

Kinross Street, and along a right line across Kinross Street to the southernmost corner of an area marked A, as shown on S.O. Plan 50147, (now legal road); thence north-easterly along the south-eastern boundary of that area marked A and continuing along the south-eastern boundary of part Allotment 363, Waikomiti Parish, (taken for New Lynn Domain by *New Zealand Gazette*, 1938, page 1552); thence northerly along the eastern boundary of that part Allotment 363, and that boundary produced across Heaphy Street to its northern side; thence easterly, northerly and westerly along the southern, eastern and northern boundaries of the said part Allotment 363, to the left bank of the Avondale Stream, Block III, Titiirangi Survey District; thence northerly generally along the left bank of the aforesaid stream to its intersection with the left bank of the Whau river, along a right line, bearing 45° to the line of mean high water of the right bank of the Whau river; thence north-westerly generally along that line of mean high water of the Whau river, to and again along the south-western and generally north-western boundaries of Lot 2, L.T. Plan 104515, to and again along the said line to mean high water to the southern side of the Auckland-Kumeu Motorway. (State Highway No. 16), along a right line across the said motorway, to and along the old line of mean high water, as shown on S.O. Plan 834 and south-easterly generally along the line of mean high water of the Waitemata Harbour and again crossing the intervening Auckland-Kumeu Motorway (State Highway No. 16), to and along the old line of mean high water as shown on D.P. 4115 and S.O. Plan 834 and continuing south-easterly generally along the line of mean high water of the Waitemata Harbour to its intersection with the north-eastern side of Holly Street; thence south-westerly and north-easterly generally along the old line of mean high water as shown on D.P. 177 to the north-eastern side of Holly Street and northerly generally along the line of mean high water of the Waitemata Harbour and the Oakley Creek to the southern side of the Auckland-Kumeu Motorway (State Highway No. 16), Block XV, Waitemata Survey District and along the old line of mean high water of the Oakley Creek, as shown on D.P. 8773 and again along the line of mean high water of the Waitemata Harbour to the westernmost corner of Raymond Street, along the line of mean high water as soon on D.P. 13033 and northerly generally and south-easterly generally along the line of mean high water of the Waitemata Harbour to the north-western side of Meola Road, Block XVI, Waitemata Survey District; thence north-easterly along that roadside and along the line of mean high water bounding the said Allotment 46, Section 9, Suburbs of Auckland (Recreation Reserve), to and again along the north-western side of Meola Road, to and along line of mean high water bounding Allotment 47, Section 9, Suburbs of Auckland (Recreation Reserve), to and again along the north-western side of Meola Road to the southernmost corner of Allotment 44, Section 9, Suburbs of Auckland (Recreation Reserve); thence northerly generally and southerly generally along the line of mean high water bounding the said Allotment 44, part Allotment 20, Section 9, Suburbs of Auckland (Quarry Reserve) and Allotment 45, Section 9, Suburbs of Auckland (Recreation Reserve), to and north-easterly again along the north-western side of Meola Road, to and along the line of mean high water bounding Allotment 43, Section 9, Suburbs of Auckland (Recreation Reserve), to and again along the north-western side of Meola Road to the line of mean high water of the right bank of Motions Creek; thence north-westerly generally along that line of mean high water and north-easterly generally along the line to mean high water of the Waitemata Harbour to the north-western side of West End Road; thence north-easterly along that roadside to the southernmost corner of Lot 3, D.P. 26840, to and again along the line of mean high water of the Waitemata Harbour to its intersection with the western boundary of land set aside for Auckland Harbour Bridge purposes by *New Zealand Gazette*, 1978, page 1862, as shown on S.O. Plan 46787, area 3819 square metres (0 acres, 3 roods, 31.6 perches); thence easterly, northerly and south-easterly generally along the old line of mean high water, as shown on D.P. 501 and D.P. 45468 to the northernmost corner of Lot 1, D.P. 68102, Block XVI, Waitemata Survey District and continuing south-easterly generally along the south-western side of St Marys Road; thence north-easterly, south-easterly and south-westerly along the north-western, north-eastern and south-eastern sides of St Marys Road to the westernmost corner of Lot 1, D.P. 44946; thence easterly generally along the generally southern boundaries of the last-mentioned Lot 1 and Lot 1, D.P. 59524 and continuing along the old line of mean high water as shown on S.O. Plan 16145, to and south-easterly along the south-western boundary of land and set aside for Auckland Harbour Bridge purposes aforesaid, as shown on S.O. Plan 46844 to a point in line with the western boundary of part Lot 18, D.P. 9097 (68 square metres); thence northerly along a right line bearing 18°18' crossing the land set aside to Auckland Harbour Bridge purposes aforesaid, to and along the western boundary of the last-mentioned part Lot 18, D.P. 9097 and continuing northerly along the western boundaries of another part Lot 18, D.P. 9097 and Lot 2, D.P. 64046, and the last-mentioned produced across Lot 1, D.P. 85893, to and along the western boundaries of parts Lots 14, 13, 12, 11, 19, 20, 21, 22, 23 and 24, (shown A on S.O. Plan 59006, area 2900 square metres) and Lots 41, 40, 25 to 32 (inclusive), D.P. 9097 and Lots 33 to 39 (inclusive), D.P. 9449 to the northernmost corner of the last-mentioned Lot 39, along a series of right lines, bearing 108°08' 25"

distance 10.06 metres; bearing 18°18' distance 45.26 metres; bearing 108°08' 25" distance 12.67 metres; bearing 42°08' distance 11.00 metres; bearing 10°08' distance 13.04 metres; bearing 42°08' distance 438.35 metres; bearing 132°08' distance 7.00 metres; bearing 81°05' 58" distance 175.58 metres; bearing 132°24' distance 73.02 metres; bearing 222°08' distance 458.66 metres; bearing 198°08' distance 10.36 metres; bearing 132°08' distance 13.88 metres; bearing 22°08' distance 27.16 metres; bearing 198°08' 25" distance 10.6 metres; bearing 108°08' 25" distance 208.41 metres; bearing 198°08' 25" distance 30.18 metres; bearing 108°08' 25" distance 10.06 metres; bearing 198°08' 25" distance 487.83 metres; bearing 108°08' distance 88.51 metres to a point bearing 32°30' and distance 130.76 metres from Standard Survey Block No. 900, as shown on S.O. Plan 48166; thence along a right line between that Standard Survey Block and a point bearing 306°30' and distance 107.42 metres from Standard Survey Block 264, as shown on S.O. Plan 48159 to its intersection with the western side of Customs Street West; thence northerly along that western side, to and westerly and northerly along the southern and western sides of Pakenham Street and the western boundary of Lot 2, D.P. 63443, to and north-easterly generally along the generally north-western boundaries of the land shown on S.O. Plan 44576, areas 2.6454 hectares (6 acres, 2 roods, 05.9 perches), to and easterly along the northern boundary of land shown on S.O. Plan 44576, to and along the northern side of Customs Street West to a point in line with the western boundary of Lot 2, Deeds City Plan No. 45; thence northerly along a right line, to and along the western boundary of the aforesaid Lot 2, to and easterly along the northern boundaries of the said Lot 2 and Lot 1, Deeds City Plan No. 45, the northern end of Market Place, and the northern boundaries of part Lots 1 and 2, Deeds City Plan No. 45, area 187 square metres (7.4 perches) and the last boundary produced to the westernmost corner of Lot 1, L.T. Plan 29125; thence northerly along the western boundary of Lot 1 aforesaid and that boundary produced across the Western Viaduct, as shown on L.T. Plan 29125 to its northern side; thence easterly along that northern side, to and along the northern side of Quay Street to the point marked by peg D, as shown on S.O. Plan 23889, Block VIII, Rangitoto Survey District, and continuing easterly along that roadside for a distance of 28.29 metres, as shown on S.O. Plan 58870, along a series of right lines, bearing 18°07' 20" distance 16.03 metres; bearing 108°15' 20" distance 64.67 metres; bearing 198°07' 20" distance 15.88 metres; as shown on S.O. Plan 58870, to and easterly along the northern side of Quay Street, to and northerly, easterly and again northerly along the generally western side of Kings Wharf Approach Road to the easternmost corner of an area marked A, as shown on S.O. Plan 49014, 9.5680 hectares (Reclaimed Land); thence easterly generally along the generally southern boundaries of the land marked A, as shown on S.O. Plan 49014 to its easternmost corner and along a right line bearing 108°08' distance 133.36 metres; thence south-easterly generally along the generally south-western boundaries of the land marked B, as shown on S.O. Plan 49014, to and along the old line of mean high water of the Waitemata Harbour (Judges Bay), as shown on S.O. Plans 17651, 17672 and 663, D.P. S. 1595 and 2373 and S.O. Plans 1330Q and 17237 and continuing southerly generally along the old line of mean high water of Hobson Bay, as shown on S.O. Plan 47751 to its intersection with the northern side of Shore Road; thence easterly along that northern side of Shore Road to its intersection with the old line of mean high water of Hobson Bay, as shown on S.O. Plan 47751, Block VIII, Rangitoto Survey District; thence northerly generally, easterly generally and southerly generally along the old line of mean high water aforesaid to its intersection with the northern side of Shore Road aforesaid, to and easterly along that northern side to its intersection with the old line of mean high water, as shown on S.O. Plan 47751; thence northerly generally and easterly generally along that line of mean high water of Hobson Bay to the western side of Orakei Road Bridge; thence northerly, easterly and southerly for distances of 21.38 metres, 20.14 metres and 21.14 metres around the Orakei Road Bridge approach, distance adopted from S.O. Plan 26565 and continuing southerly generally, easterly generally and northerly generally along the old line of mean high water of the Orakei Basin and the Orakei Creek as shown on S.O. Plan 21189² and S.O. Plan 47750, to and easterly generally along the old line of mean high water of the Purewa Creek, as shown on S.O. Plans 21189³ and 21189⁴ and westerly generally along the line of mean high water of Purewa Creek and Hobson Bay, as shown on S.O. Plan 24315, to and along the south-western side of Ngapipi Road to the southern side of Tamaki Drive; thence westerly along the southern side of Tamaki Drive, to and south-westerly and north-westerly along the south-eastern and south-western boundaries of part Auckland Harbour Board Grant Land, as shown on S.O. Plan 26421 (Recreation Reserve), and continuing north-westerly and westerly along the south-western and southern sides of Tamaki Drive, to and north-westerly along the old line of mean high water of the Waitemata Harbour, as shown on S.O. Plan 17651 to the northern side of Tamaki Drive; thence easterly generally along the generally northern side of Tamaki Drive, to and along the line of mean high water of the Waitemata Harbour (Okahu Bay), to and along the seaward side of Tamaki Drive, to and along the line of mean high water of the Waitemata Harbour (Mission Bay), Block IX, Rangitoto Survey District, to and easterly generally and southerly generally along the line of mean high water of the