

Lot 2, D.P. 13686; thence south-westerly along the south-eastern boundary of the said Lot 2 and north-westerly along the south-western boundaries of that Lot, Lot 1, D.P. 13686, and Lots 9, 10, 11, 12, 13, 14, and 16, D.P. 15222 and its production to the middle of Chatham Road; thence south-westerly along the middle of that road to a point in line with the south-western boundary of part Lot 1, D.P. 8541; thence south-easterly to and along that boundary and the south-western boundary of Lot 1, D.P. 10960 to the north-western side of Henderson Road; thence north-easterly along a right line to the south-western boundary of Lot 78, D.P. 2366; thence south-easterly along that boundary, south-westerly and south-easterly along the north-western and south-western boundaries of Lot 4, D.P. 3699, and the production of the last-mentioned boundary to the middle of Wilson Road; thence south-westerly along the middle of that road to a point in line with the original south-western boundary of Lot 23, D.P. 3699; thence south-easterly to and along that boundary to its intersection with the south-western side of Flaxmere Avenue; thence south-easterly along that roadside to the north-western boundary of Section 63, Block XV, Heretaunga Survey District; thence south-westerly along that boundary and the north-western boundary of part Lot 5, D.P. 2976, and its production to the middle of Portsmouth Road; thence north-westerly along the middle of that road to its intersection with the production of the north-western boundary of part Lot 1, D.P. 11325; thence north-westerly along a right line to the easternmost corner of Lot 1, D.P. 11528; thence north-westerly, generally, along the north-eastern boundaries of that lot to the westernmost corner of Lot 1, D.P. 15270; thence north-easterly along the north-western boundaries of Lot 1, D.P. 15270 and Lot 4, D.P. 11851, and the production of the north-eastern boundary of the last-mentioned lot to the middle of Kirkwood Road; thence north-easterly along the middle of that road and its production to the middle of Omaha Road; thence south-easterly along the middle of that road to a point in line with the south-eastern side of Wilson Road; thence north-easterly along the production of that side of Wilson Road to the north-eastern side of Omaha Road; thence north-westerly along that side to and north-easterly along the south-eastern side of Ormond Road to the south-western boundary of Lot 4, D.P. 10782; thence south-easterly along that boundary and its production to and along the north-eastern boundary of Lot 1, D.P. 11140, to the north-western boundary of Lot 1, D.P. 8006; thence north-easterly along that boundary and south-easterly along the north-eastern boundary of that lot to and north-easterly along the north-western boundary of part Lot 6, DP 285, to a point 134.78 metres from Omaha Road, measured along the above-mentioned boundary; thence south-easterly along a right line to a point on the north-western boundary of Lot 203, D.P. 1664, 110.64 metres from Omaha Road, measured along the above-mentioned boundary; thence south-easterly along a right line to a point on the south-eastern boundary of Lot 203, D.P. 1664, 100.58 metres from Omaha Road measured along that boundary; thence north-easterly along that boundary to the south-western boundary of part Lot 1, D.P. 2987, south-easterly along the south-western boundary of the said part Lot 1, and part Lot 8, D.P. 2876, to the north-western side of Nottingham Road; thence north-easterly along that roadside to and south-easterly along the south-western side of Lyndhurst Road and its production to and north-easterly along the south-eastern side of Pakowhai Road to the middle of Williams Street; thence south-easterly along the middle of that street to a point in line with the north-western boundary of Lot 51, D.P. 1977 and proceeding north-easterly to and along that boundary of Lot 51 to its northernmost corner; thence south-easterly along the north-eastern boundaries of Lots 51, 50, 49, 48, 47, and 46, D.P. 1977, along a right line to and along the north-eastern boundaries of Lots 44, 43, 42, 41, 40, and 39, D.P. 1977, and Lot 1, DP 4334, to the eastern boundary of Lot 1, D.P. 4334; thence southerly along that boundary and its production to the middle of Williams Street; thence south-easterly along the middle of that street to and north-easterly along the middle of Tomoana Road to and south-easterly along the middle of Coventry Road and its production to the middle of Kenilworth Road; thence south-westerly and south-easterly along the middle of that road to and south-westerly along the middle of No. 2 State Highway (Karamu Road) to a point in line with the north-eastern side of Collinge Road; thence south-easterly to and along that roadside to the westernmost corner of Lot 1, D.P. 2986; thence north-easterly along the north-western boundaries of Lots 1 to 17 inclusive, D.P. 2986, to the north-eastern boundary of Lot 17, D.P. 2986; thence south-easterly, generally, along that boundary, the north-western boundaries of Karamu GD1 and GD2, the north-eastern and south-western boundary of Karamu GD2, the south-eastern bound-

dary of Karamu GD1, and the south-western boundaries of Karamu Part GD and GE1 to the middle of Jellicoe Street; thence south-westerly along the middle of Jellicoe Street to a point in line with the south-western boundary of Lot 1, D.P. 7594; thence south-easterly along a right line to and along the south-western boundary of Lot 1, D.P. 7594, to the southernmost corner of the said Lot; thence south-westerly to and along the north-western boundary of part Lot 1, D.P. 1656, and its production across Beatty Road to and again along the north-western boundary of the said part Lot 1 and the north-western boundary of part Lot 60, D.P. 906, and its production across Beatson Road to the northernmost corner of Lot 1, D.P. 9854; thence south-easterly along the south-western side of Beatson Road and its production to the northernmost corner of Lot 39, D.P. 3146; thence south-westerly along the north-western boundary of the said Lot 39 to and westerly along the southern boundary of Lot 3, D.P. 14879, to the north-eastern side of Ada Street; thence south-westerly along a right line at right angles to the north-eastern side of Ada Street to the middle of Ada Street; thence south-easterly along the middle of Ada Street to a point in line with the middle of Louie Street; thence south-westerly and north-westerly to and along the middle of Louie Street to a point in line with the north-western boundary of Lot 30, D.P. 3146; thence south-westerly to and along the north-western boundaries of Lots 30 and 29, D.P. 3146, and their production to the middle of Howard Street; thence north-westerly along the middle of Howard Street to a point in line with the north-eastern boundary of Lot 35, D.P. 3146; thence south-westerly to and along the north-western boundaries of Lot 35, DP 3146, Lot 2 and part Lot 1, DP 850, to the north-eastern side of Havelock Road and along a right line to and along the south-eastern side of Norton Road to a point in line with the south-western side of Copeland Road; thence north-westerly to and along that roadside to and south-westerly along the south-eastern side to Riverslea Road to a point in line with the south-western side of Murdoch Road; thence north-westerly to and along that roadside to the easternmost corner of Lot 1, D.P. 8304; thence south-westerly and north-easterly along the southern, eastern and north-western boundaries of Lot 1, D.P. 8304, to the left bank of the Southland Drain as shown on D.P. 2998; thence westerly, generally, along that left bank to the south-eastern side of the Palmerston North-Gisborne Railway; thence north-easterly along that side to the south-western side of Murdoch Road; thence north-westerly along a right line to a point that is the intersection of the production of the north-eastern and south-eastern boundaries of Lot 15, D.P. 7643; thence south-westerly to and along the south-eastern boundary of Lot 15, D.P. 7643, to and along the north-eastern boundary of Lot 3, D.P. 15067, to the northernmost corner of the said Lot; thence north-easterly along the north-western boundary of Lot 1, D.P. 7643, to the south-western side of Murdoch Road; thence north-westerly along the south-western side of Murdoch Road to the south-eastern boundary of Lot 2, Deeds Plan 937; thence south-westerly, generally, along the south-eastern and south-western boundaries of Lot 2 and the north-western boundary of Lot 1, both Deeds Plan 937 to and along the north-eastern and north-western boundary of Lot 23, Deeds Plan 118, to the south-western boundary of Lot 2, L.T. 13854; thence north-westerly along that boundary, the south-western boundaries of Lot 1, L.T. 13854, Lot 1, D.P. 8148, and Lot 2, D.P. 13893, and the production of the last-mentioned boundary to the middle of Southland Road; thence north-easterly along the middle of that road to a point in line with the south-western side of Murdoch Road; thence north-westerly along a right line, being the production of the south-western side of Murdoch Road to the north-western side of Southland Road; thence north-easterly along that roadside to and north-westerly along the south-western side of Wall Road to the point of commencement.

Signed at Wellington this 9th day of August 1979.

J. N. SEARLE, Secretary for Local Government.

(I.A. 103/5/284)

#### *Consenting to Raising of Loans by Certain Local Authorities*

PURSUANT to the Local Authorities Loans Act 1956, the undersigned Assistant Secretary to the Treasury, acting under powers delegated to the Secretary to the Treasury by the Minister of Finance, hereby consents to the borrowing by the local authorities, mentioned in the Schedule hereto, of the whole or any part of the respective amounts specified in that Schedule.