

7 August 2025

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Strategy

## Flood Resilience: Ohiti Rd Landscape Scoping Assessment

### Purpose

Hawke's Bay Regional Council (**HBRC**) are currently undertaking a number of flood resilience projects in response to recent weather events (e.g. Cyclone Gabrielle). Narrative Landscape have been engaged to provide landscape advice in relation to the proposed Ohiti Rd stopbank upgrade (the '**Project**').

While the project is targeted at providing a desirable outcome (flood protection), there is still the potential for associated adverse visual effects. HBRC have an 'Order in Council' (**OiC**) that requires them to get a Controlled Activity consent for any work that isn't otherwise permitted by the district or regional plans. Under the conditions of the OiC, for the proposed Ohiti Rd Project, the following points need to be addressed by a Landscape Architect;

- *Before construction works begin, the consent holder must conduct a landscape scoping assessment to identify the potential visual landscape effects of the proposed works, including effects on any adjoining residential properties ... .*
- *If the assessment identifies significant potential adverse effects, the consent holder must prepare and implement a landscaping plan for the use of planting and fencing as required to avoid, remedy, or mitigate those effects.*

This Ohiti Rd Landscape Scoping Assessment (**LSA**) has been prepared to address the first bullet point (above), and will consider potential visual landscape effects on the adjoining residential properties.

### Methodology

This assessment has been prepared by Josh Hunt, a Registered Landscape Architect (NZILA), and although this is a relatively confined assessment, it is based on guidance from the NZ Landscape Assessment Guidelines<sup>1</sup> and it is noted that assessment methods can be tailored to each situation<sup>2</sup>.

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<sup>1</sup> 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pita Ora NZILA, July 2022.

<sup>2</sup> *Ibid* – Paragraph 1.04



The intention is to provide an initial landscape scoping assessment to determine the nature of effects and identify the degree of those effects, based on the following 7-point scale (Figure 1 & Appendix 1). This will assist with identifying if any properties are affected to a 'significant degree' (Ref: bullet point 2 above), and then subsequently identify if additional mitigation work is required.

Very Low	Low	Low - Moderate	Moderate	Moderate - High	High	Very High
Less than minor	Minor	More than Minor		Significant		

Figure 1: Effects rating scale.

Prior to the site inspection, a preliminary desktop analysis<sup>3</sup> was undertaken to identify what locations in the vicinity of the proposal sites needed to be visited and included the preparation of a draft set of viewpoint locations. A site visits were undertaken on 19 June 2024 and 4 February 2025, from the surrounding public roads and Okawa Stream corridor, to document the context of the site and nearby area.

The Graphics Package (**Attachment 1**) includes a viewpoint location map with the proposed stopbank locations, planning map, site photographs and a planting plan. The photographs within this document were taken with a Canon 6D (Full Frame) camera with a wide-angle lens (24mm) to provide useful scene context as well as including two drone images.

The methodology for this assessment includes:

- Preliminary desktop research and collation of relevant base information;
- Undertaking multiple site visits to collect photographs and develop an understanding of the surrounding site character;
- Description of the proposal;
- Consideration of the Relevant Statutory Planning Framework;
- Undertaking a brief assessment of potential landscape and visual effects;
- Recommendations to mitigate potential adverse effects (if considered necessary).

## Proposal

The project is planning to introduce two stopbanks and raise the road level in the vicinity of the Ohiti Rd and Taihape Rd intersection to protect nearby dwellings. The western stopbank is approximately 2km long and wraps around a series of dwellings to protect them from both the Okawa Stream and Ngaruroro River, while the eastern stopbank is approximately 400m long and primarily will contain the Okawa Stream true left bank downstream of Taihape Rd (Attachment 1 – Sheet 01).

<sup>3</sup> Base information for this desktop analysis has been sourced from; Google Earth & Google Street View, Land Information NZ (imagery and property titles), NZ Topo Map, Open Topography, and Retrolens (Historical Imagery Resource).



The primary visual intrusion as a result of this proposal relates to the construction of a the stopbank and the raising of both Taihape Rd and Ohiti Rd. Following construction, the stopbank will be grassed and maintained through mowing.

### **Planning Context**

I am advised that stopbanks are a permitted activity under the Hastings District Plan, provided that they are located within the River Hazard overlay, which is displayed by the blue wave symbol overlay on HDC planning maps (Attachment 1: Sheet 02). However, this only does not apply to the all of proposed stopbank.

It is understood that the OiC provides for a non-notified consenting process but requires that significant effects (as identified in bullet point 2 on page 1) are appropriately mitigated. The comprehensive planning assessment for this project is being undertaken by Strategy.

### **Visual Effects**

*"A visual effect is a kind of landscape effect. It is a consequence for landscape values as experienced in views. Visual effects are a subset of landscape effects. A visual assessment is one method to help understand landscape effects."*<sup>4</sup>

In relation to the proposed flood protection works, the inclusion of a grassed stopbank is not considered in a 'significant' adverse visual effect on nearby residential properties. For the most part, these stop banks will provide an additional degree of visual mitigation from the road corridor (e.g. screen vehicle movements).

However, the potential adverse visual effect is associated with vehicles crossing the proposed stopbank. Specifically, where Ohiti Road will be raised near the Taihape Rd intersection (Attachment 1 - Viewpoint G: Sheet 10), and the access into 203, 205, 207 & 209 Taihape Rd (Attachment 1 - Viewpoint E: Sheet 08). In both instances, there is the potential for dwellings to be impacted by the vehicles being raised up (e.g. noise, headlights, visual clutter).

Commentary around potential adverse visual effects is provided below in three clusters.

- Group A are the nearby Ohiti Rd Dwellings.
- Group B are the four dwellings accessed from Taihape Rd west of the Okawa Stream.
- Group C are the nearby dwellings east of Okawa Stream.

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<sup>4</sup> Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines. Page 135, 6.08.

**Group A:** To the west of Ohiti Rd, there are two adjacent dwellings (18/20 Ohiti Rd) which will have a relatively open view toward to the raised road carriageway (Attachment 1 – Viewpoint I: Sheet 12). To assist with privacy and views, it is recommended that some buffer plantings be introduced for these dwellings. This includes a short length of hedging and a few specimen trees (Attachment 1 – Planting Mitigation: Sheet 03).

There is also row of 9 dwellings accessed from the eastern side of Ohiti Rd (23, 25, 27, 29, 31, 35, 37 & 37A) which will also have a relatively open view toward to the raised road carriageway (Attachment 1 – Viewpoint J: Sheet 13). Despite the separation distance of over 250m, it is considered that the inclusion of a few specimen trees (Attachment 1 – Mitigation Planting: Sheet 03) will softening views toward the raised carriageway and ensure visual effects are well below a ‘significant’ degree.

The dwelling located at 39 Ohiti Rd has also been considered as part of this grouping, however the stopbank and road raising are not likely to result in adverse visual effects that warrant additional planting mitigation.

**Group B:** This includes the 4 sections accessed from Taihape Rd (203, 205, 207 & 209) which will need to now cross over the proposed stopbank (Attachment 1: Viewpoints D&E: Sheets 07&08). While it is acknowledged that the volume of traffic for this crossing is drastically less than the public road crossing discussed above, there is still the potential for visual effects (e.g. headlights directed toward the dwellings). As such, minimal specimen tree planting is recommended between the dwellings and the raised vehicle crossing (Attachment 1 – Mitigation Planting: Sheet 03) to ensure that the adverse effects are not significant.

**Group C:** For the nearby dwellings that are accessed from along Taihape Rd east of Okawa Stream, despite the stopbank introduction and raised road level, it is not considered that there would be a significant adverse visual effect due to the existing landform, orientation of road/dwellings and existing vegetation (Attachment 1 – Viewpoints B&K: Sheets 05&14).

### **Conclusions**

Based on this initial Landscape Scoping Assessment, it is considered that the Ohiti Rd Flood Resilience project has the potential for a ‘significant’ potential adverse effect on a limited number of dwellings due to the raising of the road carriageway to cross the proposed stopbanks. Implementation of the mitigation planting (Attachment 1 – Sheet 03) will ensure that no potential visual landscape effects approach a ‘significant’ threshold.

Joshua Hunt - Registered NZILA Landscape Architect  
Director – Narrative Landscape Limited

## Appendix 1: Effects Scale

The following table outlines the scale of effects used within this assessment. It is noted that while the primary consideration is typically in relation to negative effects of a proposal, effects can also be neutral or positive.

Very High	Total loss/modification of key elements / features / characteristics, i.e. amounts to a fundamental change of landscape character or visual amenity.	Significant Effect
High	Major loss/modification or loss of most key elements / features / characteristics, i.e. substantial change to the pre- development landscape character or visual amenity.	Significant Effect
High- Moderate	Loss/modification of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character or visual amenity remains evident but is distinctly changed.	More than Minor Effect
Moderate	Partial loss/modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent but not necessarily uncharacteristic within the receiving landscape or views.	More than Minor Effect
Low- Moderate	Minor loss/modification to one or more key elements / features / characteristics, i.e. new elements are not prominent or uncharacteristic within the receiving landscape or views.	Minor Effect
Low	No material loss/modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic and integrates seamlessly within the receiving landscape or views.	Less than Minor Effect
Very Low	Little or no loss/modification to key elements / features / characteristics of the baseline, i.e. approximating a 'no change' situation that is barely discernible.	

**HBRC FLOOD RESILIENCE - OHITI RD**  
**Landscape Effects Scoping**

Prepared for  
Hawke's Bay Regional Council

**August 2025**

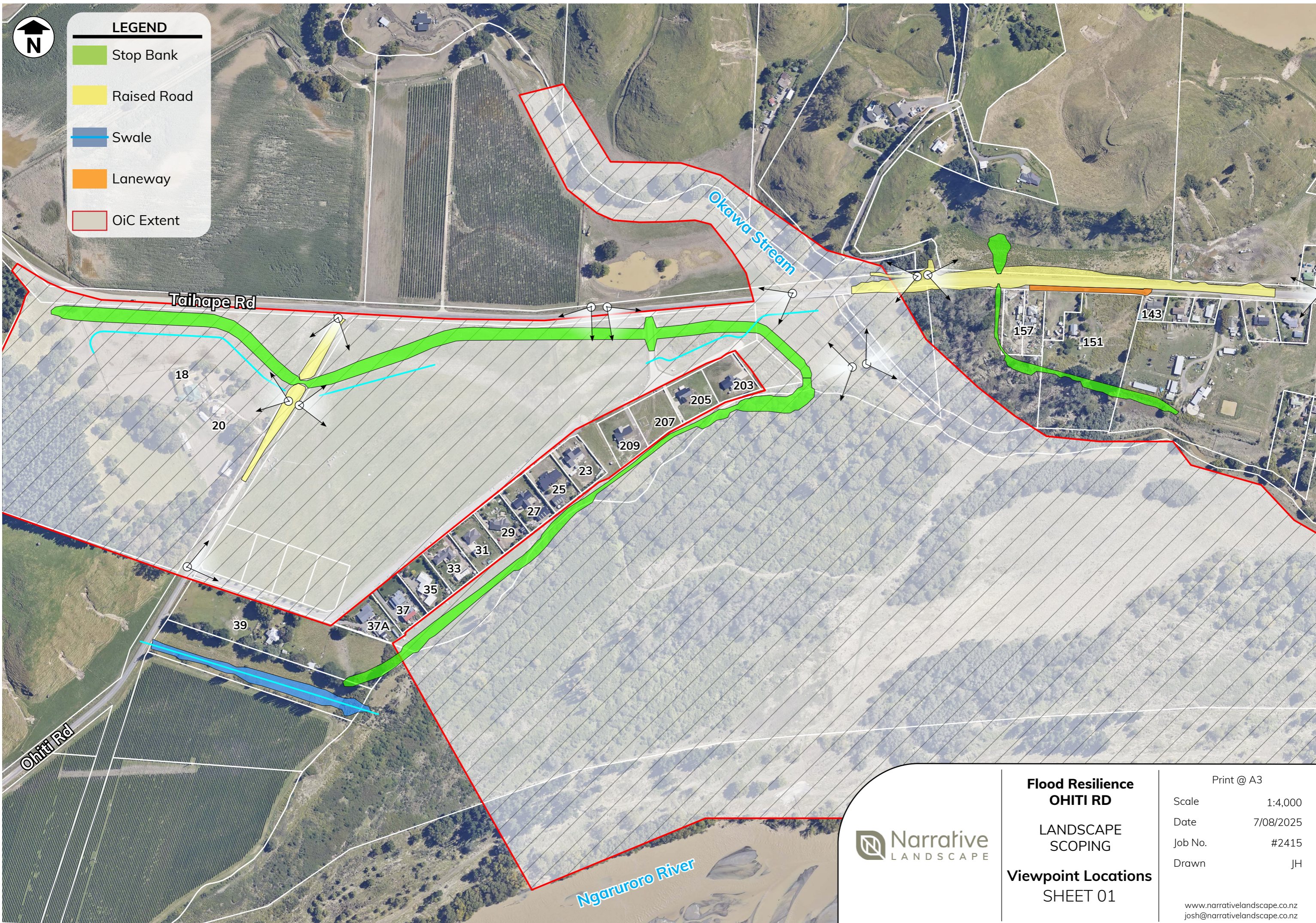
**ATTACHMENT 1 - GRAPHICS PACKAGE**





**LEGEND**

- Stop Bank
- Raised Road
- Swale
- Laneway
- OiC Extent



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint Locations  
SHEET 01**

Print @ A3

Scale 1:4,000






Date 7/08/2025

Job No. #2415

Drawn JH



**LEGEND**

-  Rural Landscape Character Area
-  Rural Zone
-  Plains Production Zone
-  Unconfined Aquifer
-  River Hazard

**TAIHAPE ROAD**



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**HDC Planning Map  
SHEET 02**

Print @ A3

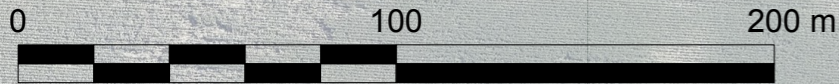
Scale 1:5,000

Date 7/08/2025

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GROUP A - Ohiti Road Dwellings

GROUP B - Taihape Road Dwellings

Stopbank Alignment

Stopbank Alignment

Specimen Tree Cluster

Hedge

Specimen Tree Clusters



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Planting Mitigation  
SHEET 03**

Print @ A3

Scale 1:2,000

Date 7/08/2025

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Drawn JH

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**VIEWPOINT D - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:50am

Latitude: 39° 34' 52.482" S  
Longitude: 176° 44' 24.708" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint A**  
SHEET 04

Print @ A3

Scale	N/A
Date	7/08/2025
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Drawn	JH

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Time: 11:50am

Latitude: 39° 34' 52.482" S  
Longitude: 176° 44' 24.708" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint B**  
SHEET 05

Print @ A3

Scale	N/A
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Latitude: 39° 34' 52.482" S  
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Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint C**  
SHEET 06

Print @ A3

Scale	N/A
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Latitude: 39° 34' 52.482" S  
Longitude: 176° 44' 24.708" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint D**  
SHEET 07

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Scale	N/A
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**VIEWPOINT B - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:49am

Latitude: 39° 34' 53.226" S  
Longitude: 176° 44' 14.196" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint E**  
SHEET 08

Print @ A3

Scale	N/A
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**VIEWPOINT B - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:49am

Latitude: 39° 34' 53.226" S  
Longitude: 176° 44' 14.196" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint F**  
SHEET 09

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**VIEWPOINT B - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:49am

Latitude: 39° 34' 53.226" S  
Longitude: 176° 44' 14.196" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint G**  
SHEET 10

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**VIEWPOINT C - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:47am

Latitude: 39° 34' 57.672" S  
Longitude: 176° 43' 59.01" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint H**  
SHEET 11

Print @ A3

Scale	N/A
Date	7/08/2025
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**VIEWPOINT D - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:47am

Latitude: 39° 34' 57.672" S  
Longitude: 176° 43' 59.01" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint I**  
SHEET 12

Print @ A3

Scale	N/A
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**VIEWPOINT E - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:43am

Latitude: 39° 35' 4.236" S  
Longitude: 176° 43' 54.324" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint J**  
SHEET 13

Print @ A3

Scale	N/A
Date	7/08/2025
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**VIEWPOINT E - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:43am

Latitude: 39° 35' 4.236" S  
Longitude: 176° 43' 54.324" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint K**  
SHEET 14

Print @ A3

Scale	N/A
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**VIEWPOINT E - PHOTO DETAILS**

Date: 19/06/2024  
Time: 11:43am

Latitude: 39° 35' 4.236" S  
Longitude: 176° 43' 54.324" E

Camera/Lens: Canon 6D mkii/24mm  
Field of View: 40°



**Flood Resilience  
OHITI RD**

LANDSCAPE  
SCOPING

**Viewpoint L**  
SHEET 15

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Scale	N/A
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