

a right line on the half angle to the middle of Pufflett Road; thence north-westerly along the middle of that road to its intersection with the middle of Kopanga Road; thence south-westerly along a right line to the north-eastern corner of Lot 1, D.P. 6735; thence north-westerly generally, along the northern boundaries of Lots 1 and 3, D.P. 6735 to and along the north-eastern boundary of Lot 15, D.P. 4251, to its northernmost corner; thence southerly along the western boundaries of Lot 15, aforesaid, to the north-western boundary of Lot 11, D.P. 2819; thence south-westerly along that boundary to the eastern side of Selwyn Road and along a right line across that road to the northernmost corner of part Lot 8, D.P. 2819; thence westerly generally along the northern boundaries of part Lot 8, aforesaid, to the eastern boundary of Lot 1, D.P. 16208; thence north-westerly generally along the eastern, north-eastern, and north-western boundaries of Lot 1, aforesaid, the north-eastern boundary of part Lot 1, D.P. 10891, and the north-eastern and northern boundaries of Lot 2, D.P. 10891, to the north-westernmost corner of Lot 2, aforesaid; thence northerly generally along the western boundaries of Lot 8, D.P. 8235, Lots 3 and 2, D.P. 10288, Lots 5, 4, and 3, D.P. 10383 and part Lot 31, D.P. 3002, to the easternmost corner of Lot 1, D.P. 6771; thence south-westerly along the south-eastern boundaries of Lots 1, 2, and 3, D.P. 6771, along a right line to and along the south-eastern boundaries of Lots 4, 5, 6, 7, 8, 9, and 10, D.P. 6771, to the southernmost corner of the last-mentioned lot; thence north-westerly along the south-western boundary of Lot 10, aforesaid, a right line across Iona Road, to and along the south-western boundaries of Lots 7 and 3, D.P. 3002, the abutment of Reynolds Road and the south-western boundary of Lot 1, D.P. 3002, to its westernmost corner; thence north-easterly along the north-western boundaries of Lots 1 and 2, D.P. 3002, along a right line across Breadalbane Road to and along the north-western boundaries of Lots 2, 6, and 7, D.P. 10013, part Lot 1, D.P. 3402, Lot 1, D.P. 3347, part Lot 13 and parts Lot 14, D.P. 3002, part Lot 1, D.P. 4223 and Lot 1, D.P. 12301 and the production of the last-mentioned boundary to the middle of Herehere Stream; thence north-westerly generally down the middle of that stream to and westerly generally up the middle of Kararua Stream to a point in line with the middle of St. Georges Road; thence northerly and north-easterly to and along the middle of that road to its intersection with the middle of the Southland Drain; thence north-westerly along the middle of that drain to its intersection with and north-easterly along the middle of Norton Road to its intersection with and north-westerly along the middle of Copeland Road to its intersection with and south-westerly along the middle of Rivessea Road South, to its intersection with and north-westerly along the middle of Murdoch Road East to a point in line with the south-eastern boundary of Lot 1, D.P. 8304; thence south-westerly to and along that boundary and north-easterly along the north-western boundary of that lot to the left bank of the Southland Drain as shown on D.P. 2998; thence westerly generally along that bank to and north-easterly along the south-eastern side of the Palmerston North-Gisborne Railway to the south-western side of Murdoch Road East; thence north-westerly along the production of that side to the middle of No. 2 State Highway; thence south-westerly along the middle of that highway to a point in line with the north-eastern boundary of Lot 3, D.P. 15067; thence north-westerly to and along that boundary to the north-western boundary of Lot 1, D.P. 7643; thence north-easterly along that boundary and its production to the middle of Murdoch Road West; thence north-westerly along the middle of that road to a point in line with the south-eastern boundary of Lot 2, Deeds Plan 937; thence south-westerly generally to and along the south-eastern and south-western boundaries of Lot 2 and the north-western boundaries of Lot 1, both Deeds Plan 937 to and along the north-eastern and north-western boundaries of Lot 23, Deeds Plan 118 to the north-eastern side of the Southland Drain; thence north-westerly along that side and its production to the middle of Southland Road; thence north-easterly along the middle of that road to its intersection with and north-westerly along the middle of Wall Road to its intersection with and north-easterly along the middle of Maraekakaho Road to a point in line with the north-eastern boundary of Lot 40, D.P. 3400; thence north-westerly to and along that boundary and north-easterly along the north-western boundary of Lot 39, D.P. 3400 and its production to the middle of Oliphant Road; thence north-westerly along the middle of that road to a point in line with the south-eastern boundary of Lot 34, D.P. 3400; thence north-easterly to and along that boundary and south-easterly along the north-eastern boundary of Lot 29, D.P. 3400 and its production to the middle of Harding Road; thence north-easterly along the middle of that road to its intersection with and south-easterly along the middle of Kaipao Road to a point in line with the north-western boundary of Lot 14, D.P. 3266; thence north-easterly to and along the north-western boundaries of Lots 14, 9, 8, 7, 6, 5, 4, and 3, D.P. 3266 to the northernmost corner of the said Lot 3; thence north-westerly along the north-eastern boundaries of Lot 1, D.P. 4205, Lot 3, D.P. 3538, Lots 2 and 1, D.P. 10065, Lots 4 and 5, D.P. 3068, Lot 2, D.P. 7868, Lot 7, D.P. 3068, Lots 9 and 8, D.P. 2139, part Lot 1, D.P. 3339, Lot 1, D.P. 10795, Lot 1, D.P. 9141, the south-eastern boundary of Lot 136, D.P. 1222, Lot 1, D.P. 2139, and part Lot 194, D.P. 1695, to the north-eastern boundary of Lot 2, D.P. 12845; thence north-easterly along the south-eastern boundary of that Lot 2, the south-eastern side of the Napier-Hastings Motorway and the south-eastern boundary of Lot 16, D.P. 3699, to the southern side of Omaha Road; thence north-easterly along a right line to and along the north-western boundary of part Lot 6, D.P. 285,

to the mean high water mark of the ocean; thence south-easterly generally along that 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; thence easterly and southerly generally along that mean high water mark (including Kirkpatrick, Herrick, Geddis, and Higgins Wharves and the Hawke's Bay Harbour Board reclamation work) to the point of commencement.

HASTINGS

ALL that area bounded by a line commencing at the intersection of the middle lines of Kenilworth Road and No. 2 State Highway (Karamu Road North) in Block XVI, Heretaunga Survey District, and proceeding south-westerly along the middle of that highway to and south-easterly along the middle of Collinge Road to a point in line with the south-eastern boundary of Karamu H1B4 Block; thence north-easterly to and along that boundary and the south-eastern boundary of Karamu H1B5B Block to the south-western boundary of part Karamu GB Block; thence south-easterly generally along that boundary, the south-western and south-eastern boundaries of Karamu CC Block to and along the south-western, north-western, and south-western boundaries of part Karamu GD Block and the south-western boundary of Karamu GE1 Block to the middle of Jellicoe Street; thence south-westerly along the middle of that street to a point in line with the south-western boundary of Lot 1, D.P. 7594; thence south-westerly to and along that boundary to the north-western boundary of Lot 5, D.P. 13810; thence south-westerly along that boundary and the north-western boundary of part Lot 1, D.P. 1656, along its production across Beauty Street to and again along the north-western boundary of part Lot 1, aforesaid, to the southernmost corner of Lot 7, D.P. 8339; thence north-westerly along the south-western boundary of Lot 7, aforesaid, to a point in line with the middle of Windsor Avenue; thence south-westerly to and along the middle of that road to and south-easterly along the middle of Beason Road and its production to the north-western boundary of Lot 6, D.P. 14784; thence south-westerly along that boundary and south-easterly along the south-eastern boundary of Lot 6, aforesaid, to the northernmost corner of Lot 39, D.P. 3146; thence south-westerly along the north-western boundary of Lot 39, aforesaid to a line parallel to and 160 metres distant from the north-eastern side of Ada Street; thence south-easterly along that line to its intersection with the middle of St. Georges Road; thence north-easterly along the middle of St. Georges Road and south-easterly along the middle of Crosses Road to its intersection with the middle of Kararua Stream; thence north-easterly down the middle of that stream to and up the middle of Karitūwhenua Creek to its intersection with the south-western boundary of part Lot 1, D.P. 1956; thence south-easterly along that boundary and its production to the middle of Brookvale Road; thence north-easterly along the middle of that road to a point in line with the south-western boundary of Lot 2, D.P. 7965; thence south-easterly to and along that boundary and north-easterly along the north-western boundaries of Lot 1, D.P. 4281 and part Lot 2, D.P. 3752, to the south-western boundary of Lot 1, D.P. 1750; thence south-easterly and north-easterly along the south-western and south-eastern boundaries of the said Lot 1 and south-easterly along the north-eastern boundaries of part Lot 13, D.P. 1647, Block 19, Te Mata Crown Grant District and again part Lot 13, D.P. 1647 to its southernmost corner; thence south-westerly along a right line to and southerly along the middle of Durham Drive to a point in line with the northern boundary of Lot 2, D.P. 10350; thence westerly to and along that boundary and the northern boundaries of Lots 8 and 7, D.P. 16839, a right line across James Cook Street to and along the northern boundary of Lot 1, D.P. 16889, to its north-westernmost corner; thence southerly along the western boundaries of Lot 1, aforesaid, and Lot 2, D.P. 16889, to and south-westerly along the south-eastern boundary of Lot 2, D.P. 14969, to its southernmost corner; thence westerly along a right line on the half angle to its intersection with the middle of Simla Avenue; thence southerly generally along the middle of that road to and along the middle of Greenwood Road to a point in line with the eastern boundary of Lots 51, 52, 53, 54, 55, and 56, D.P. 12535, Lots 1 and 2, D.P. 15277, Lots 58, 59, and 60, D.P. 12535, and Lot 79, D.P. 11532, to and westerly along the southern boundary of Lot 79, aforesaid, and its production to the middle of Tauroa Road; thence southerly along the middle of that road to a point in line with the south-western boundary of Lot 8, D.P. 16522; thence north-westerly to and along that boundary and the south-western boundary of Lot 7, D.P. 16522 and its production to the middle of Hikanui Drive; thence north-westerly along the middle of Hikanui Drive to and south-westerly along the middle of Tainui Drive to a point due north of the easternmost corner of Lot 75, D.P. 7867; thence southerly along a right line to that corner; thence south-westerly, along the south-eastern boundaries of the said Lot 75 and of Lot 74, D.P. 7867 to the eastern boundary of Lot 67, D.P. 7867; thence southerly and westerly along the eastern and southern boundaries of the said Lot 67, to Keirunga Road; thence south-westerly, generally along the eastern boundaries of Keirunga Road, Lots 14, 13, 12, 11, 10, 9, 8, D.P. 10536 and Lot 2, D.P. 7301, the south-eastern and southern boundaries of part Lot 4, D.P. 3304 and the north-eastern, south-eastern and south-western boundaries