

Exemption Order Under the Motor Drivers Regulations 1940

PURSUANT to the Motor Drivers Regulations 1940, the Minister of Transport hereby orders and declares that the provisions of clause (1) of regulation 7 of the said regulations so far as they relate to the driving of heavy trade motors shall not apply to the person hereinafter mentioned, but in lieu thereof the following provision shall apply:

A motor driver's licence issued under the Motor Drivers Regulations 1940, to the person described in column 1 of the Schedule hereunder may authorise him to drive a heavy trade motor in the course of his employment for the employer described in column 2 of the said Schedule, but shall not authorise him, while he is under the age of eighteen years, to drive a heavy trade motor for any other purpose.

SCHEDULE

Column 1 (Driver)	Column 2 (Employer)
John Bruce Wilson, care of Army Schools, Waiouru Camp, Waiouru	Army Department.

Dated at Wellington this 2nd day of June 1958.

J. MATHISON, Minister of Transport.

Revoking Declaration of Main Highway and Declaring Portion of Public Highway to be Main Highway

PURSUANT to section 11 of the National Roads Act 1953, the National Roads Board, acting with written approval of the Minister of Works, hereby gives notice as follows:

1. (1) The public highway described in the First Schedule hereto shall cease to be main highway.

(2) The Order in Council* made on 9 August 1939 declaring (*inter alia*) the said highway to be main highway is hereby consequentially amended by revoking so much of the Second Schedule thereto as related to the said highway.

2. The portions of public highway described in the Second Schedule hereto are hereby declared to be main highway within the meaning and for the purposes of the National Roads Act 1953.

3. This notice shall come into force on the day after the date of its publication in the *Gazette*.

FIRST SCHEDULE

ROADS COUNCIL DISTRICT No. 2A

BRIGHAMS CREEK, Hobsonville: All that portion of main highway in the Waitemata County, commencing at a point opposite the westernmost corner of Lot 1, D.P. 6750, and proceeding thence generally in a south-easterly and north-easterly direction and terminating at a point opposite the westernmost corner of Lot 7, D.P. 961, being a distance of 49 chains more or less, as the same is more particularly delineated on plan P.W.D. 156118, deposited in the office of the National Roads Board at Wellington and thereon coloured blue.

SECOND SCHEDULE

ROADS COUNCIL DISTRICT No. 2A

BRIGHAMS CREEK, Hobsonville: All that portion of public highway in the Waitemata County commencing at a point opposite the westernmost corner of Lot 1, D.P. 6750, and proceeding thence generally in a north-easterly direction for a distance of 47 chains more or less, and terminating at a point 7 chains distance from the south-western boundary of Part Lot 2, D.P. 9613, as the same is more particularly delineated on Plan P.W.D. 156118, deposited in the office of the National Roads Board, and thereon coloured red.

Dated at Wellington this 6th day of June 1958.

Signed on behalf of and by direction of the National Roads Board—

D. M. GROVER, Member.
W. E. YOUNG, Member.

**Gazette*, No. 65, 24 August 1939, p. 2215

(N.R. 62/0/2A, 62/19)

Boundaries of City of Napier, County of Hawke's Bay and Meeanee Riding of County of Hawke's Bay Defined

PURSUANT to section 26 of the Municipal Corporations Act 1954, the Secretary for Internal Affairs hereby defines, as set out in the Schedule hereto, the boundaries of the City of Napier, the County of Hawke's Bay and the Meeanee Riding of the County of Hawke's Bay, the previous boundaries having been altered by Order in Council made on 24 March 1958, and published in *Gazette*, 27 March 1958, No. 20, page 380.

SCHEDULE

BOUNDARIES OF CITY OF NAPIER

ALL that area in the Hawke's Bay Land District bounded by a line commencing at a point on the mean high-water mark of the ocean in line with the northern side of Ellison Street

and proceeding westerly to and along that roadside across the Marine Parade and again along that roadside to the western side of the Wellington-Napier Railway; thence southerly across Ellison Street to and along the western side of the said railway to a point in line with the northern boundary of Lot 10, D.P. 6396; thence westerly along a right line through Suburban Section 657, Napier and across Te Awa Avenue to and along the northern boundaries of the said Lot 10 and Lot 9, D.P. 6396, to the eastern boundary of a drain reserve; thence northerly along the eastern boundaries of that drain reserve and Lots 5 and 4, D.P. 6396, to the north-eastern corner of the said Lot 4; thence north-westerly along the north-eastern boundaries of Lots 4 and 3, D.P. 6396, to the south-eastern boundary of Lot 6, D.P. 7354; thence generally south-westerly along that boundary to the north-eastern boundary of Lot 7, D.P. 6396; thence north-westerly along that boundary to its northernmost point; thence south-westerly along the north-western boundary of the said Lot 7 including the crossings of Geddis Avenue and Barnard Avenue to the north-eastern boundary of Lot 6, D.P. 6396; thence north-westerly along that boundary to the south-eastern side of Bledisloe Road; thence south-westerly along that roadside to the eastern side of Riverbend Road; thence southerly along that roadside to a point in line with the south-western boundary of Lot 1, D.P. 493; thence north-westerly across Riverbend Road to and along the south-western boundary of the said Lot 1 and that boundary produced to the middle of the Meeanee drain; thence again north-westerly along the middle of that drain to the north-western side of a proposed road through Lot 23; Deeds Plan 133 as shown on S.O. Plan 2582; thence south-westerly along that proposed roadside and its production to the north-western side of the Napier-Hastings via Fernhill Main Highway No. 845; thence again south-westerly along that roadside to the middle of a drain shown on S.O. Plan 2252 and adjacent to the south-western boundaries of Lots 2 and 5, D.P. 6562; thence north-westerly along the middle of that drain to the south-eastern side of a private road shown on the above-mentioned S.O. Plan 2252; thence north-easterly along that roadside to the middle of the Meeanee drain; thence north-westerly along the middle of that drain to the right bank of the main gravity drain also shown on S.O. Plan 2252; thence north-easterly along that bank to the left bank of the Old Tutaeakuri River; thence easterly along that bank to the north-western corner of Lot 4, D.P. 6170; thence generally north-easterly along the north-western boundaries of Lots 4, 3, 2, and 1, D.P. 6170; including the crossing of a public road passing through the said Lot 3, to the north-western side of the Napier-Hastings via Fernhill Main Highway No. 845; thence south-easterly along a right line at right angles to that side to the south-eastern side of the said Highway; thence north-easterly along that roadside and the south-eastern side of the Gisborne-Napier via Hangaroa State Highway No. 25 to the north-western corner of Lot 46, D.P. 5290; thence westerly along a right line to the south-eastern corner of Town Section 701R, Napier, along the southern boundary of that section to the southern side of Hyderabad Road, westerly along that roadside to the Wellington-Napier (Breakwater Branch) Railway, and along a right line across that railway to the south-eastern corner of Town Section 722, Napier; thence generally northerly along the western boundary of that section and again along a right line bearing 346° 6' across the aforesaid railway to the eastern side thereof, and along that side to the western boundary of Town Section 721, Napier, and again across the said railway to its western side along a line as delineated on plan S.O. 1175 green; thence northerly along that side to a point in line with the eastern boundary of Lot 1, D.P. 6339; thence northerly along a right line to and along that boundary to the western side of West Quay; thence northerly along that quay side and its production to the line of the mean high-water mark at the northern side of the Iron Pot, being also a point on the mean high-water mark of the Inner Harbour; thence northerly along that mean high-water mark to a point at which the eastern mole at the entrance to the Inner Harbour crosses the mean high-water mark of the ocean; thence easterly and southerly along that mean high-water mark to the point of commencement.

Also all that area in the Hawke's Bay Land District bounded by a line commencing at a point at which the western mole at the entrance to the Inner Harbour crosses the mean high-water mark of the ocean, and proceeding southerly along the mean high-water mark of the Inner Harbour to the easternmost point of Meeanee Quay; thence generally westerly along the southern side of Meeanee Quay, the generally southern boundaries of Lot 1, Deeds Plan 211, Lot 2, D.P. 7553, Lots 4 and 5, Deeds Plan 211, a right of way and a Maori reserve, and again the southern side of Meeanee Quay to the southern boundary of Lot 2, D.P. 6408; thence westerly along that boundary to the eastern side of the Gisborne-Napier via Hangaroa State Highway No. 25; thence northerly along that roadside to the northernmost corner of the said Lot 2 and along a right line to the southernmost corner of Lot 1, D.P. 2531, being a point on the eastern side of the said Highway; thence northerly along that roadside to a point in line with the northern boundary of Town Section 253, Westshore; thence along a right line across the East Coast Main Trunk Railway to and along that boundary and its production to the mean high-water mark of the ocean, including the crossing of the Esplanade; thence generally south-easterly along that mean high water mark to the point of commencement.