
Special Purpose Zone – Rangiora Airfield¹

Introduction

The purpose of the Special Purpose Zone (Rangiora Airfield) is to provide an airpark for aviation operations (including maintenance and repair of aircraft); appropriate airfield related activities (including aircraft related industrial and educational activities and limited commercial development); and a limited amount of residential activity for aircraft enthusiasts to live in close proximity to the Rangiora Airfield.

It is intended that the activities provided in the Special Purpose Zone (Rangiora Airfield) will be ‘aircraft related’, while residential activities will have to be linked to an airfield activity and/or the use of the airfield through legal access over taxiways onto the airfield depending on what Activity Area they are located within. Residential buildings will also have to noise insulation requirements to protect the airfield from reverse sensitivity effects.

Designations take priority over zoning, and any conditions or restrictions on the Rangiora Airfield itself or Airspace designations will override the provisions in the Rangiora Airfield Zone should a land use or subdivision conflict arise.

The zone is divided into two distinct activity areas (references correspond to SPZ(RA) – APP1 and are referred to in the Activity Area Rules Tables as follows):

- Activity Area A: Airfield Central
- Activity Area B: Airfield Environs (Residential)

The key differences between these activity areas are the types of activities enabled and the extent to which activities, such as aviation related commercial, educational and industrial and residential activities, can occur.

Activity Area A – Airfield Central encompasses the runways, existing hangars and other core airside activities, including industrial and educational activities and limited commercial activities which support the Rangiora Airfield and aviation sector. Residential development is provided for where it is connected with a core airside activity.

Activity Area B – Airfield Environs (Residential) provides for low density residential development connected with airfield use.

All areas have taxiway connectivity with the runway, which will be a requirement of subdivision, to reinforce the relationship between the airfield and the surrounding activities.

The provisions in this chapter are consistent with the matters in Part 2 – District Wide Matters – Strategic Directions and give effect to matters in Part 2 – District Wide Matters – Urban Form and Development.

As well as the provisions in this chapter, district wide chapter provisions will also apply where relevant.

¹ Daniel Smith [10]. SPZ(Rangiora Airfield) Reply Report.

Objectives	
<u>SPZ(RA)-O1</u>	<u>Purpose of the Special Purpose Zone (Rangiora Airfield)</u> <u>To enable the continued operation and future development of the Rangiora Airfield as a strategically significant, safe and economically sustainable airfield that meets the current and future needs of the aviation community within the District and Region.</u>
<u>SPZ(RA)-O2</u>	<u>Management of Environmental Effects</u> <ol style="list-style-type: none"> <u>1. The operational and functional needs of Rangiora Airfield are provided for while ensuring that the adverse effects of aviation activities on the environment are avoided, remedied, or mitigated.</u> <u>2. The adverse effects of airfield related, residential and other activities are managed to ensure acceptable amenity outcomes.</u>
<u>SPZ(RA)-O3</u>	<u>Compatibility of Activities with the Airfield Operation</u> <u>Airfield-related activities:</u> <ol style="list-style-type: none"> <u>1. Are compatible with the efficient operation, maintenance and upgrading of the airfield and its associated effects;</u> <u>2. Manage reverse sensitivity effects on the airfield.</u>
Policies	
<u>SPZ(RA)-P1</u>	<u>Activities in the Special Purpose Zone (Rangiora Airfield)</u> <ol style="list-style-type: none"> <u>1. Provide for the continued operation and development of aviation activities except the development of the indicative runways shown on the Outline Development Plan in SPZ(RA)-APP1 (ODP).</u> <u>2. Enable compatible airfield related activities within Activity Area A, where these complement the function and operation of the Rangiora Airfield and/or the airport location.</u> <u>3. Enable residential units and visitor accommodation within Activity Area A where they are airfield related and within Area B where the residential unit limits visitor numbers and manages reverse sensitivity effects on adjoining aviation activities.</u>
<u>SPZ(RA)-P2</u>	<u>Management of effects</u> <u>Manage the effects arising from development, subdivision and use, having regard to:</u> <ol style="list-style-type: none"> <u>1. Compatibility with the role and function of the Rangiora Airfield Zone;</u> <u>2. The requirements of SPZ(RA) – APP1;</u> <u>3. Whether the development, subdivision and use is ancillary to and/or supports airfield activities;</u> <u>4. The safety, security and resilience of the airfield as regionally significant infrastructure;</u> <u>5. Whether the activity can be appropriately serviced, including wastewater, stormwater and potable drinking water supply;</u> <u>6. The potential for reverse sensitivity effects on the established and permitted activities within the Special Purpose Zone (Rangiora Airfield);</u> <u>7. The effects of the development, subdivision and use on the surrounding area including by:</u> <ol style="list-style-type: none"> <u>a. Managing the height, bulk and location of buildings and structures.</u> <u>b. Screening outdoor storage and refuse storage areas.</u> <u>c. Providing landscaping at zone boundaries.</u>

Activity Rules

SPZ(RA)-R1 Construction of, or alterations or additions to a building or other structure

Activity status: PER

Where:

1. The activity complies with all built form standards (as applicable).

Activity status when compliance not achieved: as set out in the relevant built form standards.

Advisory Note: NOISE – Te orooro – Noise contains standards relevant to noise sensitive activities including additions and alterations to existing buildings containing noise sensitive activities in the Special Purpose Zone (Rangiora Airfield).

SPZ(RA)-R2 Airfield activities

Activity status: PER

1. Within Activity Area A on the ODP:
 - (a) The activity occurs within Activity Area A, and
 - (b) The activity complies with all built form standards (as applicable).
2. Within Activity Area B on the ODP:
 - (a) The activity is limited to:
 - Taxiways
 - Aircraft movement on taxiways
 - Hangars ancillary to a residential unit

Activity status when compliance is not achieved with SPZ(RA)-R2(1)(a): DIS

Activity status when compliance with SPZ(RA)-R2(1)(b) is not achieved: as set out in the relevant built form standards.

Matters of discretion are restricted to:

As set out in the applicable matters of discretion for the built form standard.

Activity status when compliance is not achieved with SPZ(RA)-R2(2)(a): NC

SPZ(RA)-R3 Commercial activities

Activity status: PER

Where:

1. The activity occurs within Activity Area A on the ODP, and
2. The maximum GFA for the commercial activity within the SPZ(RA) shall be 150m² in total, and
3. The activity complies with all built form standards (as applicable), and
4. Outdoor commercial activities are limited to outdoor seating ancillary to food and beverage retail; and
5. The activity is not a drive through restaurant.

Activity status when compliance is not achieved with SPZ(RA)-R3(1) and SPZ(RA)-R3(2): DIS

Activity status when compliance with SPZ(RA)-R3(3) is not achieved: as set out in the relevant built form standards.

Matters of discretion are restricted to:

As set out in the applicable matters of discretion for the built form standard.

<p><u>Activity status: NC</u></p> <p><u>Where:</u></p> <p>6. <u>The activity occurs within Activity Area B on the ODP.</u></p>	<p><u>Activity status when compliance is not achieved: NC</u></p>
<p><u>SPZ(RA)-R4 Visitor accommodation</u></p>	
<p><u>Activity status: PER</u></p> <p>1. <u>Within Activity Area A on the ODP:</u></p> <p>(a) <u>It is located outside the 65dBA LdN Noise Contour boundary.</u></p> <p>(b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>(c) <u>It is ancillary and attached to the use of a building for an airfield activity on the same site.</u></p> <p>1. <u>Within Activity Area B on the ODP:</u></p> <p>(a) <u>It is located outside the 65 dBA LdN Noise Contour boundary.</u></p> <p>(b) <u>It is located outside the Noise Sensitive Activity Constraint Area.</u></p> <p>(c) <u>The activity shall be undertaken within a residential unit.</u></p> <p>(d) <u>A maximum of eight visitors shall be accommodated per site.</u></p>	<p><u>Activity status when compliance not achieved with SPZ(RA)-R4(1)(a), SPZ(RA)-R4(1)(b), SPZ(RA)-R4(2)(a) or SPZ(RA)-R4(2)(b): PR</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R4(1)(c) or SPZ(RA)-R4(2)(c) or SPZ(RA)-R4(2)(d): NC</u></p>
<p><u>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to visitor accommodation in the Special Purpose Zone (Rangiora Airfield).</u></p>	
<p><u>SPZ(RA)-R5 Residential unit</u></p>	
<p><u>Activity status: PER</u></p> <p>1. <u>Within Activity Area A on the ODP:</u></p> <p>a. <u>The activity shall comprise a maximum of 50% of the GFA of all airfield related buildings on the site.</u></p> <p>b. <u>There is no more than one residential unit per site.</u></p> <p>c. <u>There is no more than 30 residential units in total within Activity Area A.</u></p> <p>d. <u>The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</u></p> <p>e. <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u></p>	<p><u>Activity status when compliance not achieved with SPZ(RA)-R5(1)(a): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R45(1)(b)-(e) or SPZ(RA)-R5(2)(b) or SPZ(RA)-R5(2)(c): PR</u></p>

<p>2. <u>Within Activity Area B on the ODP:</u></p> <p>a. <u>There is no more than one residential unit per site.</u></p> <p>b. <u>The residential unit is located outside the 65 dBA LdN Noise Contour boundary.</u></p> <p>c. <u>The residential unit is located outside the Noise Sensitive Activity Constraint Area.</u></p>	
<p><u>Advisory Note: NOISE – Te orooro – Noise contains standards relevant to residential unit’s in the Special Purpose Zone (Rangiora Airfield).</u></p>	
<p><u>SPZ(RA)-R6 Minor residential unit</u></p>	
<p><u>Activity status: PR²</u></p>	<p><u>Activity status when compliance not achieved: N/A</u></p>
<p><u>SPZ(RA)-R7 Agriculture</u></p>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <u>The development complies with all built form standards (as applicable).</u> <u>Planting of trees must comply with the ODP.</u> <u>Excludes Plantation Forest or Woodlots.</u> 	<p><u>Activity status when compliance not achieved with SPZ(RA)-R7(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-R7(2): PR</u></p>
<p><u>SPZ(RA)-R8 Accessory building or structure</u></p>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <u>The development complies with all built form standards (as applicable).</u> 	<p><u>Activity status when compliance not achieved: as set out in the relevant built form standards.</u></p>
<p><u>SPZ(RA)-R9 Any activity not provided for in the Special Purpose Zone (Rangiora Airfield) as a permitted, controlled, restricted discretionary, discretionary, non-complying, or prohibited activity, except where expressly specified by a district wide provision</u></p>	
<p><u>Activity status: DIS</u></p>	<p><u>Activity status when compliance not achieved: N/A</u></p>

² Colours amended for consistency

Built Form Standards

<u>SPZ(RA)-BFS1 Site Layout Rangiora Airfield Outline Development Plan – Appendix 1</u>	
<ol style="list-style-type: none"> 1. <u>Development shall be in accordance with the Outline Development Plan.</u> 2. <u>No buildings or runway development shall occur on the Indicative Future Runway extensions which are outside of the Rangiora Airfield Designation WDC-1.</u> 	<p><u>Activity status when compliance not achieved with SPZ(RA)-BFS1(1): DIS</u></p> <p><u>Activity status when compliance not achieved with SPZ(RA)-BFS1(2): PR</u></p>
<u>SPZ(RA)-BFS2 Building Height</u>	
<ol style="list-style-type: none"> 1. <u>The maximum height of buildings and structures above ground level shall be:</u> <ol style="list-style-type: none"> a. <u>Activity Area A on the ODP: 12m</u> b. <u>Activity Area B on the ODP:</u> <ol style="list-style-type: none"> i. <u>10m for any residential unit or accessory building to a residential unit (excluding hangar).</u> ii. <u>12m for any hangar or other structure.</u> <p><u>SPZ(RA)-BFS2 does not apply to antennas, aerials, satellite dishes, flues, flag poles and airfield control structures.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD1 – Height</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
<p><u>Advisory Note: TRAN – Ranga waka contains Activity Rule TRAN-R23 which is relevant to the height of structures or vegetation within the Rangiora Airfield Obstacle Limitation Surfaces.</u></p>	
<u>SPZ(RA)-BFS3 Building coverage</u>	
<ol style="list-style-type: none"> 1. <u>The building coverage shall not exceed the maximum percentage of net site area:</u> <ol style="list-style-type: none"> a. <u>Activity Area A on the ODP: No maximum</u> b. <u>Activity Area B on the ODP: 15% of the net site area.</u> 	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD2 – Coverage</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p>
<u>SPZ(RA)-BFS4 Gross Floor Area</u>	
<ol style="list-style-type: none"> 1. <u>The maximum GFA of any single building or structure within Area B shall be 550m².</u> 	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MC9 – Character and amenity values</u></p>

SPZ(RA)-BFS5 Building and structure setbacks (excluding building and structure setbacks from taxiways).

1. The minimum building setback within the Activity Areas shall be:
 - a. Activity Area A on the ODP:
 - i. 100m from the centreline of the stopbank of the Ashley River/Rakahuri
 - ii. 10m from a road boundary.
 - iii. 3m from an internal boundary.
 - b. Activity Area B on the ODP:
 - i. 10m from any zone boundary, road boundary and/or internal boundary.

Activity status when compliance is not achieved: RDIS

Matters of control and discretion are restricted to:

SPZ-RA-MCD3 – Building and structure setbacks

SPZ-RA-MCD6 – Civil Aviation requirements

Notification

An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.

SPZ(RA)-BFS6 Setback from taxiway

1. The minimum setback for buildings and structures from the edge of a taxiway in all activity areas shall be 3m.
2. The minimum setback for trees from a taxiway in all activity areas shall be 20m.

Activity status when compliance is not achieved: RDIS

Matters of control and discretion are restricted to:

SPZ-RA-MCD4 – Setback from taxiway

SPZ-RA-MCD6 – Civil Aviation requirements

Notification

An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.

SPZ(RA)-BFS7 Outdoor storage and screening (including refuse storage)

1. Within Area A:
 - a. Outdoor storage of goods, materials or equipment must be associated with an airfield activity operating from the site.
 - b. Any outdoor storage area, shall be screened by 1.8m high solid fencing, landscaping or other screening from any site in Area B, in a rural zone or at the road boundary.

Activity status when compliance is not achieved: RDIS

Matters of control and discretion are restricted to:

SPZ-RA-MCD5 – Outdoor storage and screening

SPZ-RA-MCD6 – Civil Aviation requirements

Notification

	<p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>
<p><u>SPZ(RA)-BFS8 Residential units</u></p>	
<p><u>Within Area A:</u></p> <p><u>Each residential unit shall be provided with:</u></p> <ol style="list-style-type: none"> <u>1. a private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m; and</u> <u>2. a waste management area for the storage of rubbish and recycling of 5m² with a minimum dimension of 1.5m;</u> <p><u>which shall be clear of any taxiway.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD7 – Outdoor living space and waste management area for storage</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</u></p>
<p><u>SPZ(RA)-BFS9 Landscaping</u></p>	
<ol style="list-style-type: none"> <u>1. Within Area A on the ODP:</u> <ol style="list-style-type: none"> <u>a. Landscaping shall be provided and maintained along the full length of the road boundary apart from vehicle or pedestrian crossings. This landscape strip shall be a minimum of 2m deep.</u> <u>b. The landscape strip required in (1) shall include a minimum of one evergreen tree for every 10m of road frontage or part thereof, with a minimum of one tree per site frontage, with the trees to be a minimum of 1.5m in height above ground at the time of planting.</u> <u>c. All tree and plant species shall be taken from the Native Tree Species list in SPZ(RA)-APP2 – Plant Species.</u> <u>2. Within Area B on the ODP</u> <ol style="list-style-type: none"> <u>a. Boundary plantings shall be provided along all internal boundaries and be capable of achieving a height of 4m.</u> 	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>SPZ-RA-MCD8 – Landscaping</u></p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>

<p>b. <u>No boundary plantings shall extend beyond a point 20m from of any taxiway.</u></p> <p>c. <u>Landscaping shall be provided and maintained along the full length of the road boundary apart from vehicle or pedestrian crossings. This landscape strip shall be a minimum of 2m deep and plant species shall be capable of achieving a height of 2m.</u></p> <p>d. <u>Properties fronting Priors Road shall be provided with a post and rail fence of at least 1.2m high along these road boundaries.</u></p> <p>e. <u>All tree and plant species shall be taken from SPZ(RA)-APP2 – Plant Species.</u></p>	
<p><u>SPZ(RA)-BFS10 Taxiways</u></p>	
<p>1. <u>All taxiways must be designed (including safety fencing if necessary) and formed in accordance with the requirements of the Civil Aviation Authority.</u></p>	<p><u>Activity status when compliance is not achieved: RDIS</u></p> <p><u>Matters of control and discretion are restricted to:</u></p> <p><u>SPZ-RA-MCD6 – Civil Aviation requirements</u></p> <p><u>Notification</u></p> <p><u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified but may be limited notified.</u></p>

Matters of Control or Discretion³

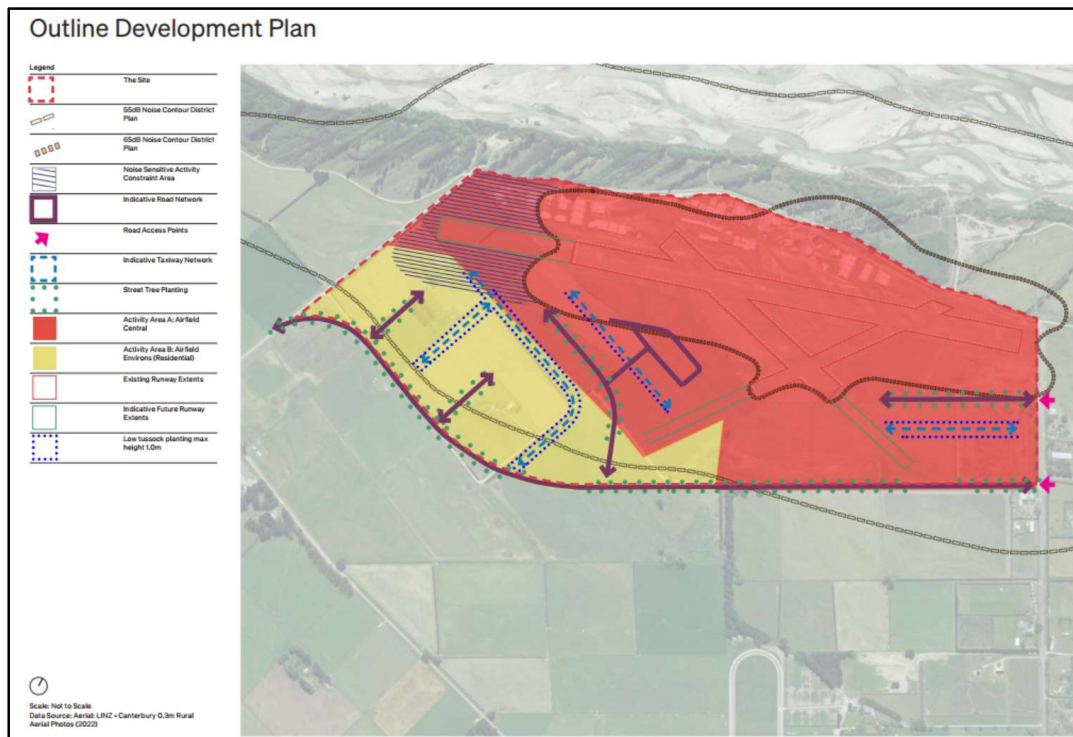
<u>SPZ-RA-MCD1</u>	<u>Height</u> <ol style="list-style-type: none">1. <u>The extent to which the additional height is necessary for the operational or functional needs of the airfield related activity, or otherwise results in adverse effects on the safe, efficient and effective function and operation of the Rangiora Airfield.</u>2. <u>The extent to which any increased building height will result in visual dominance, loss of privacy and outlook of adjoining sites or incompatibility with the scale and character of buildings within and surrounding the site.</u>3. <u>The need for the height breach to allow more efficient or practical use of the remainder of the site.</u>4. <u>The ability to mitigate adverse effects through the use of screening, planting, landscaping and alternative design.</u>
<u>SPZ-RA-MCD2</u>	<u>Coverage</u> <ol style="list-style-type: none">1. <u>The intensity and scale of the built form and the extent to which it is appropriate to the zone and will maintain the character and amenity values of the zone.</u>2. <u>The extent to which the building coverage breach is necessary due to the shape of the site.</u>3. <u>The extent to which the building coverage breach is necessary to facilitate practical use of the building or day to day management of the site, including the need to align with existing buildings and their associated use and/or airfield activities.</u>4. <u>Extent of impermeable surfacing on the site.</u>5. <u>Any impacts on stormwater management or the management of water on the site.</u>
<u>SPZ-RA-MCD3</u>	<u>Building and structure setbacks</u> <ol style="list-style-type: none">1. <u>The need for the setback breach to result in a more efficient, practical and better use of the site.</u>2. <u>The proposed use of the setback and the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better outcome.</u>3. <u>The potential adverse impacts of activities within the SPZ(RA) on residents in Activity Area B and/or the adjoining Rural Lifestyle zone.</u>4. <u>With respect to a road setback, any adverse effects on the efficient and safe functioning of the road.</u>5. <u>With respect to a setback from the stopbank of the Ashley River/Rakahuri, the potential adverse effects on natural values and natural hazards.</u>
<u>SPZ-RA-MCD4</u>	<u>Setback from taxiway</u> <ol style="list-style-type: none">1. <u>The setback from the taxiway enables aircraft operations to continue without hindrance, or safety being compromised, including planned or potential growth of the Rangiora Airfield.</u>2. <u>The effect the reduced setback will have an adverse actual or potential effect on the safety, efficiency and operation (including aircraft safety) of Rangiora Airfield.</u>3. <u>The effect of the reduced setback on amenity values.</u>

³ Renamed for consistency

<u>SPZ-RA-MCD5</u>	<u>Outdoor storage and screening</u> <ol style="list-style-type: none"> 1. <u>The extent of visual impacts on the adjoining environment.</u> 2. <u>The extent to which site constraints and/or the functional requirements of the activity limit the ability to provide and/or screen the outdoor storage area.</u> 3. <u>The extent to which any proposed landscaping or screening mitigates the effects amenity effects of the outdoor storage.</u>
<u>SPZ-RA-MCD6</u>	<u>Civil Aviation Requirements</u> <ol style="list-style-type: none"> 1. <u>An application for resource consent within the Special Purpose Zone (Rangiora Airfield) must be accompanied by information that demonstrates compliance with any relevant Civil Aviation rule.</u> 2. <u>Whether the infringement of the standard will affect aircraft operations and safety.</u>
<u>SPZ-RA-MCD7</u>	<u>Outdoor living space and waste management area for storage for residential units</u> <ol style="list-style-type: none"> 1. <u>The extent to which the reduction in outdoor living space, in area or dimension, will affect the ability of the site to provide an appropriate level of amenity and meet outdoor living needs of residents.</u> 2. <u>The extent which the reduction in the waste management area:</u> <ol style="list-style-type: none"> a. <u>is necessary due to the site constraints and/or the functional requirements of the activity.</u> b. <u>impacts upon the amenity of pedestrians or adjoining residential activities.</u> c. <u>is screened by proposed landscaping or screening.</u>
<u>SPZ-RA-MCD8</u>	<u>Landscaping</u> <ol style="list-style-type: none"> 1. <u>The extent to which there are any compensating factors for reduced landscaping or fencing, including the nature or scale of planting proposed, the location of any parking, servicing, manoeuvring or storage areas, or the location of buildings.</u> 2. <u>The extent to which the visual effects of reduced landscaping are mitigated through the location of residential or other non-industrial or non-aircraft related buildings.</u>
<u>SPZ-RA-MCD9</u>	<u>Character and amenity values</u> <ol style="list-style-type: none"> 1. <u>The scale of the building on the site and its compatibility with the character and amenity values of the surrounding zone.</u> 2. <u>The extent to which the site layout and building design will internalise and mitigate effects including noise, lighting, impact on privacy.</u> 3. <u>The extent to which the colour and use of external materials integrate the building into the character of the surrounding zone and mitigate reflectivity.</u> 4. <u>The extent to which there is a practical and functional need for the increased scale.</u>

Appendices

SPZ(RA)-APP1 – ODP



SPZ(RA)-APP2 – Plant Species

NATIVE TREE SPECIES

<u>Dicksonia fibrosa</u>	<u>Fibrous Tree fern</u>
<u>Dicksonia squarrosa</u>	<u>Rough Tree fern</u>
<u>Dodonaea viscosae</u>	<u>Akeake</u>
<u>Hoheria species</u>	<u>Lacebark</u>
<u>Kunzea ericoides</u>	<u>Kānuka</u>
<u>Olearia paniculata</u>	<u>Golden akeake</u>
<u>Pittosporum species</u>	<u>New Zealand pittosporum</u>
<u>Plagianthus regius</u>	<u>Ribbonwood</u>
<u>Podocarpus totara var.</u>	<u>New Zealand tōtara</u>
<u>Pseudopanax arboreus</u>	<u>Five finger</u>
<u>Pseudopanax crassifolium</u>	<u>Lancewood</u>
<u>Pseudopanax ferox</u>	<u>Toothed lancewood</u>
<u>Pseudowintera colorata</u>	<u>Pepper tree</u>
<u>Sophora species</u>	<u>Kōwhai</u>

NATIVE SHRUB PLANTINGS

<u>Arthropodium cirratum</u>	<u>Rengarenga, rock lily</u>
<u>Asplenium bulbiferum</u>	<u>Hen and chicken fern</u>
<u>Astelia species</u>	<u>Astelia</u>
<u>Blechnum discolor</u>	<u>Crown fern</u>
<u>Blechnum novae-zelandiae</u>	<u>Kiokio, palm leaf fern</u>
<u>Brachyglottis greyi 'Sunshine'</u>	<u>Bright eyes</u>
<u>Carex Testacea</u>	<u>Orange Sedge</u>
<u>Chionochloa flavicans</u>	<u>Miniature toetoe</u>
<u>Clianthus puniceus</u>	<u>Kaka beak</u>
<u>Coprosma species</u>	<u>Mirror plant</u>
<u>Corokia species</u>	<u>Corokia</u>
<u>Dianella nigra</u>	<u>New Zealand blueberry</u>
<u>Griselinia littoralis var.</u>	<u>New Zealand broadleaf</u>
<u>Hebe species</u>	<u>New Zealand lilac</u>
<u>Libertia species</u>	<u>New Zealand iris</u>
<u>Lobelia angulata</u>	<u>Pānakenake</u>
<u>Lophomyrtus obcordata</u>	<u>New Zealand myrtle</u>
<u>Myosotidium hortensia</u>	<u>Chatham Islands forget-me-not</u>
<u>Olearia paniculata</u>	<u>Golden akeake</u>
<u>Pachystegia insignis</u>	<u>Marlborough rock daisy</u>
<u>Phormium var.</u>	<u>New Zealand flax</u>
<u>Pimelea prostrata</u>	<u>New Zealand daphne</u>
<u>Pittosporum species</u>	<u>New Zealand pittosporum</u>
<u>Poa cita</u>	<u>Silver Tussock</u>
<u>Pseudopanax lessonii var.</u>	<u>Five finger</u>
<u>Pseudowintera colorata</u>	<u>Pepper tree</u>

EXOTIC TREE SPECIES:

<u>Acer species</u>	<u>Maple (Japanese)</u>
<u>Aesculus hippocastanum</u>	<u>Horse chestnut</u>
<u>Alnus species</u>	<u>Alder</u>
<u>Carpinus betulus 'Fastigiata'</u>	<u>Upright hornbeam</u>
<u>Cercis canadensis</u>	<u>Forest pansy</u>
<u>Cornus species</u>	<u>Dogwood</u>
<u>Fagus species</u>	<u>Beech</u>
<u>Fraxinus species</u>	<u>Ash</u>

<u>Ginkgo biloba</u>	<u>Maidenhair tree</u>
<u>Liquidambar var.</u>	<u>Sweet gum</u>
<u>Liriodendron var.</u>	<u>Tulip tree</u>
<u>Magnolia grandiflora</u>	<u>Evergreen magnolia (Little Gem)</u>
<u>Phebalium squameum</u>	<u>Satin wood</u>
<u>Platanus species</u>	<u>Plane</u>
<u>Prunus species</u>	<u>Flowering cherry</u>
<u>Quercus species</u>	<u>Oak</u>
<u>Sorbus aria</u>	<u>Whitebeam</u>
<u>Tilia species</u>	<u>Lime tree</u>
<u>Ulmus species</u>	<u>Elm tree</u>
<u>Zelkova serrata</u>	<u>Japanese elm</u>

EXOTIC PLANT SPECIES

<u>Abelia grandiflora var.</u>	<u>Glossy abelia</u>
<u>Agapanthus (dwarf var.)</u>	<u>African lily</u>
<u>Ajuga reptans var.</u>	<u>Carpet bugle</u>
<u>Aristea</u>	<u>Blue iris</u>
<u>Armeria maritima</u>	<u>Sea thrift</u>
<u>Aucuba japonica</u>	<u>Japanese laurel</u>
<u>Azalea species</u>	<u>Azalea</u>
<u>Bergenia</u>	<u>Pig squeak</u>
<u>Buxus species</u>	<u>Boxwood</u>
<u>Camellia species</u>	<u>Camellia</u>
<u>Canna</u>	<u>Bush lily</u>
<u>Choisya species</u>	<u>Mexican orange blossom</u>
<u>Cistus var.</u>	<u>Rock rose</u>
<u>Coleonema pulchellum var.</u>	<u>Breath of heaven</u>
<u>Convolvulus cneorum</u>	<u>Silverbush</u>
<u>Daphne odora var.</u>	<u>Winter daphne</u>
<u>Dichroa versicolor</u>	<u>Blue sapphire</u>
<u>Dietes grandiflora</u>	<u>Wild iris</u>
<u>Erica carnea</u>	<u>Winter heath</u>
<u>Euonymus japonicus</u>	<u>Japanese spindle</u>
<u>Euphorbia</u>	<u>Spurges</u>
<u>Euryops pectinatus</u>	<u>Golden daisy bush</u>
<u>Felicia amelloides</u>	<u>Blue marguerite</u>

Gazania **Treasure flower**

Heuchera var. **Coral bells**

Bold plants are plants that would comply to be planted within the height restricted areas. It is important that the suitability of species is considered in all landscape plans to ensure the plants' survival and long-term health. This means assessing the soil type, soil moisture, topography and localised climatic conditions.