

northerly along the eastern boundaries of Sections 7, 6, 5, 4, 3, 2, and 1, Block II aforesaid, to the northernmost corner of the last-mentioned section; thence north-westerly along a line to the western side of Wingfield Street; thence southerly along the western side of the said Wingfield Street and the production of that side to the western side of Ohariu Road; thence along the western side of the said Ohariu Road to the north-western boundary of Section 5, Block I, Hawtrey Settlement; thence southerly generally along the north-western boundary of Section 5, Block I aforesaid, and the production of that boundary to the middle of Wakefield Road; thence northerly along the middle of that road to a point due east of the north-western corner of Section 4, Block I, Hawtrey Settlement; thence southerly generally to that corner and along the western boundary of Section 4, Block I aforesaid, to the south-western corner of that section; thence southerly generally along the eastern and south-western boundaries of Section 105, Ohariu District, and the north-western boundary of Section 96, Ohariu District, to the northern side of Old Ohariu Road; thence north-westerly along the northern side of that road to a point in line with the north-western boundary of Section 94, Ohariu District; thence southerly generally along a right line across Old Ohariu Road to the northern corner of Section 94 aforesaid, and along a right line to the southern corner of that section; thence south-easterly along the south-western boundaries of Sections 95 and 107, Ohariu District to the south-eastern corner of the last-mentioned section; thence north-easterly along the south-eastern boundary of Section 107 aforesaid to the westernmost corner of Section 6, Porirua District; thence south-easterly along the south-western boundary of Section 6 aforesaid, and its production across Burma Road, across Lot 1 as shown on plan numbered 12897 deposited as aforesaid, along the southern boundary of Lot 1 as shown on plan numbered 12789 deposited as aforesaid, and across Old Porirua Road to the westernmost corner of Lot 2 as shown on plan numbered 12789 aforesaid; thence southerly generally along the eastern side of Old Porirua Road and along the north-eastern and eastern boundaries of Lots 1 and 2 as shown on plan numbered 12798 deposited as aforesaid to the northernmost corner of Lot 1 as shown on plan numbered 2047 deposited as aforesaid; thence south-easterly along the north-eastern boundaries of Lots 1, 2, 3, 6, 7, and 73 as shown on plan numbered 2047 aforesaid, the north-eastern boundary of Lot 1 as shown on plan numbered 16602 deposited as aforesaid, and the north-eastern boundary of the land as shown on plan numbered A.296 lodged in the Land Registry Office at Wellington, to the north-western boundary of the land as shown on plan numbered A.724 lodged in the Land Registry Office at Wellington; thence north-easterly along the north-western boundary of the land as shown on plan numbered A.724 aforesaid to its northernmost corner; thence south-easterly generally along the north-eastern boundaries of the land as shown on plan numbered A.724 aforesaid, along the western, southern, and eastern boundaries of the area marked "B" as shown on plan numbered A.724 aforesaid and along the boundary line between Sections 7 and 8, Harbour District, and its production across Hutt Road and the Wellington-Napier Railway to a point on the high-water mark of Port Nicholson, in line with the boundary line between Sections 7 and 8, Harbour District, being the point of commencement.

### THIRD SCHEDULE

#### CITY OF WELLINGTON DISTRICT SCHEME, SECTION 3

##### Outer City Area

ALL that area in the Wellington Land District situated in the City of Wellington bounded by a line commencing at a point on the northern side of Old Ohariu Road in line with the north-western boundary of Section 94, Ohariu District, being a point on the western boundary of the Wellington District Planning Scheme, Johnsonville (No. II Section) hereinbefore described; thence westerly generally along the northern side of the said old Ohariu Road to a point in line with the north-western boundary of Section 93, Ohariu District; thence southerly generally to and along the north-western boundary of Section 93 aforesaid, a right line to the northernmost corner of Section 9, Kaiwharawhara District; thence along the north-western and south-eastern boundaries of Section 9 aforesaid to the northernmost corner of Section 7, Kaiwharawhara District; thence along the north-western and south-western boundaries of the said Section 7 to the northernmost corner of Lot 1, Kaiwharawhara District; thence along the north-western boundaries of Lots 1, 2, 3, 4, 5, 6, 7, and 8, Kaiwharawhara District, and the south-western boundary of the last-mentioned lot and its production to the right bank of the Kaiwharawhara Stream and up the right bank of that stream to a point in line with the south-eastern boundary of the Otari Maori Reserve; thence to and along that boundary and south-westerly along the north-western boundaries of Sections 33, 35, 37, 39, 40, 41, and 42, Karori District, to the eastern side of the Makara Road; thence southerly along that side of the said road and the eastern boundary of that part of Section 42 shown on plan numbered A/1773 lodged in the Land Registry Office at Wellington to the northern side of Allington Road; thence south-westerly along that side of the said road to a point in line with the eastern boundary of an area of 14 acres 1 rood 32.7 perches shown on plan numbered A/2539 lodged in the Land Registry Office at Wellington; thence to and along the eastern and south-eastern boundaries of that area, along the north-eastern boundary of Section 53, Karori District; thence along the north-western, south-western and south-eastern boundaries of Section 54,

Karori District to and along the south-western boundary of Section 45 of the said district; thence along the southern boundaries of that Section and Section 47 of the said district and along the eastern boundaries of the said Section 47 and Section 46, along the south-eastern boundaries of Sections 55 and 38 of the said Karori District to part 2 of Section 2, Upper Kaiwharawhara District; thence south-easterly along the south-western boundary of the said part 2 of Section 2 to the western boundary of the Waterworks Reserve; thence along the western boundary of that reserve to the northern boundary of Section 69, Block X, Port Nicholson Survey District; thence along the northern boundaries of Sections 69 and 70, the eastern boundaries of Sections 70 and 38, Block X aforesaid, the eastern boundary of Section 37, Block XIII, and its production to the high-water mark of the sea; thence along the high-water mark of Cook Strait, Port Nicholson, and Evans Bay to the eastern boundary of the area described in the Third Schedule to the Wellington City Reclamation and Empowering Act 1906; thence along the said eastern boundary and the high-water mark of Evans Bay to a point on the southern boundary of land reclaimed by the Wellington Patent Slip Company distant 2434 links south and 10952 links east from Mount Cook Initial Station; thence along lines bearing  $117^{\circ} 24'$  distance 206.06 links, bearing  $80^{\circ} 28'$  distance 157.58 links, bearing  $2^{\circ} 30'$  distance 206.06 links, bearing  $27^{\circ} 43'$  distance 348.5 links (scaled), to high-water mark and again along high-water mark of Evans Bay to a point on the eastern boundary of another portion of land reclaimed by the said company, distant 1860.7 links south and 11775.16 links east from Mount Cook Initial Station; thence along right lines bearing due north, distance 400 links, bearing  $290^{\circ} 58'$  distance 91.17 links to high-water mark, and along high-water mark of Evans Bay and Lambton Harbour to a point on the high-water mark of Lambton Harbour in line with the western boundary of Lot 2 as shown on plan numbered 10507 deposited in the Land Registry Office at Wellington, the said point being a point on the boundary of the Wellington District Planning Scheme, Inner City (No. II Section) hereinbefore described; thence southerly, westerly, and northerly generally along the generally eastern, southern, and western boundaries of that scheme, to a point on the high-water mark of Lambton Harbour, being the north-eastern corner of the land as shown on plan numbered 10606 deposited as aforesaid; thence north-easterly generally along the seaward boundaries of plan numbered W.R. 29919 lodged in the Office of the Chief Surveyor at Wellington as plan numbered 19199; thence along a right line bearing  $0^{\circ} 12'$  to a point on the high-water mark on the existing sea wall (1934) of the Wellington-Hutt Railway; thence north-easterly generally along the high-water mark of the said sea wall of the Wellington-Hutt Railway as defined on plans numbered 16462, 19263, and 16437 lodged as aforesaid, to a point in line with the boundary between Sections 7 and 8, Harbour District, being a point on the boundary of the Wellington District Planning Scheme, Johnsonville (No. II Section) hereinbefore described; thence north-easterly generally along the south-western boundaries of that section to a point on the northern side of Old Ohariu Road in line with the north-western boundary of Section 94, Ohariu District, being the point of commencement.

Dated at Wellington this 19th day of January 1956.

W. S. GOOSMAN, Minister of Works.

(T.P. 149/45)

#### Approval of Motor-cycle Safety Helmets in Terms of Traffic Regulations 1936

**P**URSUANT to clause (9) of regulation 16 of the Traffic Regulations 1936\* as inserted by regulation 5 of the Traffic Regulations 1936, Amendment No. 15, the Minister of Transport hereby approves for the purposes of the said regulation of the motor-cycle safety helmets of the make and type described in the Schedule hereto.

#### SCHEDULE

SAFETY helmets manufactured by Helmets Limited, England, and marked "The 'Noll'", both plain and leatherette covered, with and without peaks.

Dated at Wellington this 20th day of January 1956.

W. S. GOOSMAN, Minister of Transport.

\*S.R. 1936/86 (Reprinted with amendments Nos. 1 to 3, S.R. 1947/44).

Amendment No. 4: S.R. 1948/129.

Amendment No. 5: S.R. 1948/170.

Amendment No. 6: S.R. 1948/212.

Amendment No. 7: S.R. 1949/142.

Amendment No. 8: S.R. 1950/189.

Amendment No. 9: S.R. 1951/131.

Amendment No. 10: S.R. 1951/285.

Amendment No. 11: S.R. 1953/18.

Amendment No. 12: (Revoked by S.R. 1953/186).

Amendment No. 13: S.R. 1953/186.

Amendment No. 14: S.R. 1954/28.

Amendment No. 15: S.R. 1954/143.

Amendment No. 16: S.R. 1955/93.