



ANALYSIS

Title	
1. Short Title	3. Schedule to Amendment Act of 1949 extended Schedule
2. Extending application of principal Act	

1966, No. 11—*Local*

**An Act to amend the Napier Harbour Board and Napier
Borough Enabling Act 1945** [19 August 1966]

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:

1. Short Title—This Act may be cited as the Napier Harbour Board and Napier City Enabling Amendment Act 1966, and shall be read together with and deemed part of the Napier Harbour Board and Napier Borough Enabling Act 1945 (hereinafter referred to as the principal Act).

2. Extending application of principal Act—The provisions of the principal Act, except section 9 thereof, shall extend and apply to the land described in the Schedule to this Act as if that land were included in the Second Schedule to the principal Act.

3. Schedule to Amendment Act of 1949 extended—The Schedule to the Napier Harbour Board and Napier Borough Enabling Amendment Act 1949 is hereby extended to include the area described in the Schedule to this Act.

SCHEDULE

AREA of land to be included in the Second Schedule to the Napier Harbour Board and Napier Borough Enabling Act 1945 and in the Schedule to the Napier Harbour Board and Napier Borough Enabling Amendment Act 1949:

All that area in the Hawke's Bay Land District, Blocks IV and VIII, Heretaunga Survey District, containing approximately 509 acres, bounded by a line commencing at a point in Block IV, Heretaunga Survey District, being the intersection of the centre line of the proposed motorway shown on S.O. Plan 5477 with the right bank of the main gravity drain; thence proceeding southerly along the centre line of the proposed motorway aforesaid to the south-eastern side of a private road shown on S.O. Plan 2252, being also a point on the boundary of the City of Napier as described in the *Gazette*, 1962, page 865; thence southerly generally along that city boundary to the northern boundary of Lot 2, D.P. 462, and westerly along the northern boundary of Lot 2 aforesaid to the eastern side of Park Road; thence westerly along a right line to the north-eastern corner of Lot 2, D.P. 9954, and westerly generally along the north-eastern boundaries of Lots 2 and 1, D.P. 9954, the north-western boundary of Lot 1 aforesaid, the north-eastern and north-western boundaries of Lot 1, D.P. 8607, and the north-eastern side of Park Road to the southern boundary of Lot 6, Deeds Plan 363; thence northerly along the western boundaries of Lots 6, 7, and 8, Deeds Plan 363, to the southern boundary of Lot 43, Deeds Plan 132; thence westerly along the southern boundaries of Lots 43, 42, 41, 40, 39, and 38, Deeds Plan 132, to the western boundary of the last-mentioned lot; thence northerly along the western boundary of Lot 38 aforesaid and easterly along the northern boundaries of Lots 38 and 39, Deeds Plan 132, to a point in line with the eastern side of Park Island Road; thence northerly generally to and along the eastern side of Park Island Road, to and along the north-western boundary of Lot 1, D.P. 6625, to the northernmost point of the last-mentioned lot; thence north-easterly along a right line to the intersection of the proposed motorway shown on S.O. Plan 5477 with the right bank of the main gravity drain being the point of commencement.
