

BOUNDARIES OF CITY OF LOWER HUTT

ALL that area in the Wellington Land District bounded by a line commencing at a point in the middle of Normandale Road in Block VIII, Belmont Survey District, in line with the northern boundary of Lot 1, D.P. 17677, being a point on the boundary of the Borough of Petone hereinbefore described, and proceeding easterly to and along the said northern boundary to and generally south-easterly along the north-eastern boundary of the said Lot 1, the south-eastern boundaries of Lots 1, 2, 3, 4, 5, 8, and 9, D.P. 17677, the north-eastern boundaries of Lots 10, 12, 13, 16, 18, and 19, D.P. 17677, and the production of the last-mentioned boundary to the northern boundary of Lot 7, D.P. 20460; thence easterly along that boundary, the northern boundary of Lot 8, D.P. 20460, and the north-eastern boundaries of Lot 2, D.P. 8952, to the easternmost corner of the said Lot 2; thence north-easterly along the south-eastern boundaries of Section 97, Normandale Settlement, Lots 2 and 1, D.P. 3283, and Lot 1, D.P. A/2814, and south-easterly along the south-western boundaries of Lot 1, D.P. A/2814 and Lot 1, D.P. A/2359, and the production of the last-mentioned boundary (crossing Tirohanga Road) to a point in line with the southern boundary of Lot 1, D.P. A/2359; thence easterly to and along that boundary and its production to the south-eastern side of No. 2 State Highway (Western Hutt Road); thence north-easterly along that side to a point in line with the southern boundary of part Section 37, Hutt District, shown coloured orange, edged orange, on S.O. Plan 24325; thence easterly to and along that boundary and its production to the north-western boundary of Section 46, Hutt District; thence generally north-easterly along the north-western boundaries of Sections 46 and 49, Hutt District, as shown on D.P. 8585, the north-western boundaries of Lot 1, D.P. 20518, Lot 1, D.P. 6860, and Lot 1, D.P. 8182, the southern boundary of Lot 1, D.P. 12710, to and along the generally south-eastern boundary of the former Wellington-Napier Railway to a point due west of the northernmost corner of part Section 64, Hutt District, as shown on S.O. Plan 21084; thence due east to that corner; thence north-easterly along the left bank of the Hutt River to the north-eastern boundary of railway land in Block IV, Belmont Survey District, as shown on S.O. Plan 23708; thence generally south-easterly along that boundary and its production to and along the north-eastern boundaries of Sections 742, 191, and 204, the south-eastern boundaries of Sections 204 and 205, to and along the north-eastern and southern boundaries of Section 248, the eastern boundaries of Sections 234 and 233, all of Hutt District, to the south-eastern corner of the said Section 233; thence generally south-westerly along the southern boundary of that section, the generally eastern, southern, and again, eastern boundaries of Lot 1, D.P. 12561, to its southernmost corner; thence north-westerly along the generally south-western boundary of the said Lot 1 to the westernmost corner of that lot; thence south-westerly along a right line to Trig Station Fitzherbert, and westerly along another right line to the north-eastern corner of Lot 1, D.P. 22204; thence generally south-westerly along the generally northern and north-western boundaries of that lot to its south-western corner, along a right line to Trig Station Towai, along another right line to the north-eastern corner of Section 76, Hutt District, along the south-eastern boundaries of that section and Section 77, Hutt District, to and along the generally eastern side of the Wainui Hill Road to a point on the south-eastern boundary of the said Section 77, approximately 330 links from the south-eastern corner of that section, and along that boundary to the said corner; thence westerly along the southern boundary of the said Section 77, the northern boundary of Lot 2, D.P. 12030, and its production to and along the northern boundaries of Lot 3, D.P. 12030, and Lot 1, D.P. 11231, to and south-westerly along the south-eastern side of Gracefield Road to its intersection with the eastern side of Eastern Bays Marine Drive; thence due west to and generally south-westerly along the north-western side of that road to the southernmost corner of Section 4, Block XVI, Belmont Survey District; thence north-westerly along the south-western boundaries of that section and Section 5, Block XVI, aforesaid, to and northerly along the western boundary of the said Section 5, to and along the mean high-water mark of Port Nicholson, to and along the western side of Port Road to a point in line with the south-western side of Marine Parade; thence north-westerly to a point in the middle of the Hutt River in line with the side aforesaid; thence northerly, westerly and generally north-easterly along the boundaries of the Borough of Petone hereinbefore described to the point of commencement.

BOUNDARIES OF WELLINGTON CITY

ALL that area in the Wellington Land District bounded by a line commencing at a point on the high-water mark of Port Nicholson on the breastwork (sea wall) of the Wellington-Napier Railway, as defined on S.O. Plan 16437, in line with the north-eastern boundary of Section 7, Harbour District, in Block XII, Belmont Survey District, and proceeding north-westerly to the intersection of that boundary with the north-western side of No. 1 State Highway (Hutt Road); thence generally northerly along that side and the generally western side of that highway (Ngauranga Gorge Road), to its intersection with the eastern side of Fraser Avenue at the northernmost point of part Section 10, Porirua District, shown bordered blue on S.O. Plan 20494; thence north-easterly

along a right line bearing 65° 04' to the north-eastern side of Johnsonville Road; thence south-easterly along that side to and along the south-western boundary of the area containing 2 roads 29.38 perches, coloured blue, on S.O. Plan 24775, to its intersection with the eastern side of No. 1 State Highway (Wellington-Foxton Motorway); thence southerly along the eastern side of No. 1 State Highway to its intersection with the northern side of Newlands Road (Horokiwi Road), and along a right line to the intersection of the eastern side of the said highway with the south-eastern side of Newlands Road; thence generally easterly along the said south-eastern side of Newlands Road to and along the generally southern boundary of Lot 1, D.P. 10465, to the south-eastern corner of that lot, along a right line bearing 103° 53' 25", as shown on D.P. 16648, to and along the south-western boundary of Lot 15, D.P. 16648, and its production to and along the south-western boundaries of Lots 17 and 18, D.P. 16648, and Lot 2, D.P. 28613, and the south-eastern boundaries of Lots 2 and 1, D.P. 28613 and Lot 20, D.P. 16648, to and along the generally north-western side of Wakefield Gully Road to the road corner at Lot 23, D.P. 16648; thence south-easterly along a right line towards the opposite road corner to the middle of the said road; thence north-easterly along the middle of that road to a point in line with the south-western boundary of Lot 1, D.P. 25873; thence southerly to and along that boundary and the western boundaries of Lots 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 19, D.P. 14541, and a right line to the westernmost corner of Lot 20, D.P. 14541; thence generally easterly along the south-western boundaries of Lots 20, 21, 22, 23, and 24, D.P. 14541, a right line to and along the southern boundaries of Lots 25, 26, 27, 28, 29, 30, and 31, D.P. 14541, to and along the western boundary of Lot 38, D.P. 14838, and the southern boundaries of Lots 39, 40, 41, 42, and 43, D.P. 14838, to the south-eastern corner of the last-mentioned lot; thence generally northerly along the eastern boundary of the said Lot 43, the south-western side and the abutment of Black Rock Road, the south-western, south-eastern, and north-eastern boundaries of Lot 25, D.P. 14838, and the north-eastern boundary of Lot 24, D.P. 14838, to the south-eastern boundary of Lot 17, D.P. 2601; thence generally north-easterly along that boundary, the south-eastern and north-eastern boundaries of Lot 14, D.P. 2601, to and along the north-western boundaries of Lots 7 and 8, D.P. 2205, to and along the north-eastern boundary of Lot 4, D.P. 2205, to a point in line with the north-western boundaries of Lots 20 and 19, D.P. 15078, to and along those boundaries, the western boundaries of Lots 18 and 17, D.P. 15078, the western and north-western boundaries of Lot 15, D.P. 15078, the south-western boundaries of Lots 13 and 12, D.P. 15078, and the north-western boundary of the said Lot 12 to the northern corner of that lot, along a right line to the northern corner of Lot 15, D.P. 2205, and along a right line bearing 55° 30' to a point in line with the eastern boundary of Lot 178, D.P. 24567; thence generally north-westerly to and along that boundary and the eastern boundaries of Lots 177, 176, 175, 174, 173, and 172, D.P. 24567, the south-eastern boundaries of Lots 171, 170, 169, 168, 167, 166, 165, and 164, D.P. 24567, the north-eastern boundary of the said Lot 164, the abutment of Baylands Drive, the north-eastern boundaries of Lot 22, D.P. 24567, Lots 21, 20, and 19, D.P. 25597, Lots 18, 17, 16, 15, and 14, D.P. 26008, Lots 19 and 18, D.P. 15268, and Lot 2, D.P. 22891, along the northern boundaries of Lots 2 and 1, D.P. 22891, to and along the eastern boundary of Lot 11, D.P. 15268, to the southern side of Horokiwi Road, along a right line to the eastern corner of Lot 6, D.P. 15488, and along the north-western side of the said road to and along the generally north-eastern boundary of Lot 1, D.P. 15269, to the northernmost corner of that lot; thence northerly along the eastern boundaries of Sections 38, 24, and 23, Paparangi Settlement, to the north-eastern corner of the last-mentioned section; thence westerly along the northern boundaries of Sections 23 and 42, Paparangi Settlement, to the south-eastern side of No. 1 State Highway (Wellington-Foxton Motorway); thence south westerly along that side, the south-eastern boundary of Section 220, Porirua District, and the eastern side of No. 1 State Highway to a point in line with the northern boundary of Lot 19, D.P. 24940, to and along that boundary and the northern boundaries of Lots 20 and 21, D.P. 24940 and Lot 7, D.P. 27141, to the eastern side of Porirua Road; thence southerly along that side to the south-western corner of Lot 4, D.P. 26167; thence north-westerly along a right line to the opposite road corner on the generally western side of Porirua Road; thence generally westerly along that side to and along the south-eastern and south-western boundaries of Lot 3 D.P. 17421, to and along the north-eastern boundary of Lot 7 D.P. 19788, the abutment and north-western side of Hawtrey Terrace to and along the southern boundary of Section 2, Block III, Hawtrey Settlement, to and along the south-eastern boundary of Section 1, Block III, aforesaid to and along the north-eastern and north-western sides of Clifford Road to and along the southern and western boundaries of the said section 1 to the south-eastern side of Cunliffe Street, and along a right line to the road corner being the easternmost corner of Section 2, Block I, Hawtrey Settlement; thence generally south-westerly along the north-western and western sides of Cunliffe Street to and along the eastern boundary of Lot 8, D.P. 22043, and the south-eastern boundaries of Lots 8, 6, and 7, D.P. 22043, along a right line across Ohariu Road to and along the north-western boundary of Lot 19, D.P. 8756, to and along the north-