

And whereas the Minister of Works, by agreement dated 9 July 1962, agreed to grant to the said Hughsons Hardware Ltd., a right of way over adjoining land held for post office purposes together with the right to connect to sewer and storm-water drains on the said land and on the other conditions stated in the said agreement in full satisfaction of the compensation aforesaid:

And whereas the said Hughsons Hardware Ltd., agreed to accept such grant of right of way and the right to connect to sewer and storm-water drains and the other conditions aforesaid in full satisfaction of the said compensation:

Now, therefore, the Minister of Works hereby gives notice, in pursuance of section 97 of the Public Works Act 1928, that he assents to the agreement hereinbefore referred to and that he revokes a previous assent dated 16 August 1962.

Dated at Wellington this 23rd day of January 1964.

P. B. ALLEN, Minister of Works.

(P.W. 20/230/3; D.O. 39/41/1)

*Town and Country Planning Act 1953—Hamilton City District Scheme (Notice of Extension of Period of Effectiveness of Refusals and Prohibitions)*

PURSUANT to subsection (6) of section 38 of the Town and Country Planning Act 1953, notice is hereby given that the period of effectiveness of each refusal or prohibition made by the Hamilton City Council in the interests of the Hamilton City District Scheme, which refusal or prohibition but for this notice would expire between the date of public notification hereof and the 1st day of February 1965 inclusive, is hereby extended to the said 1st day of February 1965.

Given under the hand of the Minister of Works at Wellington this 24th day of December 1963.

P. B. ALLEN, Minister of Works.

*Declaring Area to be an Access Lane for the Purposes of the Motor Launch Regulations 1962*

PURSUANT to the Motor Launch Regulations 1962, the Minister of Marine hereby declares that, for a period of one year from the date hereof, subject to compliance with the conditions set out in the First Schedule hereto, the area of water described in the Second Schedule hereto shall be an access lane and that within such access lane regulations 11 and 12 of the Motor Launch Regulations 1962 shall not apply.

FIRST SCHEDULE

THE access lane shall be marked as follows:

1. Brightly painted marker buoys each 50 yards apart commencing 50 yards from high-water mark shall be suitably moored along each side of the access lane.

2. At high-water mark on the foreshore at each side of the access lane in line with the marker buoys there shall be placed a notice board measuring not less than 2 ft 6 in. by 2 ft, painted white with black letters.

3. The aforesaid notice boards shall contain the following notice:

"NOTICE

*Motor Launch Regulations 1962*

Access lane through which motor launches and water skiers may pass at speeds greater than 5 miles per hour.

BATHERS KEEP OUT"

SECOND SCHEDULE

ALL that area of water in Kawhia Harbour bounded on the sides by parallel lines 100 yards apart extending 200 yards from the edge of the water, the northern boundary running in a 120° true direction from a point at high-water mark southward 320 ft from the point at high-water mark in line with the extension of the southern boundary of Kawhia Street.

W. J. SCOTT, Minister of Marine.

(M. 3/13/508/25)

*Boundaries of City of Invercargill, Borough of Bluff, Borough of Gore, County of Southland, and Awarua and Hokonui Ridings of County of Southland 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 Invercargill, Borough of Bluff, Borough of Gore, and Awarua and Hokonui Ridings of the County of Southland, the previous boundaries having been altered by Orders in Council made on 25 October 1961, 12 February 1962, and 2 April 1962, and published in *Gazette*, 26 October 1961, No. 68, page 1664; *Gazette*, 22 February 1962, No. 13, page 331; and *Gazette*, 5 April 1962, No. 22, page 553, respectively.

SCHEDULE

BOUNDARIES OF CITY OF INVERCARGILL

ALL that area of land in the Southland Land District bounded by a line commencing at the south-eastern corner of part Section 33, Block XV, Invercargill Hundred, and proceeding northerly along the eastern boundaries of the said part Section 33 and Lot 1, D.P. 4400, to Bay Road, along a right line across that road to and along the eastern boundaries of part Section 5, and Section 26, Block XV, aforesaid, and the production of the last-mentioned boundary to the middle of Renfrew Street; thence easterly along the middle of Renfrew Street to a point in line with the middle of a public road forming the eastern boundaries of Sections 91, 78, 65, and 52, Block XV, Invercargill Hundred, and Lots 5 and 10, Block A, D.P. 53; thence northerly along the middle of the said public road to the middle of West Plains Road, thence easterly along the middle of West Plains Road to a point in line with the westernmost boundary of Lot 5, D.P. 2323; thence northerly along a right line to the southernmost point of the westernmost boundary of the said Lot 5; thence easterly along part of the southern boundary of the said Lot 5 for a distance of 100 links, being also the intersection of that boundary with a railway reserve; thence northerly along a right line, being the production of part of the western boundary of the said Lot 5, to a point in line with the northern boundary of Lot 1, D.P. 4517; thence easterly to and along the northern boundary of the said Lot 1 and the production of that boundary to the eastern boundary of Lot 1, D.P. 3659; thence northerly along that boundary to the southern boundary of Lot 4, D.P. 2323; thence easterly along that boundary, and its production to the eastern side of No. 6 National State Highway; thence southerly along the eastern side of that highway to the northern boundary of Lot 1, D.P. 3739; thence easterly and southerly along the northern and eastern boundaries of that lot and the production of the last-mentioned boundary to the northern boundary of part Lot 26, D.P. 5; thence easterly along that boundary to the western boundary of part Section 15, Block IV, Invercargill Hundred; thence southerly along the western boundaries of the said part Section 15, Lots 1 and 2, D.P. 431, and part Section 15, aforesaid, to a line parallel to and distant 250 links northward of the northern side of Bainfield Road; thence easterly along that line to a point in line with the eastern boundaries of Lots 1, 2, 3, and 4, D.P. 4855, being also the production of a line parallel to and distant 250 links eastward of the eastern side of Elles Road North; thence southerly along that line to the north-eastern boundary of part Section 10, Block IV, Invercargill Hundred; thence south-easterly along that boundary to the western boundary of Lot 2, D.P. 1764; thence southerly along the western boundary of that lot and its production to the left bank of the Waihopai River; thence easterly generally along the left bank of the said Waihopai River to its intersection with the centre line of the land proposed to be taken for a diversion channel for the Waihopai River as shown on S.O. 6730; thence easterly generally along the said centre line and its production to its intersection with a line parallel to and 300 links north-east of the middle of Racecourse Road; thence south-easterly along the said line to the north-western boundary of part Section 3, Block II, Invercargill Hundred; thence north-easterly along the said boundary to a line running parallel to and distant 300 links north-eastward of the north-eastern side of Racecourse Road; thence south-easterly along that line to the north-western side of Findlay Road; thence south-westerly along the said north-western side of Findlay Road and its production to the middle of Racecourse Road; thence south-easterly along the middle of Racecourse Road to a point in line with the south-eastern boundary of Section 6, Block II, Invercargill Hundred, thence north-easterly to and along that boundary of the said Section 6 to a point in line with the north-eastern boundary of Lot 1, D.P. 4597; thence south-easterly to and along the north-eastern boundaries of Lots 1 and 2, D.P. 4597, along a right line to and along the north-eastern boundaries of Lots 3, 4, and 5, as shown on the said D.P. 4597, to the north-western boundary of Lot 1, D.P. 3172; thence north-easterly along the north-western boundary of the said Lot 1 to the north-eastern boundary thereof; thence south-easterly along that boundary of the said Lot 1 to the north-western side of No. 1 National State Highway; thence south-westerly along the north-western side of the said State highway and the production of that side to the middle of Rockdale Road; thence south-easterly along the middle of Rockdale Road to a point in line with the south-eastern boundary of part Section 3 of 43, Block II, aforesaid; thence north-easterly to and along that boundary of the said part Section 3 of 43 to a line parallel to and distant 300 links east of the middle of Rockdale Road; thence south-easterly along the said line to the northern side of an unformed road being the extension of Tramway Road; thence westerly along the northern side of the said unformed road to the eastern side of Rockdale Road; thence southerly along a right line across the said unformed road to and along the eastern side of Rockdale Road to a line parallel to and distant 300 links south of the middle of Tramway Road; thence westerly along the said line to the western boundary of Section 2, Block II, Town of Seaward Bush; thence southerly along the western boundary of the said Section 2 to the northern boundary of Section 24, Block II, aforesaid; thence westerly and southerly along the northern and western boundaries of the said Section 24 to the northern side of McQuarrie Street and along a right line to the north-western corner of Section 27, Block II, aforesaid; thence southerly along the western boundaries of the