boundary of part Maraetaha 2C, crossing the intervening Tarewa Road, the south-western boundary of Section 3R, Block VII, Nuhaka North Survey District, again along the south-western boundary of part 2C aforesaid to the north-eastern corner of Section 1, Block VI, Nuhaka North Survey District; thence south-westerly, westerly, and north-easterly along the south-eastern, southern and north-western boundaries of Section 1 aforesaid, to and north-westerly along the south-western boundaries of part Maraetaha 2C, and part Lots 2 and 1, D.P. 2796, to Trig. Station J (Pukekohe); thence generally south-westerly along the south-eastern boundaries of part Nuhaka 2B2A2 to Trig. Station FX (Pukeronui), along the north-eastern and south-eastern boundaries of another part of Nuhaka 2B2A2, the south-western boundaries of Nuhaka 2B2A1, 2B2F, to and along the northern side of Mangapahi Road to the eastern boundary of part Lot 2, D.P. 1401; thence generally northerly along the eastern boundaries of part Lots 2 and 1, D.P. 1401, crossing the intervening Waingake Mangapoike Road, and the eastern boundary of part Mangapoike A as shown on D.P. 1407, to the middle of the Mangapoike River; thence generally south-westerly down the middle of that river to and generally northerly up the middle of the Mangarangiora Stream to a point in line with the north-western boundary of Mangapoike 2F; thence south-westerly along that north-western boundary to Trig. Station F4 situated in Block VIII, Opoiti Survey District, and northerly along a right line to Trig. Station K situated in Block III, Opoiti Survey District; thence south-westerly, north-easterly, and generally westerly along the boundaries of Lot 1, D.P. 1381, to its westernmost corner, and northerly along the western boundary of the said Lot 1, crossing the No. 36 State Highway, and its production to the middle of the Hangaroa River; thence generally northerly up the middle of that river to a point in line with the southern boundary of part Lot 3A, D.P. 501; thence westerly to and along that southern boundary to and generally north-westerly along the south-western boundary of Lot 3A aforesaid, the south-western boundary of Lot 2, D.P. 2296, the south-western, southern, and western boundaries of Section 1, Block X, Hangaroa Survey District, and the production of the last-mentioned boundary across Ruakaka Road to its eastern side, along that roadside, the eastern and northern boundaries of Section 10, Block IX, Hangaroa Survey District, the north-eastern side of Ruakaka Road and its production to and along the middle of the Gisborne-Waikaremoana Road to a point in line with the eastern boundary of Section 1, Block VIII, Tuahu Survey District; thence generally north-westerly to and along that eastern boundary, the southern boundary of Lot 20, D.P. 1950, the eastern boundaries of Lot 21, D.P. 1951, crossing the intervening Papuni Ruakituri Road, the eastern and northern boundaries of part Lot 24, D.P. 1950, and the northern boundary of part Lot 23, D.P. 1952, to Trig. Station A; thence north-westerly and southerly along the north-eastern and western boundaries of Lots 18 and 25, D.P. 1970, to and along the western boundary of Subdivision 2 of Tahora 2F2 to its intersection with a right line between Trig. Station 2126 (Maungapohatu) situated in Block XII, Ruatahuna Survey District, and Trig. Station Puketapu situated in Block VII, Tuahu Survey District; thence north-westerly along that right line to Trig. Station 2126 aforesaid, being a point on the south-eastern boundary of the Electoral District of Bay of Plenty hereinbefore described; thence generally north-easterly along that boundary to the point of commencement; and including all adjacent islands.

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ALL that piece, bounded by a line, commencing at the intersection of the middle lines of Guppy Road and Meeanee Road, and proceeding northerly along the middle of Guppy Road, generally westerly along the middle of Elbourne Street and Gloucester Street, and northerly along the middle of Avondale Road to the middle of Auckland Road; thence south-easterly and easterly along the middle of Auckland Road to a point in line with the eastern side of Park Road; thence northerly to and along that eastern side to the northern boundary of Lot 2, D.P. 462; thence south-westerly along a right line to the north-eastern corner of Lot 2, D.P. 9954; thence generally westerly along the north-eastern boundaries of Lots 2 and 1, D.P. 9954, the north-western boundary of the said Lot 1, the north-eastern and north-western boundaries of Lot 1, D.P. 8607, and the north-eastern side of Park Road, to the southern boundary of Lot 6, Deeds Plan 363; thence northerly along the western boundaries of Lots 6, 7, and 8, Deeds Plan 363, to the southern boundary of Lot 43, Deeds Plan 132; thence westerly along the southern boundaries of Lots 43, 42, 41, 40, 39, and 38, Deeds Plan 132, to the western boundary of the last-mentioned lot; thence northerly along that western boundary of Lot 38 to and easterly along the northern boundaries of Lots 38 and 39, Deeds Plan 132, to a point in line with the eastern side of Park Island Road; thence generally northerly to and along that side to and along the north-western boundary of Lot 1, D.P. 6625, to the northernmost corner of that lot; thence north-easterly along a right line to the intersection of the centre line of the proposed motorway shown on S.O. 5477 with the right bank of the main gravity drain shown on S.O. 2252, and along that bank of the main gravity drain to the left bank of the old bed of the Tutaekuri River; thence north-westerly along a right line to the eastern side of Embankment Road at the intersection of two roadside boundaries shown on D.P. 6313 as bearing 342° 48′, distance 191.8 links, and bearing 345° 57′, distance 191.8 links; thence northerly along that side of Embankment Road to the northernmost corner of Lot 1, D.P. 11351, and along a right line to the southernmost corner of Lot 2, D.P. 2531; thence northerly along the eastern side of the No. 2 State Highway to a point in line with the northern side of the Esplanade; thence easterly to and along that side and its production to the mean high-water mark of the ocean; thence generally south-easterly along the mean high-water mark to its intersection with the western mole at the entrance to the Inner Harbour; thence north-easterly along a right line to the intersection of the eastern mole at the said entrance with the mean high-water mark of the sea; thence generally easterly and southerly along that mean high-water mark of the sea to a point in line with the northern side of Ellison Street; thence westerly to and along that side to a point in line with the western side of the Wellington-Napier Railway; thence southerly to and along that side of the railway to a point in line with the northern boundary of Lot 10, D.P. 6396; thence westerly to and along that boundary and the northern