

eastern boundaries of Lots 67 and 65, D.P. 8756, the north-western boundaries of Lots 65, 67, and 50, D.P. 8756, to the north-eastern side of Ironside Road; thence north-westerly along the north-eastern side of that road to the road corner at Lot 54, D.P. 8756; thence south-westerly along a right line towards the opposite road corner to the middle of Ironside Road; thence north-westerly along the middle of that road to a point due east of the northern corner of Lot 1, D.P. 16132; thence due west to that corner; thence southerly along the eastern boundary of Section 105, Ohariu District, to the southernmost corner of that section; thence generally south-westerly along the south-western boundary of that section and the south-eastern boundary of Section 92, Ohariu District, crossing Broderick Road, to the north-eastern side of a public road (old Ohariu Road); thence north-westerly along that side to the south-western corner of Section 92, Ohariu District; thence south-westerly along a right line parallel to the north-western boundary of Section 135, Ohariu District, to the south-western boundary of the said section 135, along a right line to the northernmost corner of Section 9, Kaiwharawhara District, along the north-western boundary of that section, crossing a public road, and the north-western boundary of Section 10, Kaiwharawhara District, for a distance of approximately 4 chains to its intersection with the 660 foot contour line, based on the City Datum; thence southerly along that contour line to its intersection with the south-eastern boundary of the said Section 10, approximately 20 chains from the easternmost corner of that section; thence generally south-westerly along the south-eastern boundaries of the said Section 10, crossing a public road, Lot 1, D.P. 25046, Section 11, Kaiwharawhara District, crossing Silverstream Road, and Lot 1, D.P. 28062, the north-eastern and south-eastern boundaries of Otari B, and the south-eastern boundaries of Otari A1, A2, and A3, to the westernmost corner of part Lot VIII, Kaiwharawhara District, comprised in C.T. 400/9; thence south-easterly along the south-western boundary of that lot and its production to the right bank of the Kaiwharawhara Stream; thence south-westerly along that bank to a point in line with the southern boundary of Otari Block; thence generally westerly to and along that boundary and the southern boundary of Section 56, Karori District, to and along the eastern and southern boundaries of Lot 1, D.P. A/128, to and along the eastern, northern and the generally south-western boundaries of Lot 1, D.P. 18143, to and along the southern boundaries of Lot 1, D.P. A/128, aforesaid, and Section 58, Karori District, crossing a public road, and the south-western boundaries of Sections 41 and 42, Makara District, to the eastern side of Makara Road; thence southerly along that side to and along the eastern boundary of Lot 1, D.P. A/1773, crossing Makara Road, to the north-eastern corner of Lot 1, D.P. 13001; thence generally south-westerly along the northern and western boundaries of that lot, the western boundary of Lot 1, D.P. 9434, to and along the northern side of Allington Road to a point in line with the eastern boundary of Lot 2, D.P. A/2539, to and along that boundary and the southern boundary of that lot, the eastern boundary of Section 53, Karori District, and the northern boundaries of Lots 1 and 2, D.P. 16122, to the north-western corner of the said Lot 2; thence generally south easterly along the western and southern boundaries of that lot to and along the western and southern boundaries of Section 45, Karori District, and the southern boundary of Section 47, Karori District, to the southernmost corner of that section; thence generally north-easterly along the eastern boundaries of Sections 47 and 46, Karori District, to and along the generally north-western boundary of the area containing 78 acres 1 rood 21 perches, shown coloured blue, on S.O. Plan 21327, to its northernmost point; thence generally southerly along the eastern boundary of that area and the generally western boundary of the area, shown coloured blue, edged blue, on S.O. Plan 15414, to and along the northern boundaries of Sections 69 and 70, Terawhiti District, the eastern boundaries of Sections 70, 38, and 37, Terawhiti District, and the production of the last-mentioned boundary to the high-water mark of the sea; thence generally easterly, northerly, and southerly along the high-water mark of the sea to and along the seaward boundaries of Section 53, Watts Peninsula District, to and along the highwater mark of Port Nicholson and Evans Bay to the easternmost corner of the proposed reclamation area shown on S.O. Plan 22831 (M.D. 9453); thence westerly along the generally northern boundary of that land to and generally north-easterly along the high-water mark of Evans Bay to a point on the southern boundary of the land reclaimed by the Wellington Patent Slip Company, distant 2434 links south and 10952 links west of Mount Cook Initial Station; thence generally north-easterly along right 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 and bearing  $27^{\circ} 43'$  distance 348.5 links (scaled) to and along the high-water mark of Evans Bay to a point on the eastern boundary of another portion of land reclaimed by the said company, distance 1860.7 links south and 11775.16 links east from Mount Cook Initial Station; thence northerly along right lines bearing due north distance 400 links, bearing  $290^{\circ} 58'$  distance 91.17 links, to and along the high-water mark of Evans Bay to and along the generally eastern boundary of the areas, shown coloured orange and sepia, on S.O. Plan 24772, to and along the high-water mark of Evans Bay to Point Jerningham; thence generally south-westerly and westerly along the high-water mark of Lambton Harbour, to and along the seaward boundaries of Te Aro baths, to and along the generally northern boundary of the land coloured

red on S.O. Plan 24076 (M.D. 3188), to and along the north-eastern side of Herd Street to the eastern boundary of Lot 1, D.P. 1373; thence generally north-westerly along that boundary and the northern boundaries of Lot 1, D.P. 1373, to and along the north-eastern boundaries of Lot 2, D.P. 1372, and the eastern boundaries of that lot and Lot 1, D.P. 1372, to the south-western corner of the area containing 19.8 perches, shown coloured blue, on S.O. Plan 13625 (M.D. 1739); thence easterly and northerly along the southern and eastern boundaries of that area to the south-eastern boundary of the land granted to the Superintendent of Wellington by Grant 2112A, dated the 20th day of June 1862; thence generally north-easterly along that boundary to and along the line marked "Proposed Limit of Reclamation" on S.O. Plan 15276 (M.D. 2192 Sheet 1), to a point (marked "O" on that plan), on the eastern side of the Railway Wharf as it existed in May 1898, along that side to the southernmost corner of Lot 1, D.P. 7469, and along the generally south-eastern boundaries of that lot to its easternmost corner; thence generally northerly along the eastern boundary of that lot, along its north-western boundary for a distance of 0.59 links, to and along the eastern and south-eastern boundaries of Lot 1, D.P. 10606, and the south-eastern and eastern boundaries of the area containing 8 acres 2 roods 24 perches, shown as "Z" on S.O. Plan 19199 (W.R. 29919), to a point on the high-water mark of the existing breastwork (sea wall), (1934), of the Wellington-Napier Railway as defined on S.O. Plan 16462; thence generally north-easterly along that high-water mark to and along the high-water mark of the sea wall of the Wellington-Foxton Railway as defined on S.O. Plan 19263, to and along the high-water mark of the breastwork (sea wall) of the Wellington-Napier Railway, as defined on S.O. Plan 16437, to the point of commencement.

#### BOUNDARIES OF BOROUGH OF TAWA

ALL that area in the Wellington Land District bounded by a line commencing at the north-eastern corner of Lot 85, D.P. 9069, at a point on the western side of No. 1 State Highway (Wellington-Foxton Motorway), in line with the south-western boundary of Lot 1, D.P. 7001, in Block II, Belmont Survey District, being a point on the boundary of the City of Porirua, (*N.Z. Gazette*, 1965, page 1649) and described in *N.Z. Gazette*, 1962, page 1416, and proceeding southerly along the said western side to and along the eastern boundaries of Lots 92, 93, 94, 95, 96, 351, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 180, and 181, D.P. 9069, and the south-eastern boundary of Lot 352, D.P. 9069, to the north-eastern side of Collins Avenue; thence south-easterly along that side to and north-easterly along the north-western boundary of Lot 7 (Reserve), D.P. 2129, to the western boundary of Lot 2, D.P. 14051; thence northerly, easterly, southerly, and generally north-westerly along the western, northern, eastern, and generally south-western boundaries of that lot to the eastern side of a public road; thence generally southerly along that side to and along the generally northern, north-eastern, and south-eastern boundaries of Section 180 (Scenic Reserve), Porirua District, to the south-western corner of that section; thence generally westerly along right lines bearing  $170^{\circ} 07' 20''$  distance 200 links, bearing  $243^{\circ}$  distance 700 links, bearing  $263^{\circ}$  distance 600 links, bearing  $315^{\circ}$  distance 1000 links, and northerly along a right line to a point on the southern boundary of Lot 115, D.P. 14282, distant 1800 links from the western boundary of Section 180, aforesaid; then westerly along the southern boundaries of the said Lot 115 and Lot 2, D.P. 19688, to the north-eastern boundary of Lot 30, D.P. 18679; thence southerly along that boundary, the south-eastern boundaries of Lots 31, 32, 33, and 34, D.P. 18679, to and along the eastern boundary of Part Section 48, Porirua District, as shown on S.O. Plan 21114, to the southern boundary of that section; thence generally westerly along that boundary and the eastern, southern, and western boundaries of Lot 1, D.P. 22169, and the production of the northern boundary of that lot to the western side of No. 1 State Highway aforesaid; thence southerly along that side to the northern corner of Section 212; Porirua District; thence generally southerly along the eastern boundaries of that section, the abutment of Carlton Road, and the eastern boundaries of Lots 25, 26, 27, 28, 29, 30, 31, and 32, D.P. 1975, the southern boundary of the said Lot 32, to and along the western side of No. 1 State Highway, aforesaid, to the easternmost corner of Lot 63, D.P. 20176 being a point in the northern boundary of section 37, Porirua District, in Block VII, Belmont Survey District; thence westerly along that boundary to the western boundary of the Wellington-Foxton Railway; thence southerly along that boundary to the southernmost corner of Lot 1, D.P. 20867, being a point on the north-eastern side of Main Road; thence generally westerly along that side to a point in line with the north-western boundary of part Section 34, Porirua District, comprised in C.T. 427/142 (Arohata Borstal Institution), to and along that boundary, and the northern boundary of the said part Section 34, the western boundary of part Section 34, Porirua District, comprised in C.T. 821/90, and the southern boundary of Section 36, Porirua District, to the south-western corner of that section; thence generally northerly along the western boundaries of Sections 36, 38, and 41, Porirua District, to and along the southern and generally north-western boundaries of the land shown on Scheme Plan D.514, lodged in the office of the Chief Surveyor in Wellington, to and along the western boundaries of Lots 5 and 4, D.P. 16081, to the north-western corner of the said Lot 4; thence easterly along the northern