjacent to the existing road.

None of the recorded heritage buildings will be affected by the proposed works as they are all located well away from proposed works. Nor will there be any effects on the site of a Sinton homestead north of SH16 on the eastern side of Brigham Creek (CHI 3379). A second reported site located at the Brigham Creek Road roundabout (CHI 3711) was the location of an early 20th century church which has been relocated to Clarks Lane in Hobsonville. This is not an archaeological site, and its former location has been extensively modified by construction works for the roundabout (Figure 14).

The sites with potential effects are listed in Table 5, along with the types of works to be undertaken in the area and the potential for finding archaeological materials. The recorded homestead of Alexander Sinton (CHI 3486), will not be affected. However, a shed on the property will be removed. While this structure has been assessed by Plan.Heritage (Brown and Brown, March 2022) as likely dating to the mid-20th century, it replaced an earlier structure which dated from the 19th century. A diversion channel will be created through the shed's location, which will require the excavation of up to 0.5m. Any archaeological features uncovered within these excavations would likely be removed by the works,

although there is potential for preservation of features in situ for those found on the margins of the excavation. Earthworks in the area have the potential to uncover remains relating to the early shed, such as postholes, and more remotely, buried deposits, such as rubbish pits.

The scheduled heritage building at 238 SH16 was built prior to 1900 and is a recorded archaeological site (R11/2828, CHI 13241, AUP OP Scheduled 14.1 ID 525). The house itself is set back from the road and any associated subsurface features are likely to be in the vicinity of the house rather than close to the road. The built heritage assessment prepared by Plan Heritage is focusing on any effects on the setting of the feature. The works in this area, primarily the stormwater installation and a retaining wall and batter, extend very marginally into the property grounds (Figure 30), and there will be no known effects on archaeological remains relating to the site. The potential to uncover archaeological deposits is considered very low. The detailed design of the project has reduced the footprint of the works which extend into this property, which has reduced the potential for archaeological material to be uncovered.

The site of the earlier 19th century bridge and an earlier weir across the creek (R11/2081, CHI 13589) on the eastern side of the Brigham Creek Bridge also has the potential to be affected, although all of the known features will be avoided. It is not known whether any remains of the bridge have survived apart from holes in the creek bed indicating the locations of former bridge piles. It is considered possible that remains of the old bridge and road maybe present on the banks on either side, although the potential is considered very low. The works in the area will involve the removal of the existing stormwater line and outfall and the construction of a new riprap outfall. This will require excavation to a depth of 400mm.

Earthworks are also proposed in the vicinity of R10/1487 in Section D, and in particular on the southern side of the BP Station (Figure 31). There are no known remains of the rail line in this location, and if there were any surviving features in this area those were probably removed by the recent upgrade to the facility. However, the possibility cannot be ruled out entirely, and as such the potential is considered very low. Works in the area include the formation of a diversion swale and a new stormwater line with riprap outfall.

However, the possibility that remains have survived cannot be excluded, and as there will be some minor encroachment into these properties (Figure 29, Figure 30) a cautious approach should be taken. Works should be monitored by an archaeologist in case any subsurface remains are present, and any remains exposed should be investigated and recorded to recover information relating to the history of the Brigham Creek settlement.

Table 4. Historic heritage sites within 200m of the proposed Stage 2 works which are unaffected by the proposal

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing	Effects
185	-	Maritime Site	Site of former bridge over Brigham Creek, assumed to be located here just downstream from present SH16 bridge	1742003	5926971	None. More than 50m away from the extent of works.
3379	-	Historic Structure	Janet Sinton's Homestead (191 SH16). Single storey building much altered 1890s, hip roof and verandahs.	1742081	5926886	None. No works extend into legal title.
3711	-	Reported Historic Site	Corner SH16 and Brigham Creek Road. Former Church site. Church constructed 1912, relocated to 7 Clarks Lane. No evidence of cemetery attached to church	1742407	5926558	None. Works within legal title but structure removed and area previously heavily modified. No known remains or effects.
3713	-	Historic Structure	Kennedys Road/SH16. Timber weatherboard transitional villa	1742308	5926733	None. No works extend into legal title.
12896	-	Trees	Totara, Kauri, Rimu, Karaka. 191 SH16. Scheduled Notable Trees, AUP OP ID1808	1742053	5926871	Assessment of effects and mitigation proposed by Peers Brown Miller Ltd (2021). The conclusion of that assessment was that if works could be carried out in accordance with recommended Tree Protection Methodologies, they would not be adversely affected.
13242	-	Historic Structure	Kumeū Railway Station Goods Shed is one of only two original goods sheds remaining on the North Auckland line between Auckland and Whangarei. Originally built in 1908 to service the Wayby Station. The shed is a basic timber weatherboard structure with sliding track and lorry side doors	1739195	5928582	None. No works extend into legal title
13587	R11/2079	Archaeological Site	Shell Midden, in eastern bank of Brigham Creek, at approximate junction of 191 SH16 and 8 Kennedys Road. Site consists of a few cockle shells in two small exposures about 1m apart. Probing conducted, no other midden found other than that eroding from bank. No real depth to the deposit. Eroding out of bank, likely to continue to do so.	1742033	5926921	None. More than 50m away from the extent of works.

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing	Effects
13588	R11/2080	Archaeological Site	The last wide point of Brigham Creek before SH 16 bridge. This is a historic 'turn-about' area used by scows that serviced the Sinton Store and butchery. Traders bought their boats here at high tide, had them off loaded and turned about to leave on the same tide, or else wait 12 hrs for the next. At least one trader, the 'Kaipatiki', was re-caulked here as well. See photo in Morris 1995, 'Horses and Flying Fortresses'. Visited at high tide, no archaeological features visible, possible that artifacts lie in the mud that may have fallen off or been thrown off during on and off loading. Mangroves and mud, banks eroding.	1742043	5926971	None. More than 50m away from the extent of works.
16385	-	Historic Structure	7 Main Road. Possible railway house.	1739249	5928572	None. Works extend into legal title marginally (retaining wall and batter slope), works are some 40m away from the structure.
20450	-	Archaeological Site	239 SH16, Whenuapai. First Sinton Homestead built at the head of Brigham Creek c. 1880, built by Noble Johnston	1741964	5926932	None. Works extend marginally into the legal title, however the structure was some 20m away from the works. No known physical remains.
20451	-	Archaeological Site	239 SH16, Whenuapai. The Slaughterhouse at Brigham Creek - built by Janet/Alexander/John Sinton circa 1893	1741981	5926963	None. More than 50m away from the extent of works. No known physical remains.
20452	-	Archaeological Site	191 SH16, Brigham Creek. Store built by Noble Johnston c.1882-1883. The butchery was built in 1893 (when Slaughterhouse was built (CHI 20451), however it is unclear if it is the building attached to the store, or across the driveway.	1742026	5926876	None. No known physical remains. No works extend into the legal title.

Table 5. Historic heritage sites within 200m of the proposed Stage 2 works which are potentially affected by the proposal

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing	Effects	Works to be undertaken	Find likelihood
3486	R11/3432	Historic Structure	Alexander Sinton's Homestead (222a SH16). Single storey wooden building, hip roof and verandahs. Altered and added to. 1971 Plan DP 65077 marks a House, Barn and Garage on the site. SO 25787 - parcel marked as 'Sinton Bros'.	1742071	5926779	<p>Potential for subsurface material, but no effects on the house.</p> <p>Shed to be removed, present structure assessed by Plan. Heritage as likely to be dating to the mid-20th century, replacing a pre-1900 shed structure.</p>	<p>Shed to be removed with new diversion swale to be constructed in the area. New footpath, and bridge, hardstand area and property access to be installed. The hardstand area will require a retaining wall. New stormwater lines, manholes, and riprap outfall to be installed. Outfall cut to a depth of 400mm. Pipes range from 375 to 750 DN. Planting within the property will include hydro seeded grass, a riparian planting mix, swale planting, and a high native revegetation mix. Cut and fills indicated both activities with changes of greater than 0.5m in both cut and fill.</p>	<p>Moderate potential for remains relating to a 19th century shed (i.e. postholes) in the vicinity to be uncovered.</p> <p>Low to moderate potential for buried deposits (i.e. rubbish pits) to be uncovered in the vicinity of the shed.</p>
13241	R11/2828	Historic Structure/ Archaeological Site	238 SH16. 'Bungled' villa style, timber weatherboard. Former Sinton House. Scheduled Historic Heritage Place, AUP OP ID 525	1741848	5926876	<p>Potential, no known effects on archaeological values. Works extend only marginally into the AUP extent of place.</p> <p>Effects on the historic heritage have been</p>	<p>New retaining wall to be constructed along the boundary line with batter slope descending from the footpath. New stormwater lines, manholes, and riprap outfall to be installed along boundary. Outfall to a depth of 300mm. Pipes range from 375 to 450 DN. Planting within the property will include a riparian planting mix, and a high native</p>	<p>Very low potential for subsurface features relating to the 19th century occupation to be exposed in the works for the retaining wall and stormwater works.</p>

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing	Effects	Works to be undertaken	Find likelihood
						examined by Plan.Heritage (2022)	revegetation mix. Cut and fills indicated both activities with changes of up to 0.5m in both cut and fill.	
13589	R11/2081	Archaeological Site	In Brigham Creek, immediately north of current SH16 bridge. Site of historic bridge and weir on what was once Great North Road, the main highway north. Nothing appears to remain of the bridge but holes in the stream bed. The weir appears modern and was probably built at the same time as the modern bridge, however literature of this area suggests that an old weir was present before or about 1902, and it is possible that its remains are beneath the modern weir. The purpose of the weir was to prevent the travel of saltwater further upstream. Remains of the old bridge and road maybe present on the banks on either side. Holes in bedrock only where bridge was once, weir appears to be modern	1741993	5926891	Potential. No effects on the weir or the known remains within the creek.	New retaining wall to be constructed adjacent to the existing road structure. Existing stormwater line and outfall to be removed on northern side of creek. New riprap outfall to be installed to a depth of 400mm, being some 2m wide. Riparian planting mix to be added between the swale and the road edge	Very low potential for subsurface features relating to the 19th century bridge to be exposed in the stormwater works. Position of old bridge was probably through the middle of the existing structure.
15093	R10/1487	Archaeological Site	The railway was known as the Portage Railway and opened on 29 October 1875 and closed in 1885. It followed the traditional waka portage named Te Toanga Waka between	1743238	5929380	Potential effects from stormwater works. It is not known what, if any, physical remains exist at	New diversion channel alongside footpath. New stormwater 525 DN to be installed with riprap outfall (depth not stated but noted to tie into existing outfall). Some riparian planting mix adjacent	Very low potential, unknown if any features existing in this area, and any surviving were probably

CHI No.	NZAA Site No.	Site Type	Description	NZTM Easting	NZTM Northing	Effects	Works to be undertaken	Find likelihood
			Riverhead and the Kumeū River.			this end of the alignment.	to road. Cut and fills indicated both activities with a cut of at least 0.5m and fills of up to 0.5m adjacent to road	removed with the recent upgrade of the BP facility.

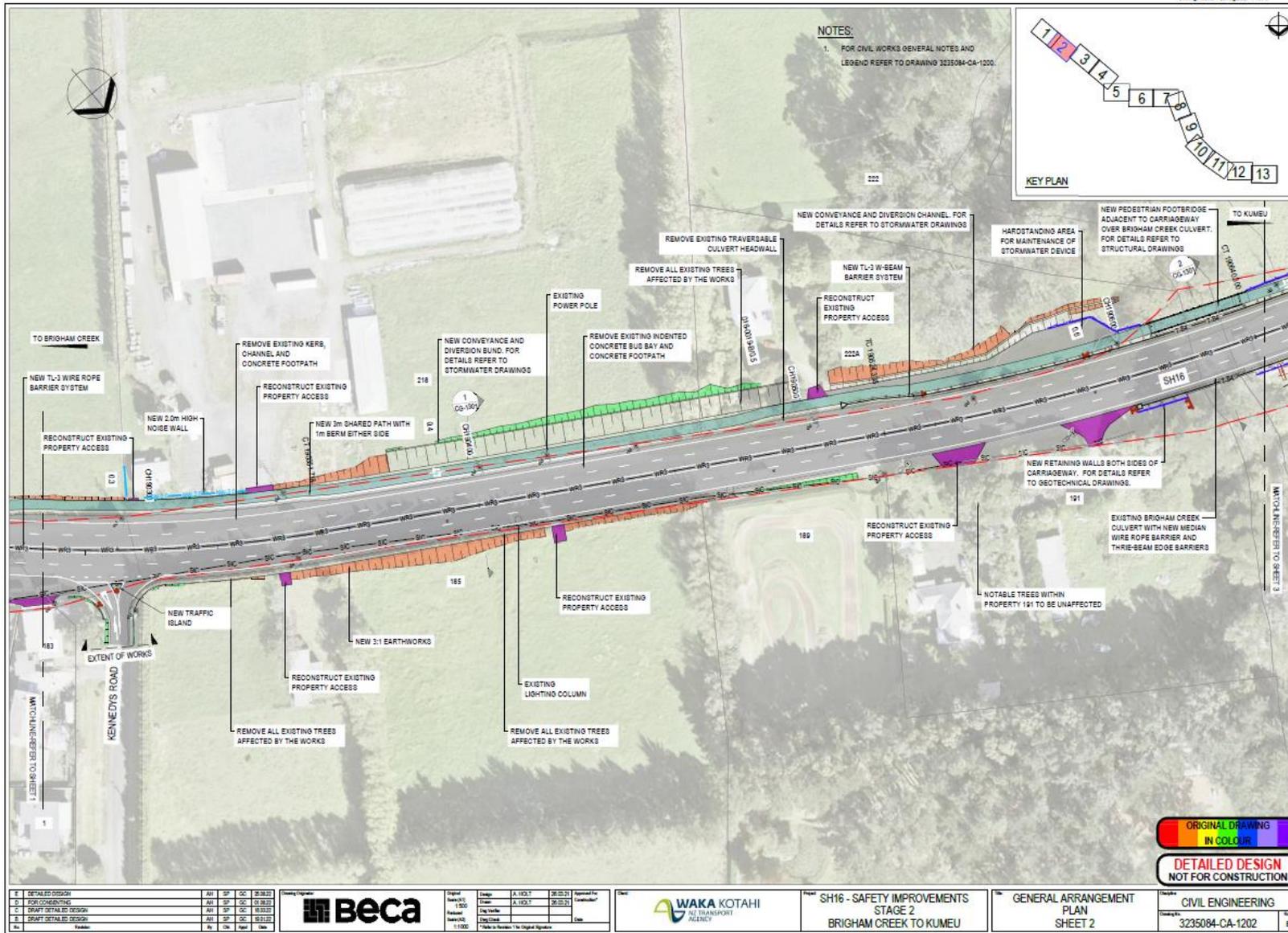


Figure 29. Proposed works at between Kennedys Road and Brigham Creek Bridge, Section A (32351084-CA-1201 to 1213, sheet 2)

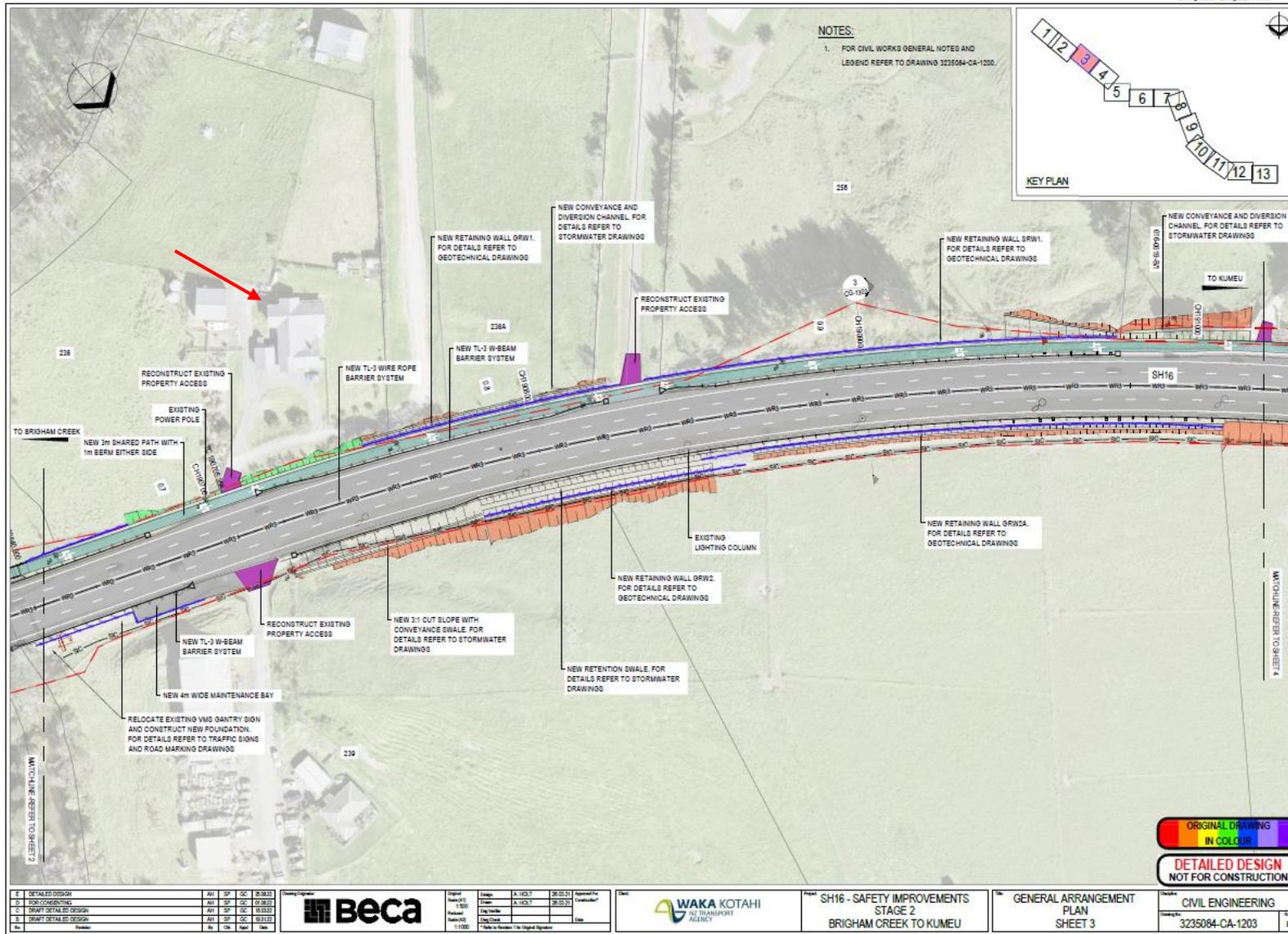


Figure 30. Proposed works in the section that crosses the west branch of Brigham Creek, Section A. The arrow indicates the scheduled building at 238 SH16 (32351084-CA-1201 to 1213, sheet 3)

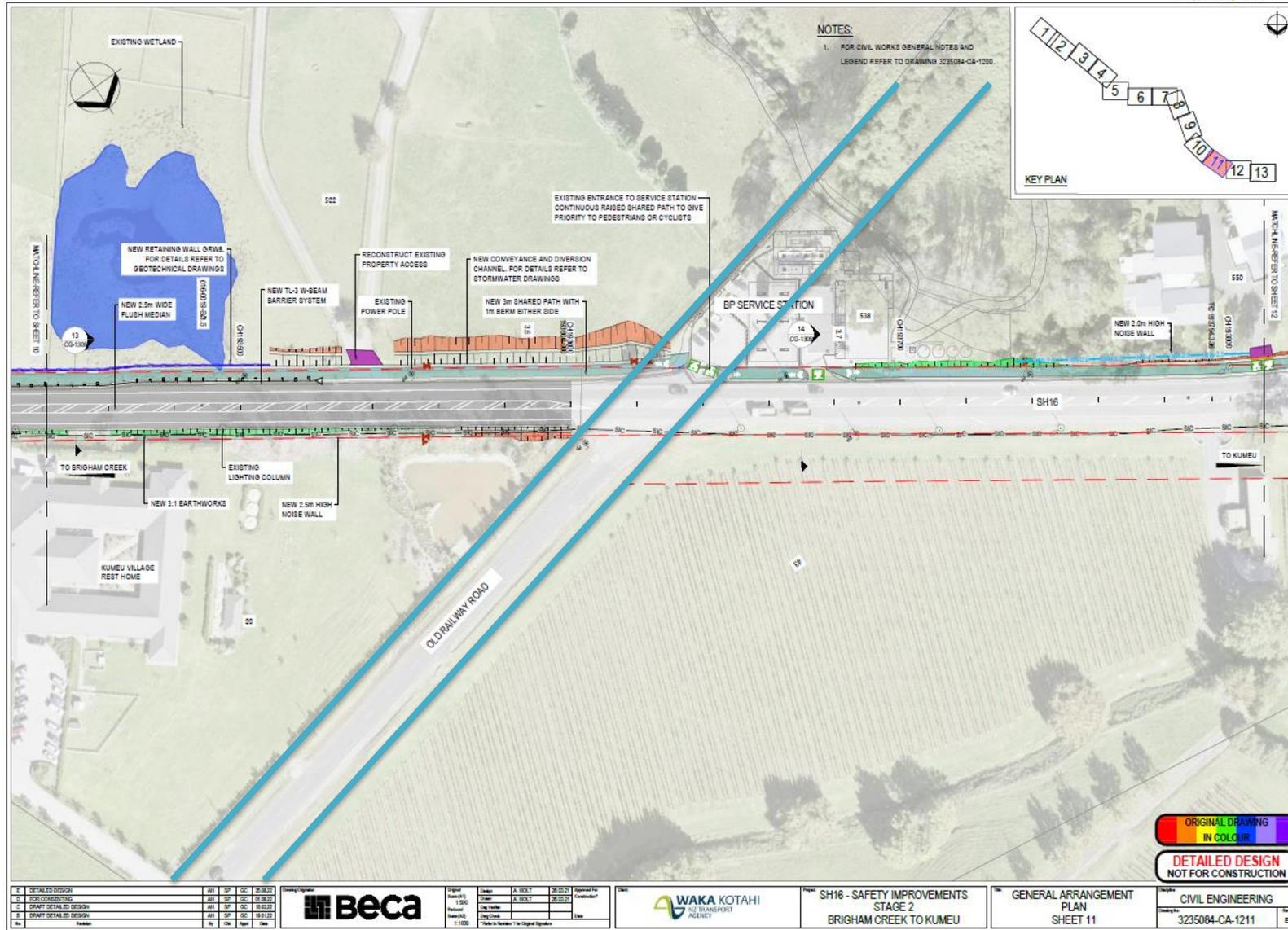


Figure 31. Proposed works in the vicinity of the Old Railway Road intersection, Section D. Cyan lines indicate the alignment of the rail line R10/1487 (32351084-CA-1201 to 1213, sheet 11)

Resource Management Act 1991 Requirements

Section 6 of the RMA recognises as matters of national importance: ‘the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga’ (S6(e)); and ‘the protection of historic heritage from inappropriate subdivision, use, and development’ (S6(f)).

All persons exercising functions and powers under the RMA are required under Section 6 to recognise and provide for these matters of national importance when ‘managing the use, development and protection of natural and physical resources’. There is a duty to avoid, remedy, or mitigate any adverse effects on the environment arising from an activity (S17), including historic heritage.

Historic heritage is defined (S2) as ‘those natural and physical resources that contribute to an understanding and appreciation of New Zealand’s history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological’. Historic heritage includes: ‘(i) historic sites, structures, places, and areas; (ii) archaeological sites; (iii) sites of significance to Māori, including wahi tapu; (iv) surroundings associated with the natural and physical resources’.

Regional, district and local plans contain sections that help to identify, protect and manage archaeological and other heritage sites. The plans are prepared under the provisions of the RMA. The Auckland Unitary Plan Operative in Part 2016 (AUP OP) is relevant to the proposed activity.

There is one scheduled historic heritage place in the near vicinity of the proposed works – Sinton House (former) at 238 SH16. It is a Category B item in Schedule 14.1 (ID 525). The entire property up to the road reserve is included in the scheduled extent of place. The scheduled item has no ‘Additional rules for archaeological sites or features’. This assessment has established that there will be no adverse effects on any known archaeological remains, but the proposed works will encroach on the scheduled extent of place.

There is some, but very limited potential to expose subsurface archaeological remains related to the first Sinton homestead at 239 SH16 (R11/2828, CHI 20450), former farm buildings at Alexander Sinton’s homestead at 222A SH16 (R11/3432, CHI 3486), and possibly evidence of the 19th century bridge across Brigham Creek (R11/2081, CHI 13589). In addition, the potential for remains relating to the old railway line (R10/1487, CHI 15093) on the southern side of the road opposite Old Railway Road (Section D) cannot be completely excluded. However, no confirmed remains relating to these sites are present in the area of proposed works, and any adverse effects would be less than minor.

The potential for exposing unidentified subsurface archaeological remains during works is low except in the vicinity of Brigham Creek (Section A).

It is recommended that an archaeological Authority under Section 44(a) of the HNZPTA is applied for prior to the start of works as a precaution. The Authority and associated management plan will contain measures and processes if suspected archaeological remains are exposed during earthworks within Stage 2. If an Authority was not in place prior to the start of works then the Waka Kotahi Accidental Discovery Protocol (P45) and the Accidental Discovery Rule (E12.6.1) set out in the AUP OP must be complied with. Under the Accidental Discovery Rule works must cease within 20m of the discovery and the

Council, Heritage NZ, Mana Whenua and (in the case of human remains) NZ Police must be informed.

Heritage New Zealand Pouhere Taonga Act 2014 Requirements

In addition to any requirements under the RMA, the HNZPTA protects all archaeological sites whether recorded or not, and they may not be damaged or destroyed unless an Authority to modify an archaeological site has been issued by Heritage NZ (Section 42).

An archaeological site is defined by the HNZPTA Section 6 as follows:

‘**archaeological site** means, subject to section 42(3),⁴ –

(a) any place in New Zealand, including any building or structure (or part of a building or structure) that –

(i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

(ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

(b) includes a site for which a declaration is made under section 43(1)⁵

Authorities to modify archaeological sites can be applied for either in respect to archaeological sites within a specified area of land (Section 44(a)), or to modify a specific archaeological site where the effects will be no more than minor (Section 44(b)), or for the purpose of conducting a scientific investigation (Section 44(c)). Applications that relate to sites of Māori interest require consultation with (and in the case of scientific investigations the consent of) the appropriate iwi or hapu and are subject to the recommendations of the Māori Heritage Council of Heritage NZ. In addition, an application may be made to carry out an exploratory investigation of any site or locality under Section 56, to confirm the presence, extent and nature of a site or suspected site.

While there are no confirmed archaeological remains within the area of proposed works, the possibility that pre-1900 remains may be exposed relating to R11/3432, CHI 3486 (Alexander Sinton’s homestead), R11/2828, CHI 13241 (Sinton House, former), R11/2081, CHI 13589 (bridge), and R10/1487, CHI 15093 (old railway line) cannot be excluded. It is therefore recommended that an authority under Section 44(a) of the HNZPTA is applied for, which should cover all works within Stage 2 as a precaution. The conditions of the authority are likely to include archaeological monitoring of preliminary earthworks in the Brigham Creek area and in the vicinity of Old Railway Road where the recorded sites are located, and procedures for recording any archaeological evidence before it is modified or destroyed.

If works were to uncover archaeological materials without an Authority in place the Waka Kotahi Accidental Discovery Protocol (P45) and the AUP OP Accidental Discovery Rule (E12.6.1) protocols would have to be followed. These stipulate that all work with 20m of

⁴ Under Section 42(3) an Authority is not required to permit work on a pre-1900 building unless the building is to be demolished.

⁵ Under Section 43(1) a place post-dating 1900 (including the site of a wreck that occurred after 1900) that could provide ‘*significant evidence relating to the historical and cultural heritage of New Zealand*’ can be declared by Heritage NZ to be an archaeological site.

the find would have to stop immediately while an archaeologist confirms the find. If the find were to be confirmed as archaeological then an Authority would have to be sought, with works remaining halted until the Authority have been granted and the appeal period has expired. This would necessitate a delay of a minimum of 40 working days.

The recommended approach, of applying for an Authority prior to the start of works would avoid such a delay. Neither the Waka Kotahi Accidental Discovery Protocol (P45) nor the AUP OP Accidental Discovery Rule (E12.6.1) protocols would apply in respect to archaeological remains if an Authority from Heritage NZ is in place.

An archaeological management plan will be required to support an Authority application, which sets out procedures for pre-start briefing of contractors, monitoring of works in archaeologically sensitive areas, the investigation and recording of any remains affected, and procedures to be followed if archaeological sites, taonga tūturu (Māori artefacts) or kōiwi tangata (human remains) are exposed during works.

It is recommended that an Authority is obtained before any earthworks are carried out, including preparatory site works for construction yards, etc.

Conclusions

The proposed Stage 2 SH16 improvement works have avoided where possible any impacts upon archaeological sites. There is some, but limited, potential to affect the historic heritage sites in the area around Brigham Creek, where a cluster of sites is recorded within Section A and another single site in Section D.

The sites present in the vicinity of Brigham Creek which have the potential for effects include CHI 3486 (Alexander Sinton's Homestead), being possible subsurface remains of a 19th century shed, and R11/2081, CHI 13589 (bridge over Brigham Creek). There are no confirmed remains relating to these sites within the proposed area of works, and any adverse effects are likely to be less than minor given the limited extent of works that may affect them. Any effects can be appropriately mitigated through archaeological investigation and recording to recover information relating to the history of the area.

There is one scheduled historic heritage place immediately adjacent to the proposed works at 238 SH16 (AUP OP ID 525, Sinton House (former), CHI 13241, R11/2828). The works extend very marginally into the scheduled extent of place, but will have no archaeological effects on the scheduled item.

There is also limited potential to affect remains related to the old railway line R10/1487, CHI 15093 in Section D near Kumeū. Again, there are no confirmed remains relating to the site within the project area and any adverse effects are likely to be minor.

Separate specialist reports have been prepared by Peers Brown Miller Ltd and Plan.Heritage to assess the potential effects of the Project on notable trees and built heritage respectively.

RECOMMENDATIONS

- There should be no major constraints on the proposed Stage 2 SH16 improvements on archaeological grounds, since there are no confirmed effects, and less than minor potential effects, on archaeological or other historic heritage sites and the potential for archaeological remains to be exposed during development is low.
- As there is some potential for archaeological remains to be exposed in the area around Brigham Creek (Section A), and in the vicinity of a former railway line in Section D, an Authority should be applied for under Section 44(a) of the HNZPTA and granted by Heritage NZ prior to the start of works in these areas. The authority should cover all works undertaken during Stage 2 as a precaution.
- Prior to the start of works the contractors should be briefed by a qualified archaeologist on the nature of archaeological remains that might be encountered and the procedures to be followed if suspected remains are exposed.
- The recorded sites in the vicinity of proposed earthworks that can be avoided, or partly avoided, should be temporarily marked out or fenced off prior to the start of earthworks to protect them from accidental damage from heavy machinery.
- Any remains exposed during project works should be investigated and recorded in accordance with an archaeological Authority issued by Heritage NZ.
- If archaeological material is uncovered the resulting information should be considered for inclusion in an interpretation panel.
- If no Authority has been obtained and subsurface archaeological evidence should be unearthed during construction (e.g. intact shell midden, hangi, storage pits relating to Māori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), or if human remains should be discovered, the Accidental Discovery Rule (section E.12.6.1 of the AUP OP) and the Waka Kotahi Accidental Discovery Protocol (P45) must be followed. This requires that work ceases within 20m of the discovery and that the Auckland Council, Heritage NZ, Mana Whenua and (in the case of human remains) the NZ Police are notified. The relevant authorities will then determine the actions required.
- Should subsurface remains be uncovered consideration should be given as to whether the site can be avoided or conserved. While such actions are often constrained by design once works have begun strategies such as limited excavation of an area or selecting smaller plant species can assist in conservation of archaeological sites.

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APPENDIX A: SITE RECORD FORMS

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form</p>	<p>NZAA SITE NUMBER: R11/2079</p>
	<p>SITE TYPE: Midden/Oven</p> <p>SITE NAME(s):</p> <p>DATE RECORDED:</p>

SITE COORDINATES (NZTM) Easting: 1742026 **Northing:** 5926962 **Source:** CINZAS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R11/2079



Finding aids to the location of the site
 Location updated from survey plan in original site record.
 In eastern bank of Brigham's Creek

Brief description
 Midden

Recorded features
 Midden

Other sites associated with this site

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/2079
<p>Site description Site consist of a few cockle shells in two small exposures about 1m apart.</p> <p>Condition of the site</p> <p>Statement of condition</p> <p>Current land use:</p> <p>Threats:</p>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R11/2079
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Supporting documentation held in ArchSite

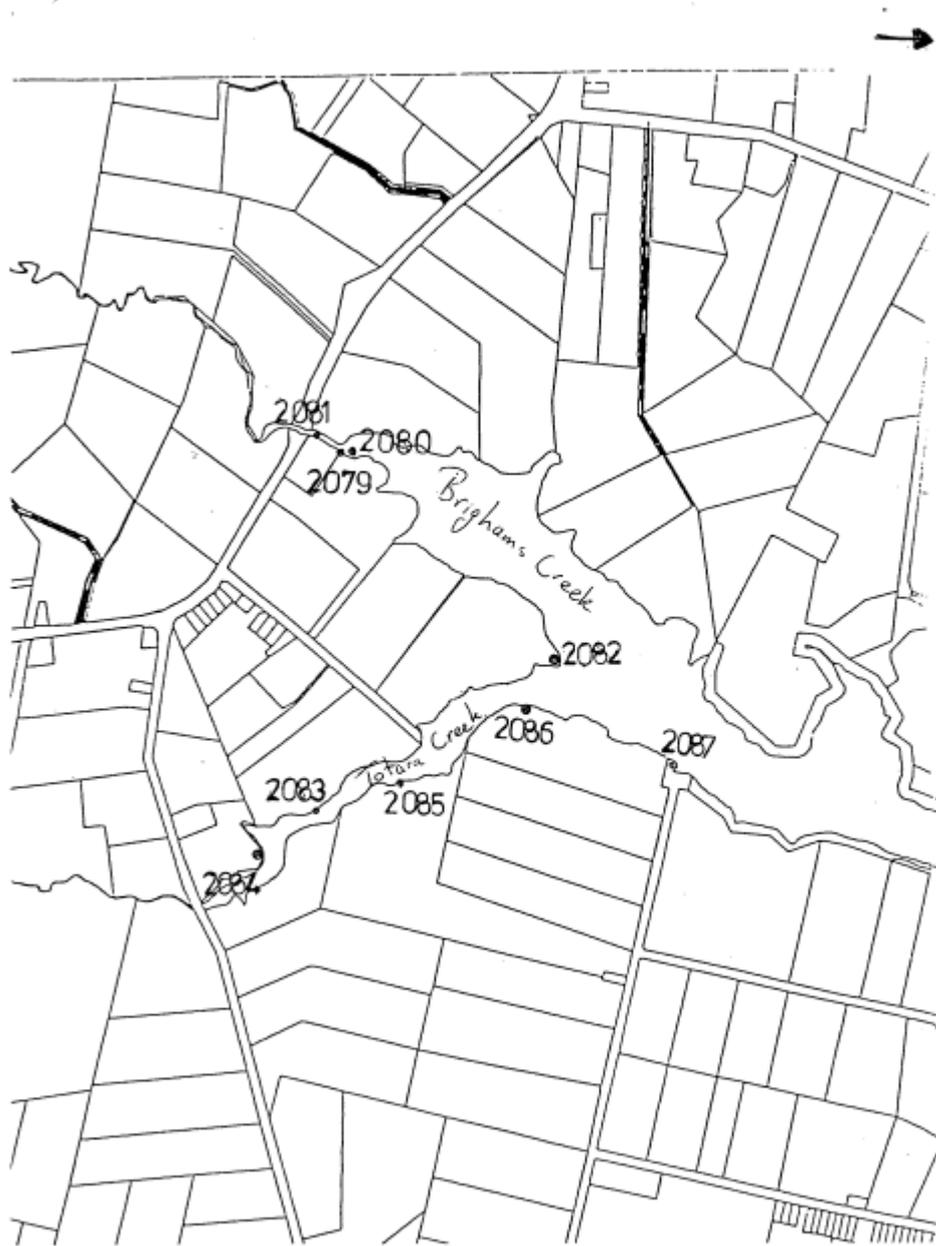


FIGURE 4 LOCATION OF ARCHAEOLOGICAL SITES FOUND IN SURVEY

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24/09/2021

3 of 6

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

New Zealand Archaeological Association SITE RECORD FORM (NZMS 260)		NZAA METRIC SITE NUMBER: R11/2079	
NZMS 260 map number: R11 NZMS 260 map name: Auckland NZMS 260 map edition: 2		DATE VISITED: March 22, 2000 SITE TYPE: SHELL DEPOSIT SITE NAME: MAORI OTHER: N42	
Grid References		Easting: 26524#	Northing: 64886#
1. Aids to relocation of site (<i>attach a sketch map</i>): In eastern bank of Brighams Creek, at approximate junction of 191 SH16 and 8 Kennedys Rd.			
2. State of site and possible future damage: Eroding out of bank, likely to continue to do so.			
3. Description of site (<i>Supply full details, history, local environment, references, sketches, etc. If extra sheets attached include a summary here</i>): Site consists of a few cockle shells in two small exposures about 1m apart. Probing conducted, no other midden found other than that eroding from bank. No real depth to the deposit.			
4. Owner: Ken Childs Address: 8 Kennedys Road Kumeu		Tenant/Manager: Address:	
5. Nature of information (<i>hearsay, brief or extended visit, etc.</i>): Brief site inspection, survey of area Photographs (<i>reference numbers, and where they are held</i>): Aerial photographs (<i>reference numbers, and clarity of site</i>):			
6. Reported by: Bioresearches (Brent Druskovich) Address: PO Box 2828, Auckland 1		Filekeeper: Date:	
7. Key words: SHELL DEPOSIT, Brighams Creek			
8. New Zealand Register of Archaeological Sites (<i>for office use</i>) NZHPT Site Field Code			
Latitude S AA Type of site Local environment today AE Land classification		Longitude E BB Present condition and future danger of destruction Security code NK Local body	



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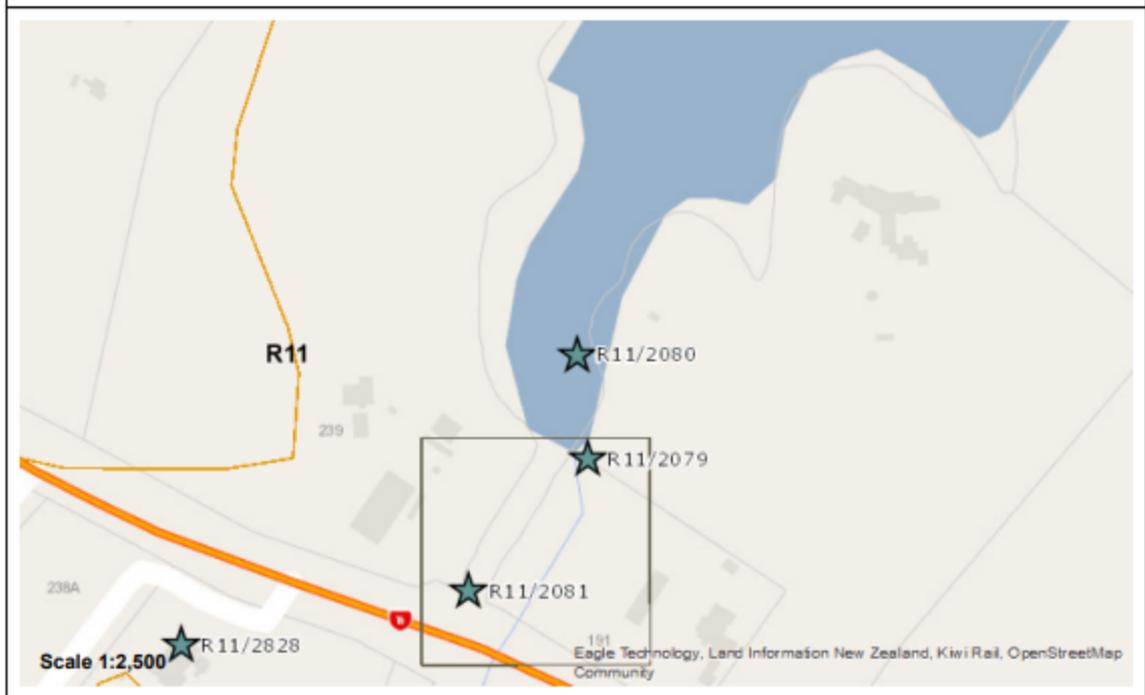
4 of 6

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form</p>	<p>NZAA SITE NUMBER: R11/2080</p> <p>SITE TYPE: Transport/ communication</p> <p>SITE NAME(s):</p> <p>DATE RECORDED:</p>
--	---

<p>SITE COORDINATES (NZTM) Easting: 1742021</p>	<p>Northing: 5927008</p>	<p>Source: Site Record Form</p>
--	---------------------------------	--

<p>IMPERIAL SITE NUMBER:</p>	<p>METRIC SITE NUMBER: R11/2080</p>
-------------------------------------	--



Finding aids to the location of the site
 Location updated from survey plan in original site record.
 The last wide point of Brigham's Creek before the Sh 16 bridge

Brief description
 Landing area

Recorded features
 Landing

Other sites associated with this site

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/2080
<p>Site description</p> <p>This is a historic "turn about" area used for scows that serviced the Sinton Store and butchery. Traders brought their boats here at high tide, had them offloaded and turned about to leave on the same tide, or else wait 12 hrs for the next. At least one trader, the "Kaipatiki" we recaulked here as well. Visited a high tide, no archaeological features visible, possible that artefacts lie in the mud that may have fallen off or been thrown off during on and offloading.</p> <p>Condition of the site</p> <p>Statement of condition</p> <p>Current land use:</p> <p>Threats:</p>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY

NZAA SITE NUMBER: R11/2080

Supporting documentation held in ArchSite

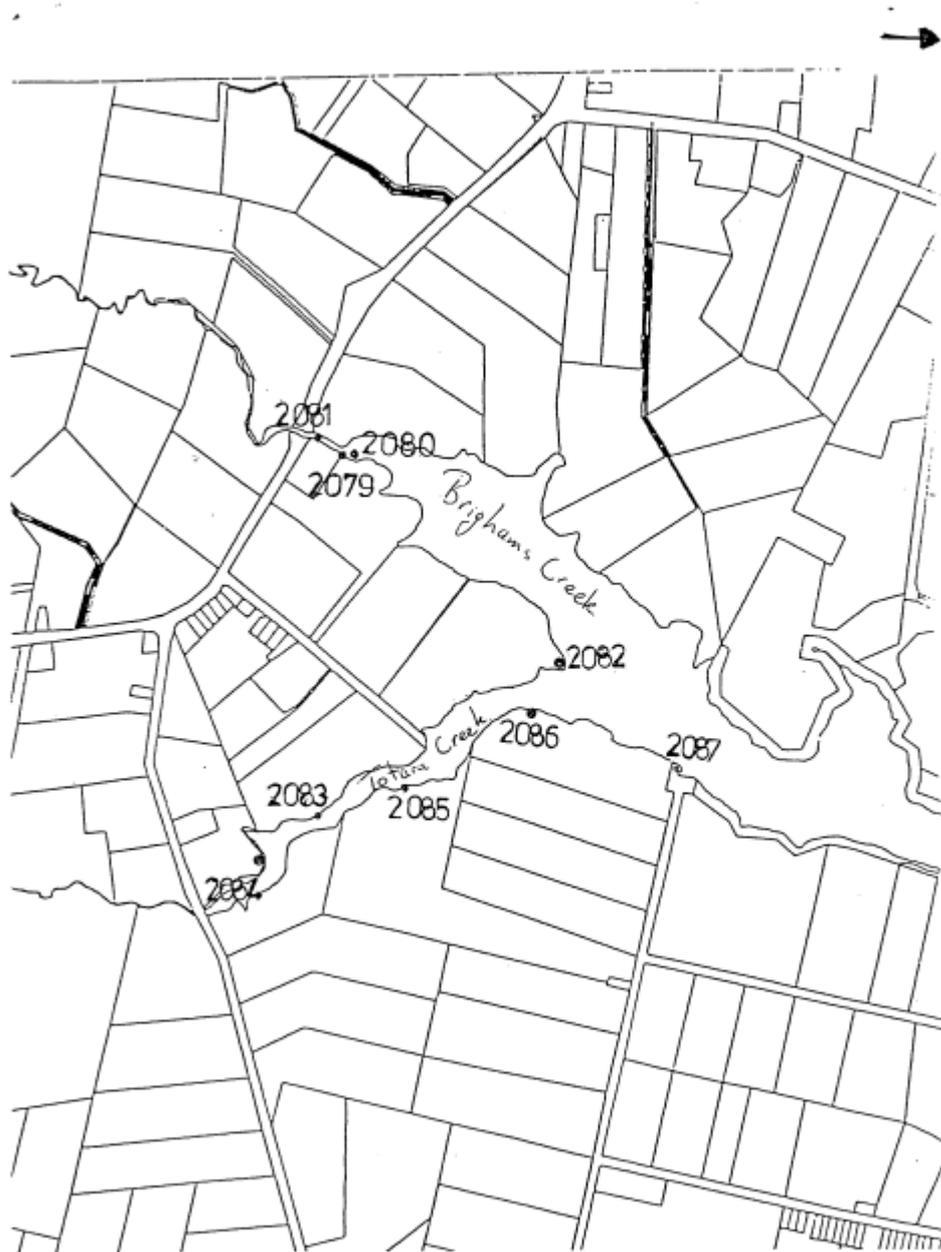


FIGURE 4 LOCATION OF ARCHAEOLOGICAL SITES FOUND IN SURVEY

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

New Zealand Archaeological Association SITE RECORD FORM (NZMS 260)		NZAA METRIC SITE NUMBER: R11/2080			
NZMS 260 map number: R11 NZMS 260 map name: Auckland NZMS 260 map edition: 2		DATE VISITED: March 22, 2000 YY SITE TYPE: "Turn About" SITE NAME: MAORI OTHER M42			
<i>Grid References</i>		Easting: 265249	Northing: 648870		
1. Aids to relocation of site (<i>attach a sketch map</i>): The last wide point of Brighams Creek before the SH 16 bridge.					
2. State of site and possible future damage: Mangroves and mud, banks eroding.					
3. Description of site (<i>Supply full details, history, local environment, references, sketches, etc. If extra sheets attached include a summary here</i>): This is a historic "turn-about" area used by scows that serviced the Sinton Store and butchery. Traders bought their boats here at high tide, had them offloaded and turned about to leave on the same tide, or else wait 12hrs for the next. At least one trader, the "Kaipatiki", was re-caulked here as well. See photograph in Morris, 1995, "Horses and Flying Fortresses". Visited at high tide, no archaeological features visible, possible that artifacts lie in the mud that may have fallen off or been thrown off during on and offloading.					
4. Owner: Address:		Tenant/Manager: Address:			
5. Nature of information (<i>hearsay, brief or extended visit, etc.</i>): Brief site inspection, survey of area Photographs (<i>reference numbers, and where they are held</i>): Aerial photographs (<i>reference numbers, and clarity of site</i>):					
6. Reported by: Bioresearches (Brent Druskovich) Address: PO Box 2828, Auckland 1		Filekeeper: Date:			
7. Key words: Sinton Store and butchery, Brighams Creek, historic shipping					
8. New Zealand Register of Archaeological Sites (<i>for office use</i>) NZHPT Site Field Code <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"> Latitude S DF Type of site Local environment today - - Land classification </td> <td style="width: 50%;"> Longitude E - - Present condition and future danger of destruction Security code Local body MK </td> </tr> </table>				Latitude S DF Type of site Local environment today - - Land classification	Longitude E - - Present condition and future danger of destruction Security code Local body MK
Latitude S DF Type of site Local environment today - - Land classification	Longitude E - - Present condition and future danger of destruction Security code Local body MK				



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24/09/2021

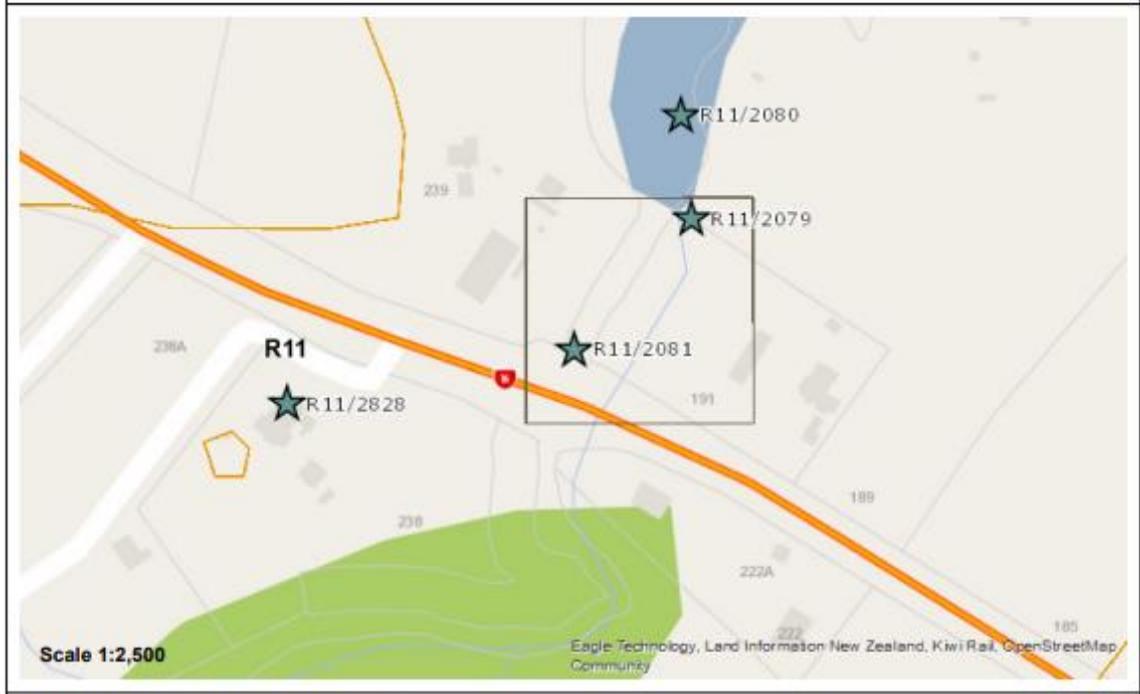
4 of 6

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

	Site Record Form
	NZAA SITE NUMBER: R11/2081 SITE TYPE: Transport/ communication SITE NAME(s): DATE RECORDED:

SITE COORDINATES (NZTM) Easting: 1741974 **Northing:** 5926904 **Source:** Site Record Form

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R11/2081



Finding aids to the location of the site
 Location updated from survey plan in original site record.
 Brigham's creek, north of current SH 16 bridge

Brief description
 Bridge/weir

Recorded features
 Bridge, Weir

Other sites associated with this site

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/2081
<p>Site description Site of historic bridge and weir on what was once Great North Road</p> <p>Condition of the site</p> <p>Statement of condition</p> <p>Current land use:</p> <p>Threats:</p>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY

NZAA SITE NUMBER: R11/2081

Supporting documentation held in ArchSite

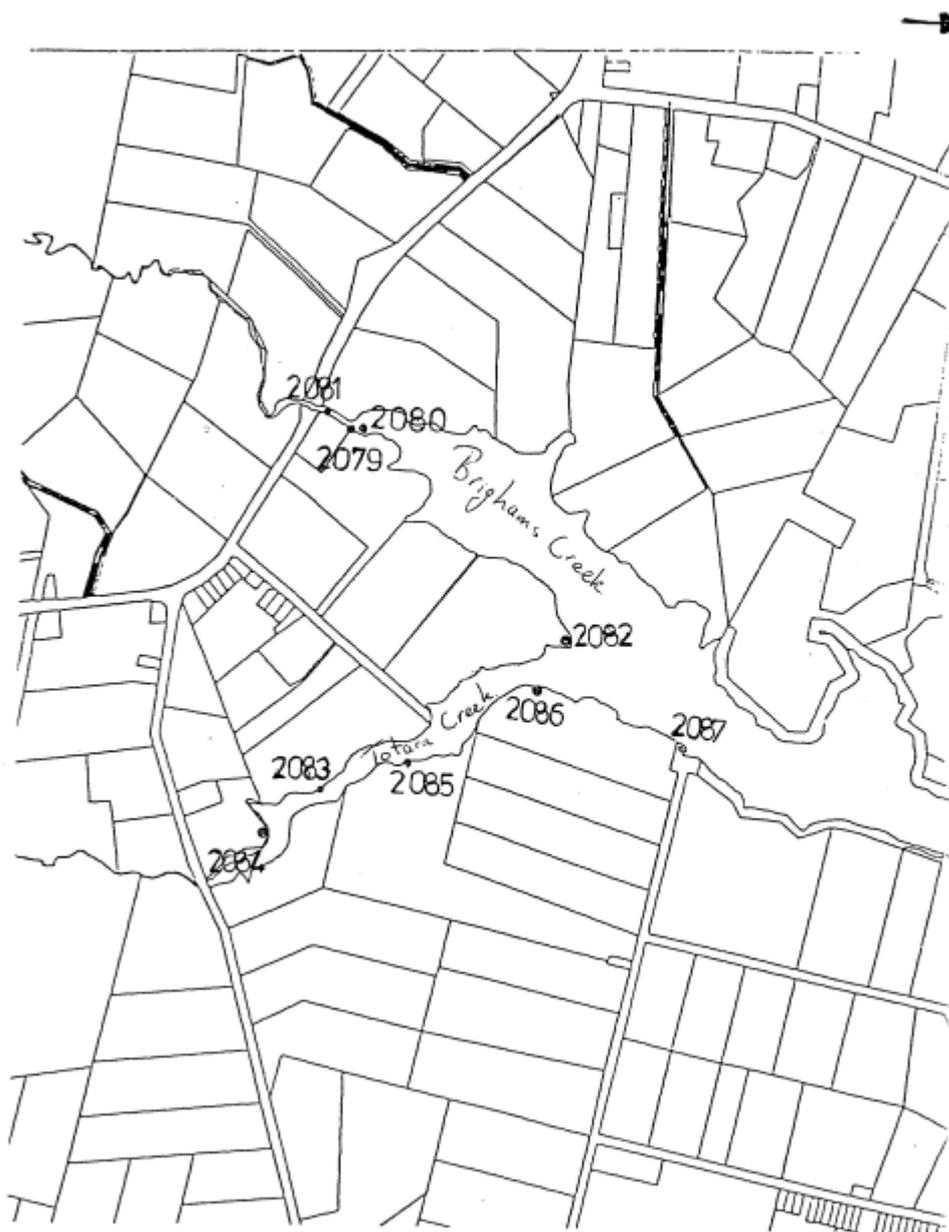


FIGURE 4 LOCATION OF ARCHAEOLOGICAL SITES FOUND IN SURVEY

Printed by: glenfarley

24/09/2021

3 of 6

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

New Zealand Archaeological Association SITE RECORD FORM (NZMS 260)		NZAA METRIC SITE NUMBER: R11/2081			
NZMS 260 map number: R11 NZMS 260 map name: Auckland NZMS 260 map edition: 2		DATE VISITED: March 22, 2000 YY SITE TYPE: Bridge and Weir SITE NAME: MAORI OTHER N42			
Grid References Easting: 265244		Northing: 648862			
1. Aids to relocation of site (<i>attach a sketch map</i>): In Brighams Creek , immediately north of current SH16 bridge.					
2. State of site and possible future damage: Holes in bedrock only where bridge was once, weir appears to be modern.					
3. Description of site (<i>Supply full details, history, local environment, references, sketches, etc. If extra sheets attached include a summary here</i>): Site of historic bridge and weir on what was once Great North Road, the main highway north. Nothing appears to remain of the bridge but holes in the stream bed. The weir appears modern and was probably built at the same time as the modern bridge, however literature of this area suggests that an old weir was present before or about 1902, and it is possible that its remains are beneath the modern weir. The purpose of the weir was to prevent the travel of saltwater further upstream. Remains of the old bridge and road maybe present on the banks on either side.					
4. Owner: _____ Address: _____		Tenant/Manager: _____ Address: _____			
5. Nature of information (<i>hearsay, brief or extended visit, etc.</i>): Brief site inspection, survey of area Photographs (<i>reference numbers, and where they are held</i>): Aerial photographs (<i>reference numbers, and clarity of site</i>):					
6. Reported by: Bioresearches (Brent Druskovich) Address: PO Box 2828, Auckland 1		Filekeeper: _____ Date: _____			
7. Key words: Old North Road, Brighams Creek, historic bridge, weir					
8. New Zealand Register of Archaeological Sites (<i>for office use</i>) NZHPT Site Field Code <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"> Latitude S DH Type of site Local environment today - - Land classification </td> <td style="width: 50%;"> Longitude E CC Present condition and future danger of destruction Security code MK Local body </td> </tr> </table>				Latitude S DH Type of site Local environment today - - Land classification	Longitude E CC Present condition and future danger of destruction Security code MK Local body
Latitude S DH Type of site Local environment today - - Land classification	Longitude E CC Present condition and future danger of destruction Security code MK Local body				

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24/09/2021

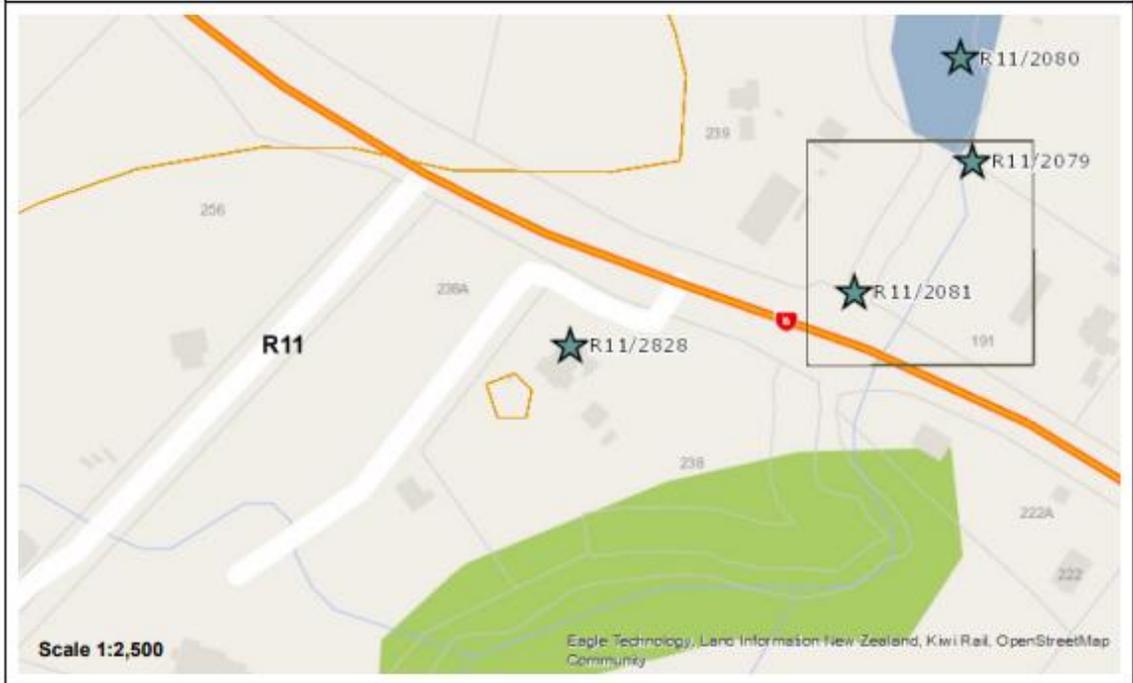
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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form archaeological site recording scheme</p>	<p>NZAA SITE NUMBER: R11/2828</p>
	<p>SITE TYPE: Historic - domestic</p> <p>SITE NAME(s): John and Lillian Sintons House</p> <p>DATE RECORDED: 06/03/2013</p>

SITE COORDINATES (NZTM) Easting: 1741848 **Northing:** 5926880 **Source:** On Screen

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:**



Finding aids to the location of the site
House at 238 State Highway 16, Brighams Creek.

Brief description
Former Sinton House, originally a small farm house built in the late 19th century, with major 1923 additions and other later additions.

Recorded features
Building - homestead

Other sites associated with this site

SITE RECORD HISTORY	NZAA SITE NUMBER: R11/2828
Site description	

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Updated 09/12/2016 (other), submitted by brentdruskovich
Grid reference (E1741848 / N5926880)

The following notes relate to the findings of archaeological monitoring and examination of photographs from the demolition of lean-tos at the back of the house. The lean-tos have now been replaced by an extension to the house that more than doubles the size of the house from the size it was after the 1923 extension.

All evidence revealed during the demolition related to the series of lean-tos themselves. No evidence that indicated where the back door was for the original pre-1900 structure was found and no indications of a formal back yard were observed either. There was however much evidence that has enabled a reconstruction of the phases of lean-to development and a shifting back door location and entrance direction as lean-tos were added on or modified.

There appeared to be five phases of lean-to construction and/or alteration (refer Figure). The initial lean-to was constructed reusing some of the original cottages exterior wallboards, as did part of the rear of the 1923 extension, this likely indicates that the G8 lean-to was built at the same time or soon after. At the time of the initial construction of the G8 lean-to the back door may have faced an easterly direction as evidenced by the concrete slabs that were laid as a path to it, however there was also some indications that the door – should it have existed – could also faced a southerly or westerly direction as well as, later when the G9 lean-to was constructed a brick path was constructed that lead to an easterly facing entrance, this occurred at an unknown time after the initial construction. This G9 lean-to was initially larger than what was found at the final shape the lean-tos, the room was shortened by shifting the wall between it and G8 at or about the time that the G11/G12 lean to was added on.

Phase three involved the construction of the bathroom and toilet area, G11 and G12 at the eastern end of the building and attached to the initial 1923 extension. As a result of this extension an entrance from the east was no longer possible. In response to this a new entrance from the south was built. To achieve this the kitchen was extended into the G9 extension with a floor being built on top of the original G9 floor, the initial wall and door separating these lean-tos was removed and a new wall and door put up within the extension. Phases 3 and 4 may have been constructed at the same time rather than separate events, phase three resulting in the earlier access to the house being closed, resulting in the alterations and raising of the kitchen floor and the building of the concrete steps that were found beneath G10 during demolition.

The phase 3 and 4 alterations must have occurred post 1959 as they are not present on the aerial photograph of that time. The general style of the fittings associated with these lean-tos, would suggest that they were likely built in the 1960s. The final phase included the building of the G10 lean-to and again the back door is reached from the east. The silver metallic building paper found beneath the floor of this add on would suggest it happened in the late 20th Century.

For further detail refer to

Druskovich, B. 2016
Archaeological Monitoring and Analysis at the Former Sinton House, 238 SH 16 Kumeu – R11/2828 (NZHPT Authority 2013/568 and Auckland Council Resource Consent LAN-60183)

Updated 27/06/2014 (Field visit), submitted by brentdruskovich, visited 21/05/2014 by Druskovich, Brent
Grid reference (E1741848 / N5926880)

Minor Earthworks and demolition of rear lean-tos monitored by Brent Druskovich during April and May 2014. No features such as rubbish pits, or indicators where the back door may have once been positioned prior to extensions identified. A few broken historic artefacts taken for further analysis, some of the lean-tos had foundations with treated timber and 2nd half of the 20th Century artefacts deposited beneath them suggesting they were of recent construction.

Updated: 06/03/2013, Visited: 29/11/2012 - NZTM E1741848 / N5926880 (On Screen).

Former Sinton House, originally a small farm house built in the late 19th Century, with major 1923 additions and other later additions. Pearson (2003:12) was unable to conclude when the old section of the house was built, but has suggested either 1890 or 1894 and commented "that its design and materials are more consistent with a 1880s date of construction." The property itself was transferred to Alexander Sinton in 1904 under a condition where it had to be occupied by way of a licence to the crown (ibid:13) for 10 years. Post 1900 the house was lived in by different members of the Sinton family and their farm employees until 1961 when the farm was sold. A major extension was made circa 1923, almost doubling the size of the house, and further lean-to additions have been made later in the 20th Century.

For further information refer to: Druskovich, B. 2012. Archaeological Assessment of Proposed Works at the Former Sinton House, 238 SH 16 Kumeu. Unpublished Report.

Pearson, D. 2003. The Former Sinton House Brigham's Creek A Conservation Plan. Unpublished Report.

Inspected by: Druskovich, Brent.

Condition of the site

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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Updated: 06/03/2013, Visited: 29/11/2012 - Has had some walls removed during a series of 20th Century upgrades and additions added on, but the core of the house is in good condition. Piles are failing in places and will be replaced. Currently proposed to remove 20th century lean-tos (but retain 1923 addition) and build a modern attachment to the house at the back

Statement of condition

Updated: 02/04/2013, Visited: 29/11/2012 - Good – Majority of visible features are intact, but some minor loss of definition and/or damage

Current land use:

Updated: 02/04/2013, Visited: 29/11/2012 - Rural residential

Threats:

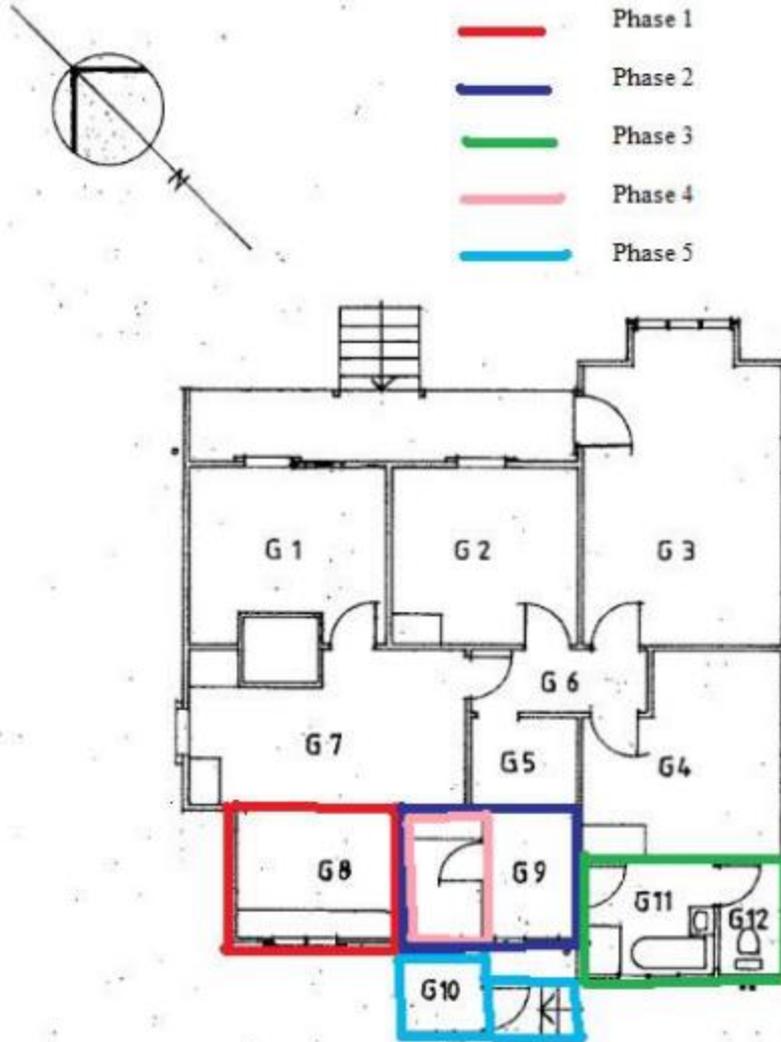
Updated: 02/04/2013, Visited: 29/11/2012 - Residential activities

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R11/2828
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Supporting documentation held in ArchSite

Relative Chronology of Lean-To Construction at 238 State Highway 16 Kumeu



FLOOR PLAN

FORMER SINTON HOUSE

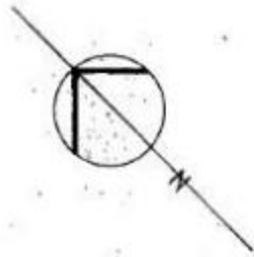
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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Current floor plan of the house, the uncoloured area represents the original building, the green the 1923 extensions and the red are the lean-tos to be demolished. Adapted from a plan in Pearson 2003:51 by Brent Druskovich.



FLOOR PLAN

FORMER SINTON HOUSE

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

 <p>Site Record Form</p>	<p>NZAA SITE NUMBER: R10/1487</p> <p>SITE TYPE: Transport/ communication</p> <p>SITE NAME(s): Harkin's Point to Helensville Railway</p> <p>DATE RECORDED:</p>
--	---

SITE COORDINATES (NZTM) Easting: 1743238 **Northing:** 5929380 **Source:** Handheld GPS

IMPERIAL SITE NUMBER: **METRIC SITE NUMBER:** R10/1487



Finding aids to the location of the site
 Begins on property (Lot 2 DP 184890) to south of Huapai Golf Course, accessed from 107 Riverland Road, and runs along Old Railway Road, Riverhead.

Brief description
 Railway alignment bench and structures

Recorded features
 Platform, Railway, Rubbish dump/ pit

Other sites associated with this site

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD HISTORY	NZAA SITE NUMBER: R10/1487
<p>Site description</p> <p>Updated 21/07/2020 (Field visit), submitted by ellaussher , visited 08/07/2020 by Ussher, Ella Grid reference (E1743238 / N5929380)</p> <p>Harkin's Point to Helensville Railway (CHI ID 9 and 15093).</p> <p>The railway was known as the Portage Railway and opened on 29 October 1875 and closed in 1885. It followed the traditional waka portage named Te Toanga Waka between Riverhead and the Kumeu River. The wharf at the Harkins Point terminus rested on 20 totara piles arranged in 5 rows and sunk 3 foot into the rock. It ran for 70 feet from the cliff face to a depth of 4 foot six inches at low tide. It was 20 feet wide and had a goods shed on it. The terminus itself was accessed by a series of ladders which was difficult to navigate for passengers. The trains used were two steam engines named the Schnapper and Kaihu (later also the Albratross and the Snake) which eventually carried six four-wheeled English built carriages, two steam cranes, two goods brake vans, twelve timber trucks, four covered good wagons, ten high-sided and four low-sided wagons. The trip took one hour and forty minutes to reach Helensville including stops.</p> <p>Advertisements of land allotments at Harkins Point from 1878 (New Zealand Herald, 12 June 1878:4) suggest that the township around the terminus was named Waitemata and also included Deacon's Hotel, likely that also known as the Railway Hotel and run under a second publican's license by the Deacon family from 1877 (Madden 1966:104).</p> <p>(Madden, I.B. 1966. Riverhead, the Kaipara Gateway. Riverhead Jubilee Association Inc)</p> <p>Condition of the site</p> <p>Updated 21/07/2020 (Field visit), submitted by ellaussher , visited 08/07/2020 by Ussher, Ella</p> <p>The bench for the railway is in good condition and follows the southern boundary of the Huapai Golf Course and terminates on the cliffs of Harkin's Point. Has been used as a farm track, route for the Sanitary Depot nightsoil disposal from 1904-08, access to the Pacific Cable Board shed still on the railway bench, as well as a recent access for Transpower. There is also two raised platforms on the flat above the railway bench in good condition that may relate to the terminus buildings or the Railway Hotel.</p> <p>Statement of condition</p> <p>Updated: 16/09/2020 - Fair - Some intact features, but others may be unclear or damaged</p> <p>Current land use:</p> <p>Updated: 16/09/2020 - Grazing, Coastal margins, Services</p> <p>Threats:</p> <p>Updated: 16/09/2020 - Stock trampling, Farming practices, Erosion, Road/ track formation or maintenance, Services/ utilities</p>	

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

SITE RECORD INVENTORY	NZAA SITE NUMBER: R10/1487
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Supporting documentation held in ArchSite

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Bench for the Railway and some possibly related metal cylinders on western edge near a small creek that feeds into the Rangitopuni Stream (Image taken by Ella Ussher on 8 July 2020).



NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Bench for the Railway close to the old wharf location and terminus (Photo taken by Ella Ussher on 8 July 2020)



NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Raised platforms in paddock above railway line (Photo taken by Ella Ussher on 8 July 2020)



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NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Raised platforms in paddock above railway line (Photo taken by Ella Ussher on 8 July 2020)



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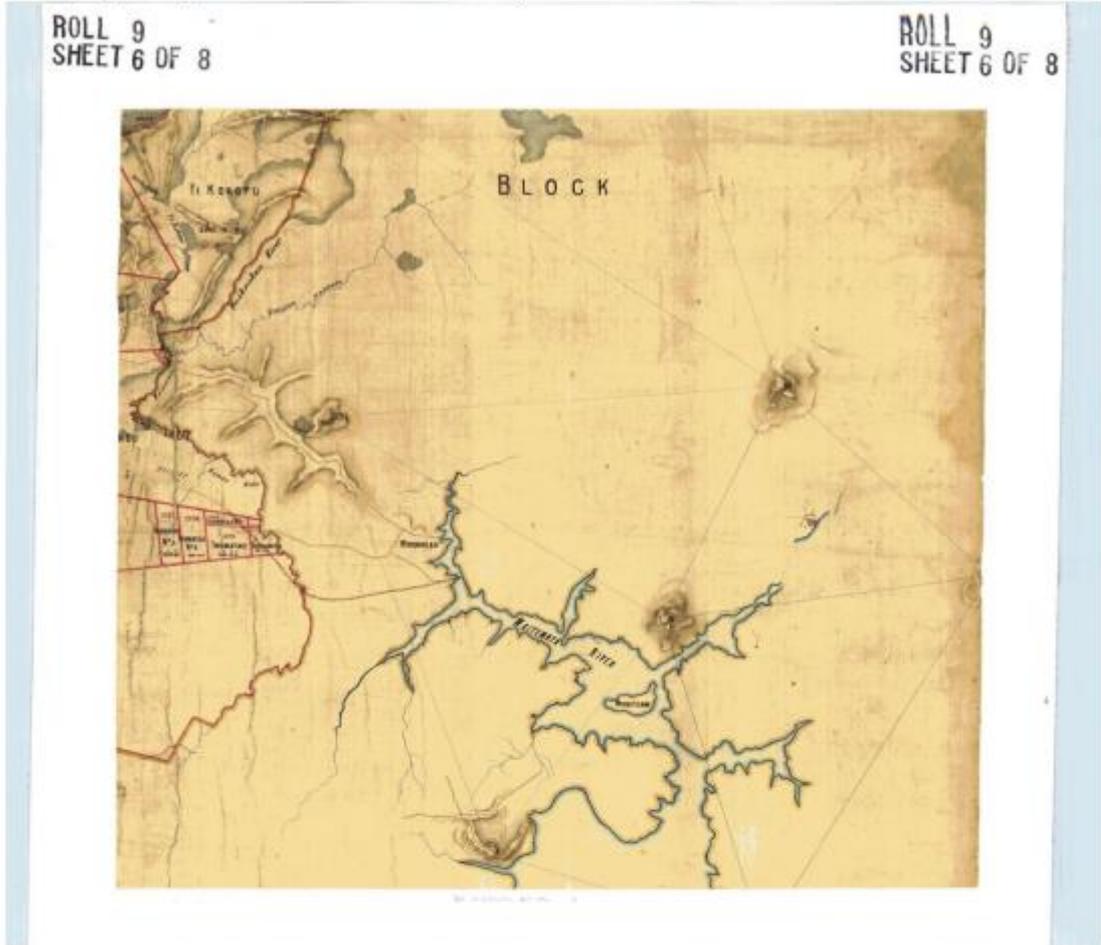
NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Night soil buckets from Sanitary Depot use of Harkins Point , on opposite bank of creek from railway bench (Photo taken by Ella Ussher 8 July 2020)



NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Roll 9 (n.d.) showing Harkin's Point to Helensville Railway line.



Land Information New Zealand. Custom Software Limited, Date Scanned 2002, Last modified February 2002, Plan is probably current as at 16/01/2019

NEW ZEALAND ARCHAEOLOGICAL ASSOCIATION

Pacific Cable Board shed on railway bench. Trans-tasman cable was trenched from Muriwai in 1930s (Photo taken by Ella Ussher 8 July 2020)



APPENDIX B: CHI RECORD FORMS

Cultural Heritage Inventory



CHI all fields with entries template

Select template you wish to view the results in: CHI All Fields with Entries Template

Sort records by:
 CHI Places Number NZAA Site No Site Type ArcView Category

[Save search results](#)

[Export records to Excel](#)

Your search returned 1 result(s).

Search results

[Hide record](#)
[View record details](#)

CHI Places Number:	13241
Date Record Updated:	12/09/2016 3:25:51 p.m.
Data Entered by:	Rachel Ford
Local Authority:	Rodney District Council
District/Regional Plan Name:	Rodney District Plan, Proposed, 2000
NZAA Record Status:	Brief Photo Site location map Extract from book
NZAA Site Number:	R11_2828
Upgrade Exclusion:	None
Photograph and Map Filepaths:	
	
ArcView Category:	Historic Structure
Site Type:	Building - Dwelling
Location:	238 State Highway 16 Brigham's Creek SH16 SH 16 State Highway 16 Brighams Creek Riverhead Rodney
Description:	'Bungled' villa style, timber weatherboard with corrugated iron roof. William Sinton and family were early farmers and well-known business people (Messrs Sinton Brothers) in the Brigham Creek area. The emigrated to NZ in 1860. In about 1890, Mrs Sinton and two of her sons took over her son in law Noble Johnston's store and gum business. All the Sintons were involved in one way or another in the gum-digging trade. A Californian bungalow-style bay addition has been made at some stage to the old Victorian-style cottage.
Keywords:	BUNGALOW GUM TRADE Proposed Auckland Unitary Plan PROPOSED DISTRICT PLAN RODNEY DISTRICT HERITAGE STUDY SETTLER SINTON Sinton House UP Category B UPID00525 VILLA
Notes:	Only cat A & B from areas 1,2&3 in D Holmans heritage study are currently in the CHI. The report recommends that cat 1 & 2 will be in the new Rodney District Plan which will go in the CHI when it is finished. Additional information by Natasha Barrett (28/06/2010). NOT CLEAR IF THIS RECORD IS A DUPLICATE OF CHI PLACES 13437 (SINTON HOUSE) OR IF THERE WERE TWO SINTON HOUSES. NOTE THE DIFFERENT LOCATIONS.
Name:	Former Sinton House Sinton House (former)
Legal Description:	Lot 2 DP 326070
Grid Reference Source:	GIS Calculated
Metric Map Number:	R10
NZTM Easting:	1741848
NZTM Northing:	5926876
NZTM Map Sheet:	None
Metric Map Name:	None
Date Recorded:	00/01/1999 28/06/2010
Reported By:	Dinah Holman Natasha Barrett
Last Visited:	00/01/1999
State or Condition:	Good (by appearance only)
Information Source:	Rodneys District Heritage Study, by Dinah Holman 1999
NZHPT Registration Type:	None
NZHPT Authority Number:	2013_568
NZHPT Act Section:	Section 14
Linked Biblio records:	
<ul style="list-style-type: none"> ■ 4016 ■ 10596 ■ 10625 ■ 10683 ■ 12168 ■ 12266 	
Click on this link to view this cultural heritage site in the Auckland Council GIS Viewer	
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Search results	
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CHI Places Number:	13587
Date Record Updated:	30/07/2018 9:28:39 a.m.
Data Entered by:	Rachel Ford
Local Authority:	Waitakere City Council
NZAA Record Status:	Brief site inspection, survey of area. Includes map showing location of archaeological features.
NZAA Site Number:	R11_2079
NZAA Filekeeper:	Sarah Maccready
Upgrade Exclusion:	Recent
CINZAS Local body:	MK
CINZAS Environ Today:	--
CINZAS Land Classification:	AE
CINZAS Site Type:	AA
CINZAS Con and Dan:	BB
CINZAS Metric Easting:	2652400
CINZAS Metric Northing:	6488600
CINZAS Description:	AA
CINZAS Category:	XX
CINZAS Last Visited:	2000
Photograph and Map Filepaths:	
ArcView Category:	Archaeological Site
Site Type:	SHELL DEPOSIT
Location:	Brighams Creek Kennedys Road 8 SH16 191 Whenuapai
Description:	NZAA SRF B Druskovich (22 Mar 2000): In eastern bank of Brighams creek, at approximate junction of 191 SH16 and 8 Kennedys Road. Site consists of a few cockle shells in two small exposures about 1m apart. Probing conducted, no other midden found other than that eroding from bank. No real depth to the deposit.
Keywords:	COCKLE MIDDEN SHELL DEPOSIT SHELL MIDDEN
Grid Reference Source:	CINZAS
Metric Map Number:	R11
NZTM Easting:	1742026
NZTM Northing:	5926962
NZTM Map Sheet:	BA31
Metric Map Name:	Auckland
Imperial Map Number:	N42
Metric Site Number:	2079
Date Recorded:	22 Mar 2000
Reported By:	Brent Druskovich - Bioresarches
Recorders Address:	PO Box 2828, Auckland 1
Last Visited:	22 Mar 2000
Owner:	Ken Childs
Owners Address:	8 Kennedys Road, Kumeu
State or Condition:	NZAA SRF B Druskovich (22 Mar 2000): Eroding out of bank, likely to continue to do so.
Information Source:	NZAA SRF
NZHPT Registration Type:	None
Linked Biblio records:	<ul style="list-style-type: none"> 13458
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CHI Places Number:	13588
Date Record Updated:	23/07/2018 4:01:02 p.m.
Data Entered by:	Mei Nee Lee
Local Authority:	Waitakere City Council
NZAA Record Status:	Brief site inspection, survey of area. Includes map showing location of archaeological features.
NZAA Site Number:	R11_2080
NZAA Filekeeper:	Sarah Macready
Upgrade Exclusion:	Recent
CINZAS Local body:	MK
CINZAS Environ Today:	--
CINZAS Land Classification:	--
CINZAS Site Type:	DF
CINZAS Con and Dan:	--
CINZAS Metric Easting:	2652400
CINZAS Metric Northing:	6488700
CINZAS Description:	DF
CINZAS Category:	YY
CINZAS Last Visited:	2000
Photograph and Map Filepaths:	
ArcView Category:	Archaeological Site
Site Type:	'TURN ABOUT'
Location:	Brighams Creek SH16 Whenuapai
Description:	NZAA SRF B Druskovich (22 Mar 2000): The last wide point of Brighams Creek before SH 16 bridge. This is a historic 'turn-about' area used by scows that serviced the Sinton Store and butchery. Traders bought their boats here at high tide, had them off loaded and turned about to leave on the same tide, or else wait 12 hrs for the next. At least one trader, the 'Kaipatiki', was re-caulked here as well. See photograph in Morris 1995, 'Horses and Flying Fortresses'. Visited at high tide, no archaeological features visible, possible that artifacts lie in the mud that may have fallen off or been thrown off during on and off loading.
Keywords:	SHIPPING TRADE - HISTORIC TURN ABOUT AREA
Notes:	Additional information by Mei Nee Lee (23/07/2018) : Coordinates updated to match Archsite. Previous CHI coordinates were E1742043 N5926971.
Grid Reference Source:	NZMS 260 Map Sheet
Metric Map Number:	R11
NZTM Easting:	1742021
NZTM Northing:	5927008
NZTM Map Sheet:	BA31
NZMG Easting:	2652490
NZMG Northing:	6488700
Metric Map Name:	Auckland
Imperial Map Number:	N42
Metric Site Number:	2080
Date Recorded:	22 Mar 2000
Reported By:	Brent Druskovich - Bioresearches
Recorders Address:	PO Box 2828, Auckland 1
Last Visited:	22 Mar 2000
State or Condition:	NZAA SRF B Druskovich (22 Mar 2000): Mangroves and mud, banks eroding.
Information Source:	NZAA SRF Morris 1995, 'Horses and Flying Fortresses'
NZHPT Registration Type:	None
Linked Biblio records:	■ 13458

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CHI Places Number:	13589
Date Record Updated:	30/07/2018 9:22:02 a.m.
Data Entered by:	Rachel Ford
Local Authority:	Waitakere City Council
NZAA Record Status:	Brief site inspection, survey of area. Includes map showing location of archaeological features.
NZAA Site Number:	R11_2081
NZAA Filekeeper:	Sarah Macready
Upgrade Exclusion:	Recent
CINZAS Local body:	MK
CINZAS Environ Today:	--
CINZAS Land Classification:	--
CINZAS Site Type:	DH
CINZAS Con and Dan:	CC
CINZAS Metric Easting:	2652400
CINZAS Metric Northing:	6488600
CINZAS Description:	DH
CINZAS Category:	YY
CINZAS Last Visited:	2000
Photograph and Map	
Filepaths:	
ArcView Category:	Archaeological Site
Site Type:	BRIDGE AND WEIR
Location:	Brighams Creek SH16 Whenuapai
Description:	NZAA SRF B Druskovich (22 Mar 2000): In Brighams Creek, immediately north of current SH16 bridge. Site of historic bridge and weir on what was once Great North Road, the main highway north. Nothing appears to remain of the bridge but holes in the stream bed. The weir appears modern and was probably built at the same time as the modern bridge, however literature of this area suggests that an old wier was present before or about 1902, and it is possible that its remains are beneath the modern weir. The purpose of the weir was to prevent the travel of saltwater further upstream. Remains of the old bridge and road maybe present on the banks on either side.
Keywords:	BRIDGE HISTORIC STRUCTURE WEIR
Grid Reference Source:	GIS Calculated
Metric Map Number:	R11
NZTM Easting:	1741974
NZTM Northing:	5926904
NZTM Map Sheet:	BA31
Metric Map Name:	Auckland
Imperial Map Number:	N42
Metric Site Number:	2081
Date Recorded:	22 Mar 2000
Reported By:	Brent Druskovich - Bioresearches
Recorders Address:	PO Box 2828, Auckland 1
Last Visited:	22 Mar 2000
State or Condition:	NZAA SRF B Druskovich (22 Mar 2000): Holes in bedrock only where bridge was once, weir appears to be modern.
Information Source:	NZAA SRF
NZHPT Registration Type:	None
Linked Biblio records:	
<ul style="list-style-type: none"> ■ 13458 ■ 13578 ■ 13688 	
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CHI Places Number:	15093
Date Record Updated:	2/11/2020 12:00:55 p.m.
Data Entered by:	Rachel Ford
Local Authority:	Rodney District Council
NZAA Record Status:	Brief
NZAA Site Number:	R10_1487
Upgrade Exclusion:	None

Photograph and Map Filepaths:


ArcView Category:	Archaeological Site
Site Type:	Transport/ communication
Location:	Huapai Golf Course Old Railway Road Riverhead Upper Waitemata Harbour
Description:	The following was taken from CH 141.Canoe portage. The canoe portage between Riverhead and the Kumeu River was known traditionally as "Te Toanga Waka" . According to tradition it was used used for at least eight centuries from the time of Toi Te Huatahi and was traversed by members of the crew of the Arawa canoe and a smaller canoe associated with the Arawa, the Pukateawainui. It remained a major canoe and walking portage until the later nineteenth century and an important travelling route until the construction of the first rail link in 1875. It was used by many early European settlers e.g. the Albertland Settlers. The first rail link from Riverhead to Kumeu followed the old canoe portage closely. The portage ran from a spot known as Te Toangawaka on the Pitoitoi inlet, near the head of the Waitemata Harbour (Riverhead), overland to the Kumeu River near the present day bridge in SH 16. The canoe route then ran down the Kumeu and Kaipara Rivers to the Kaipara Harbour. The route was serviced from the 1860's by coaches established by Issac McLeod of Helensville and Messrs. Quick's Cobb and Co. This record was created so as to have the railway represented in Arcview GIS.

Keywords: RAILWAY

Notes: | Additional information by Ella Ussher (08/07/2020): The railway was known as the Portage Railway and opened on 29 October 1875 and closed in 1885. It followed the traditional waka portage named Te Toanga Waka between Riverhead and the Kumeu River. The wharf at the Harkins Point terminus rested on 20 totara piles arranged in 5 rows and sunk 3 foot into the rock. It ran for 70 feet from the cliff face to a depth of 4 foot six inches at low tide. It was 20 feet wide and had a goods shed on it. The terminus itself was accessed by a series of ladders which was difficult to navigate for passengers. The trains used were two steam engines named the Schnapper and Kaihu (later also the Albratross and the Snake) which eventually carried six four-wheeled English built carriages, two steam cranes, two goods brake vans, twelve timber trucks, four covered good wagons, ten high-sided and four low-sided wagons. The trip took one hour and forty minutes to reach Helensville including stops.

Advertisements of land allotments at Harkins Point from 1878 (New Zealand Herald, 12 June 1878:4) suggest that the township around the terminus was named Waitemata and also included Deacon's Hotel, likely that also known as the Railway Hotel and run under a second publican's license by the Deacon family from 1877 (Madden 1966:104).

(Madden, I.B. 1966. Riverhead, the Kaipara Gateway. Riverhead Jubilee Association Inc)

Name:	Harkins Point to Kumeu Railway
Grid Reference Source:	GPS
Metric Map Number:	R10
NZTM Easting:	1743238
NZTM Northing:	5929380
NZTM Map Sheet:	BA31
Metric Map Name:	Auckland
Date Recorded:	10/06/2005 21/07/2020
Reported By:	Vanessa Tanner Ella Ussher
Last Visited:	08/07/2020
State or Condition:	Unknown
Information Source:	brief visit
NZHPT Registration Type:	None

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 Site Type
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CHI Places Number:	20450
Date Record Created:	10/03/2017 3:24:29 p.m.
Date Record Updated:	9/05/2019 1:38:55 p.m.
Data Entered by:	Rachel Jenkins
Local Authority:	Rodney District Council
Upgrade Exclusion:	None

Photograph and Map

Filepaths:



ArcView Category:	Archaeological Site
Site Type:	House
Location:	239 State Highway 16 Whenuapai
Description:	<p>First Sinton Homestead built at the head of Brighams Creek c. 1880, built by Noble Johnston. The roof is visible in the foreground of the attached image (20450_1) (Madden (1966)).</p> <p>Also attached is an image of the homestead from the Sinton Family history book (20450_2 (Hodder (19??)).</p> <p>House visible on 1940 and 1959 aerials.</p> <p>References:</p> <p>Madden (1966) Riverhead: the Kaipara gateway: a historical record of the upper reaches of the Waitemata Harbour including Paremoremo, Lucas Creek, Herald Island, Whenuapai, Brighams Creek, Kumeu the Ararimu, Coatesville</p> <p>Hodder (19??) The Sintons of Brighams Creek & Hobsonville: 100 years of family history</p>

Keywords:	SINTON
Date of Construction:	1880
Grid Reference Source:	GIS Calculated
Metric Map Number:	None
NZTM Easting:	1741964
NZTM Northing:	5926932
NZTM Map Sheet:	None
Metric Map Name:	None
Date Recorded:	10/03/2017
Reported By:	Elise Caddigan
State or Condition:	House demolished, subsurface remains likely.
NZHPT Registration Type:	None

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CHI Places Number:	20451
Date Record Created:	10/03/2017 3:34:48 p.m.
Date Record Updated:	9/05/2019 1:39:36 p.m.
Data Entered by:	Rachel Jenkins
Local Authority:	Rodney District Council
Upgrade Exclusion:	None
Photograph and Map	
Filepaths:	
	
ArcView Category:	Archaeological Site
Site Type:	Slaughterhouse
Location:	239 State Highway 16 Whenuapai
Description:	The Slaughterhouse at Brighams Creek - built by Janet/Alexander/John Sinton circa 1893. Attached image (20451_1) from Morris (1995).
Keywords:	Reference: Morris, M (1995) Horses & Flying fortresses. Tauranga: Kale Print & Design Associated Limited. SINTON SLAUGHTERHOUSE
Date of Construction:	1893
Grid Reference Source:	GIS Calculated
Metric Map Number:	None
NZTM Easting:	1741981
NZTM Northing:	5926963
NZTM Map Sheet:	None
Metric Map Name:	None
Date Recorded:	10/03/2017
Reported By:	Elise Caddigan
State or Condition:	Slaughterhouse no longer standing - however subsurface foundations likely remain.
NZHPT Registration Type:	None

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CHI Places Number:	20452
Date Record Created:	10/03/2017 3:54:01 p.m.
Date Record Updated:	9/05/2019 1:40:44 p.m.
Data Entered by:	Rachel Jenkins
Local Authority:	Waitakere City Council
Upgrade Exclusion:	None

Photograph and Map
Filepaths:


ArcView Category:	Archaeological Site
Site Type:	Built - Commercial
Location:	191 State Highway 16 Brighams Creek
Description:	Store built by Nobel Johnston ca. 1882-1883. The butchery was built in 1893 (when Slaughterhouse was built (CHI 20451) however it is unclear if it is the building attached to the store, or across the driveway. Further research to confirm.

Images:
20452_1 - Store with (possible) butchery to the right (Auckland Libraries, West Auckland Research Centre, Whenuapai Print Collection)
20452_2 - Store with (possible) butchery (Auckland Libraries, West Auckland Research Centre, Whenuapai Print Collection) the building to the far left on the image has not yet been confirmed and may be the butchery if not the one attached to the store

Keywords:	BUTCHERY SINTON STORE
Name:	Sinton Store and Butchery
Date of Construction:	1893
Grid Reference Source:	GIS Calculated
Metric Map Number:	None
NZTM Easting:	1742026
NZTM Northing:	5926876
NZTM Map Sheet:	None
Metric Map Name:	None
Date Recorded:	10/03/2017
Reported By:	Elise Caddigan
State or Condition:	Store and butchery demolished, ca 1978 - foundations possibly remain.
NZHPT Registration Type:	None

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