

the south-western boundary of Lot 4, D.P. 14909; thence north-westerly generally to and along the south-western boundary of the said Lot 4, the western boundary of Lot 3, D.P. 14909, the south-western boundary of Lot 1, D.P. 12333 to a point in line with the south-eastern boundary of part Lot 3, D.P. 11325; thence northerly generally to and along the south-eastern and north-eastern boundaries of part Lot 3, D.P. 11325, the north-western boundary of part Lot 2, D.P. 11325 to its northernmost corner; thence north-westerly along the north-eastern boundary of part Lot 3, D.P. 11325 to the south-eastern boundary of Lot 1, D.P. 11528; thence north-easterly along the south-eastern boundary of the said Lot 1 to its easternmost corner; thence north-westerly, generally, along the north-eastern boundaries of that Lot to the westernmost corner of Lot 1, D.P. 15155; thence north-westerly along a right line to the southernmost corner of Lot 1, D.P. 15304; thence north-westerly generally along the south-western and south-eastern boundaries of Lot 1, D.P. 15304 and the production of the last-mentioned boundary to the middle of Gimblett Road; thence north-westerly along the middle of Gimblett Road to a point in line with the southern side of State Highway 50; thence north-easterly to and along the southern side of State Highway 50 to the easternmost corner of A as shown on S.O. 8686; thence along a right line bearing $37^{\circ} 51' 40''$, distance 10.06 metres to the middle of the original Omahu Road; thence south-easterly generally along the middle of the original Omahu 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 Omahu 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, D.P. 285, to a point 134.78 metres from Omahu 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 Omahu 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 Omahu 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 and Lot 1, D.P. 15818 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, D.P. 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 2, D.P. 19007; thence north-

easterly along the north-western boundaries of the said Lot 2, Lots 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14, D.P. 2986, Lots 2 and 1, D.P. 16988 and Lot 17, 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 boundary 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 Kathleen Street; thence south-westerly and north-westerly to and along the middle of Kathleen 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, D.P. 3146, Lot 2 and part Lot 1, D.P. 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 south-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 north-westerly 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, D.P. 13854; thence north-westerly along that boundary, the south-western boundaries of Lot 1, D.P. 8620, 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