

Redefining Boundaries of the City of Auckland.

Department of Internal Affairs,
Wellington, 14th February, 1939.

PURSUANT to the provisions of section 147 of the Municipal Corporations Act, 1933, the boundaries of the City of Auckland are hereby defined as set out in the Schedule hereto, the boundaries of the said city having been altered by Order in Council made under the Municipal Corporations Act, 1933, dated the 19th day of October, 1938, and published in *Gazette* No. 78 of the 27th day of October, 1938.

SCHEDULE.

BOUNDARIES OF THE CITY OF AUCKLAND.

ALL that area in the North Auckland Land District, situated in Blocks XV and XVI, Waitemata Survey District, Blocks VIII, IX, and X, Rangitoto Survey District, Blocks III, IV, VII, and VIII, Titirangi Survey District, and Blocks I and II, Otahuhu Survey District: Bounded, commencing at a point on the northern side of Quay Street, bearing $35^{\circ} 01' 04''$ and distant 153.96 links from a Standard Survey Block numbered 1370, as shown in Standard Survey Plan 234, deposited in the office of the Chief Surveyor at Auckland; towards the north generally by right lines bearing $18^{\circ} 26' 30''$, distance 136.36 links; bearing $108^{\circ} 26' 30''$, distance 113.63 links; bearing $18^{\circ} 08'$, distance 831.29 links; bearing $108^{\circ} 08'$, distance 803.66 links; bearing $198^{\circ} 08'$, distance 28.93 links; bearing $108^{\circ} 08'$, distance 2723.02 links; bearing $198^{\circ} 08'$, distance 922.07 links; to and along the northern side of King's Drive to a point bearing $76^{\circ} 17' 30''$ and distant 284.9 links from a Standard Survey Block numbered 1373, shown in Standard Survey Plan 234 aforesaid; thence again by right lines bearing $18^{\circ} 08'$, distance 303 links; bearing $325^{\circ} 48'$, distance 526 links; bearing $18^{\circ} 08'$, distance 301 links; bearing $108^{\circ} 08'$, distance 520 links; bearing $36^{\circ} 28'$, distance 230 links; bearing $108^{\circ} 08'$, distance 1334 links; bearing $198^{\circ} 08'$, distance 95 links; bearing $108^{\circ} 08'$, distance 22.0 links; and bearing $198^{\circ} 08'$, distance 671 links; to and by the mean high-water mark of Waitemata Harbour to Tamaki Drive; thence by the old mean high-water mark of Waitemata Harbour (Judges Bay), as delineated in a plan numbered 17651, blue, deposited in the office of the Chief Surveyor at Auckland, across Tamaki Drive and the Auckland-Westfield Railway Deviation and again by the mean high-water mark of Waitemata Harbour (Judges Bay), to and by the mean high-water mark forming the boundary of the Parnell Domain, as shown in plan numbered 17237, blue, deposited in the office of the Chief Surveyor at Auckland, and again by the mean high-water mark of Waitemata Harbour (Hobson Bay), to and by Orakei Road for distances of 133.23 links and 305.0 links, and again by the mean high-water mark (Hobson Bay), to and across the Auckland-Westfield Railway, by the old mean high-water mark as shown in plan 21189(2), blue, deposited in the office of the Chief Surveyor at Auckland, and again by the mean high-water mark as shown on plan 21189(2), blue, aforesaid, to the western side of Orakei Road; thence by Orakei Road aforesaid for distances of 106.3 links, 100.1 links, and 105.1 links, to and by the mean high-water mark as shown in plan 21189(2), blue, aforesaid, to and across the Auckland-Westfield Railway, by the old mean high-water mark (Orakei Basin) as shown in plan 21189(2), blue, aforesaid, to and by the mean high-water mark Orakei Basin and Orakei Creek, to and across the Auckland-Westfield Railway, by the old mean high-water mark Purewa Creek as shown in plans 21189(2) and (4), blue, deposited as aforesaid, to and by the mean high-water mark, Purewa Creek, to and by the mean high-water mark, Hobson Bay, as shown in plan 24315, blue, deposited as aforesaid, to and along the south-western side of Ngapipi Road to its junction with the southern side of Tamaki Drive; thence in a westerly direction generally along the southern side of Tamaki Drive to the easternmost corner of the land contained in Certificate of Title, Vol. 633, folio 119 (Auckland Registry); thence by a right line bearing $211^{\circ} 45'$, distance 444.43 links, to the north-eastern side of the Auckland-Westfield Railway; thence in a north-westerly direction along the north-eastern side of the Auckland-Westfield Railway aforesaid to and along the southern side of Tamaki Drive to its intersection with the old mean high-water mark of Waitemata Harbour (Judges Bay) delineated in plan numbered 17651, blue, aforesaid; thence by the old mean high-water mark to the northern side of Tamaki Drive; thence in an easterly direction generally along the northern side of Tamaki Drive to and along the mean high-water mark of Waitemata Harbour (Okahu Bay), to and along the seaward side of Tamaki Drive, to and along the mean high-water mark of Waitemata Harbour (Mission Bay), to and along the seaward edge of a stone parapet on the northern side of

Tamaki Drive, to and by the mean high-water mark of Waitemata Harbour, to and along the seaward edge of a stone parapet along the northern side of Tamaki Drive to the mean high-water mark again of Waitemata Harbour aforesaid; thence again towards the north generally and towards the east generally by the mean high-water mark of Waitemata Harbour and Tamaki River to the northern boundary of the Mount Wellington Road District, as described in *New Zealand Gazette*, 1908, page 1718; thence towards the south generally by the northern boundary of Mount Wellington Road District aforesaid, to and by the north-eastern and northern boundaries of Ellerslie Borough, as described in *New Zealand Gazette*, 1938, page 469, to and by the north-eastern boundary of Borough of One Tree Hill, as described in *New Zealand Gazette*, 1930, page 733, to Manukau Road; thence by a right line being the production of that boundary across Manukau Road to its western side; thence by the western side of Manukau Road aforesaid to the north-eastern corner of Allotment 36, Section 10, Suburbs of Auckland; thence by the northern boundary of Allotment 36, Section 10 aforesaid, and its production across The Drive to its western side; thence by the western side of The Drive to and across the abutment of Heywood Crescent, and again by the western side of The Drive to and by the northern side of Selwyn Road, to and across the abutment of Coronation Road, and again by the northern side of Selwyn Road, to and by the eastern side of St. Andrew's Road to a point in line with the northern side of Landscape Road; thence to and by the northern side of Landscape Road to the eastern boundary of the Borough of Mount Eden, as described in *New Zealand Gazette*, 1925, page 2912; thence by the eastern and northern boundaries of the Borough of Mount Eden aforesaid, to and by the northern and western boundaries of Borough of Mount Albert, as described in *New Zealand Gazette*, 1924, page 2073, to the eastern side of Richardson Road; thence in a southerly direction along the eastern side of Richardson Road to its junction with Greenwood Road; thence by a right line across Richardson Road to a point on its western side, being the easternmost corner of Allotment 94, Parish of Titirangi; thence again towards the east generally by the western side of Richardson Road aforesaid, to and by the north-western boundary of Allotment 71, Parish of Titirangi, to the north-eastern side of a public road forming the north-eastern boundary of Allotment 72, Parish of Titirangi; thence in a north-westerly direction along the north-eastern side of the aforesaid public road to a point in line with the south-eastern side of Boundary Road; thence by a right line to and by the south-eastern side of Boundary Road to White Swan Road; thence by a right line across White Swan Road to the north-western corner of Allotment 74, Parish of Titirangi; thence by the north-western boundary of Allotment 74 aforesaid to the Manukau Harbour; thence towards the south generally by the Manukau Harbour to a point in line with the western side of Portage Road; thence towards the west and north generally by a right line to and by the western side of Portage Road aforesaid, to and by the Avondale Stream, to and by the mean high-water mark at Waitemata Harbour and tributary creeks, to and by the north-western side of West End Road, across Cox's Creek, and again by the mean high-water mark aforesaid to the easternmost corner of Lot 3, on Plan 19465, deposited in the office of the District Land Registrar at Auckland; thence by right lines bearing $32^{\circ} 50' 50''$, distance 85.0 links, bearing $122^{\circ} 50' 50''$, distance 66.5 links, bearing $214^{\circ} 40'$, distance 79.7 links; thence again by the mean high-water mark aforesaid to the south-western corner of Freeman's Bay reclamation; thence by right lines bearing $18^{\circ} 18'$, distance 2655 links; bearing $108^{\circ} 08' 25''$, distance 50 links; bearing $18^{\circ} 18'$, distance 225 links; bearing $108^{\circ} 08' 25''$, distance 63 links; bearing $42^{\circ} 08'$, distance 54.7 links, bearing $10^{\circ} 08'$, distance 64.8 links; bearing $42^{\circ} 08'$, distance 2179.0 links; bearing $132^{\circ} 08'$, distance 34.8 links; bearing $81^{\circ} 05' 58''$, distance 872.8 links; bearing $132^{\circ} 24'$, distance 363.0 links; bearing $222^{\circ} 08'$, distance 2280 links; bearing $198^{\circ} 08'$, distance 51.5 links; bearing $132^{\circ} 08'$, distance 69.0 links; bearing $222^{\circ} 08'$, distance 135 links; bearing $198^{\circ} 08' 25''$, distance 50 links; bearing $108^{\circ} 08' 25''$, distance 1036 links; bearing $198^{\circ} 08' 25''$, distance 150 links; bearing $108^{\circ} 08' 25''$, distance 50 links; bearing $198^{\circ} 08'$, distance 2425 links; bearing $108^{\circ} 08'$, distance 440 links; to a point bearing $32^{\circ} 30'$ and distant 650 links from a Standard Survey Block numbered 900, shown in Standard Survey Plan numbered 17 deposited as aforesaid; thence by a right line in the direction of a point bearing $306^{\circ} 30'$ and distant 534 links from Standard Survey Block numbered 264, shown in Standard Survey Plan numbered 10, deposited as aforesaid, to its intersection with the southern side of Pakenham Street Extension; thence by a right line bearing $288^{\circ} 08'$, distance 9.20 links; thence by a right line bearing $18^{\circ} 08'$, distance 257.41 links;