

Attachment C (b) Addenda to Let's Talk Submissions

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Submission to Queenstown Lakes District Council on the Draft Freedom Camping Bylaw 2025

To: Queenstown Lakes District Council

From: Wilfried J Rademaker, [REDACTED]

Date: July 10, 2025

Introduction

This submission addresses the Queenstown Lakes District Council's (QLDC) Draft Freedom Camping Bylaw 2025. We commend the Council's efforts to manage freedom camping within the district, recognising the importance of protecting our natural environment, ensuring public health and safety, and maintaining access to public spaces. However, we believe that the current draft bylaw, particularly its proposed allocation of designated freedom camping spaces, is insufficient to meet the growing demand from responsible freedom campers and may inadvertently exacerbate issues it seeks to resolve.

This submission proposes a more comprehensive and sustainable approach to freedom camping management, drawing on successful models implemented internationally. By adopting innovative strategies that leverage both public and private resources, QLDC can significantly increase its capacity to accommodate responsible motorhome travelers, foster economic benefits for local businesses, and enhance the overall visitor experience, while still upholding environmental and community standards.

Limitations of the Current Draft Bylaw

As noted in the draft bylaw, the Queenstown Lakes District is a premier destination for campers in New Zealand, with statistics indicating a significant increase in freedom campers over the past decade. The draft bylaw proposes 15 restricted freedom camping areas with a total of approximately 158 parking spaces (43 in Upper Clutha, 5 in Arrowtown, and 110 in Whakatipu ward) [1]. While these designated areas are a step towards managing freedom camping, the total number of available spaces is critically low given the estimated 7,794 campers who spent at least one night in the district in 2024 alone, a figure projected to continue growing [1].

This limited capacity presents several challenges:

- **Displacement and Illegal Camping:** An insufficient number of legal spaces will inevitably lead to responsible freedom campers being displaced, potentially forcing them into unauthorized areas. This undermines the bylaw's intent to manage impacts and can lead to increased instances of illegal camping, littering, and other undesirable behaviours in undesignated locations.
- **Economic Opportunity Loss:** Responsible freedom campers contribute to the local economy through their spending on food, fuel, attractions, and services. By limiting legal overnight options, QLDC risks deterring these visitors, thereby foregoing potential economic benefits for local businesses, particularly those in the hospitality and retail sectors.

- Negative Visitor Experience:** The struggle to find legal and safe overnight parking can lead to frustration and a negative experience for visitors, potentially damaging Queenstown Lakes District's reputation as a welcoming destination.
- Safety and Security Concerns:** Undesignated parking can lead to safety and security issues for both campers and local residents, as these areas often lack oversight and amenities.

Proposed Alternative Models for QLDC

To address these limitations and create a more robust and sustainable freedom camping framework, we propose that QLDC consider integrating elements from successful international models:

1. European 'Aires' Model: Expanding Designated Public Parking

Many European countries have successfully implemented a system of designated overnight parking areas for motorhomes, known in France as "Aires" [2]. These are typically free or low-cost, basic parking areas, often located on the outskirts of towns or in public car parks that are otherwise poorly attended at night, and designed for overnight parking by self-contained vehicles.

Benefits for QLDC:

- Increased Capacity:** By identifying and designating additional suitable public car parks or areas within and on the outskirts of urban centres and towns, QLDC can significantly increase the number of available overnight spots. These do not need to be full-service campsites but rather safe, regulated overnight stops. This directly addresses the critical shortage of spaces in the current draft bylaw.
- Economic Contribution:** Aires encourage motorhome travellers to visit local towns, where they spend money on food, fuel, groceries, and other services. This provides a direct economic boost to local businesses. As many motorhome owners do not cook in their vehicles, but use restaurants, this offers a key economic benefit to restaurants.
- Reduced Illegal Camping:** Providing numerous legal and accessible options reduces the incentive for campers to seek unauthorised locations, thereby minimising negative impacts such as littering and waste disposal issues.
- Enhanced Safety and Security:** Designated Aires, especially those in or near populated areas, offer a safer and more secure environment for motorhome users. The presence of other campers and proximity to urban centres can deter undesirable activities and provide more "watchful eyes around at night," as the user suggests.
- Effective Management:** Aires allow for clear rules regarding times and length of stay (e.g., 24-48 hours, and/or time brackets), self-containment requirements, and waste disposal, enabling QLDC to manage freedom camping effectively while still providing ample economic opportunities.

2. Walmart Overnight RV Parking Model: Leveraging Commercial Partnerships

In North America, many Walmart stores permit overnight RV parking in their large parking lots. While not a formal program, this practice is often at the discretion of individual store managers and subject to local ordinances [3].

Benefits for QLDC:

- Private Sector Involvement:** This model demonstrates how private businesses can contribute to accommodating freedom campers, potentially alleviating pressure on public land and resources. QLDC could explore partnerships with large commercial entities, such as supermarkets, shopping centres, or event venues, that possess extensive parking facilities.
- Economic Synergy:** The presence of RVers in commercial parking lots frequently translates into increased sales for the host businesses as travellers purchase groceries, supplies, and other goods. This creates a mutually beneficial relationship where businesses gain customers and RVers gain a convenient, safe overnight stop.
- Convenience and Accessibility:** Commercial parking lots are typically well-located, typically near major travel routes and essential services, providing convenient and accessible overnight options for travellers.
- Perceived Safety:** Well-lit and active commercial parking areas can offer a sense of security for RVers, which is a significant concern for many travellers.

3. France Passion Scheme: Promoting Private Land Stays

France Passion is a highly successful membership-based scheme in France where motorhome owners pay an annual fee to gain access to a network of over 2,100 hosts, primarily farmers, winegrowers, and other rural producers, who offer free overnight stays on their private properties [4].

Benefits for QLDC:

- Unique Visitor Experiences:** A similar scheme, perhaps a ‘Queenstown Lakes Passion’ program, could offer motorhome travellers unique and authentic experiences by allowing them to stay on local farms, vineyards, restaurants, or artisan properties. This would provide a deeper connection to the region’s agricultural and cultural offerings.
- Direct Support for Local Producers:** This model directly benefits local producers. While stays under the French scheme are free, many travellers purchase products or services from their hosts, creating a direct economic benefit for rural businesses and diversifying their income streams.
- Dispersal of Tourism:** By encouraging stays in rural and often less-visited areas, a private land scheme helps to disperse tourism, reducing congestion in popular hotspots and spreading economic benefits more widely across the district.
- Utilisation of Private Land:** This innovative approach leverages private land for overnight stays, offering a solution that does not rely solely on public land or infrastructure, thereby expanding the overall capacity for freedom camping.
- Community Building:** It fosters positive interactions and a sense of community between hosts and travellers, promoting mutual understanding and appreciation for the local way of life.

4. NZMCA Advocacy: Key Learnings and Collaboration

The New Zealand Motor Caravan Association (NZMCA) has been a vocal advocate for responsible freedom camping and has actively engaged with local councils on bylaw development. Their successful High Court challenge of QLDC’s 2021 bylaw underscores the importance of a balanced and well-considered approach.

Key Learnings for QLDC:

- Prioritise Certified Self-Containment:** The NZMCA consistently advocates for freedom camping to be limited to certified self-contained vehicles. This aligns with the QLDC draft bylaw and is crucial for managing environmental impact and public health, ensuring that campers have onboard facilities for waste management.

- **Adequate Designated Areas:** The NZMCA’s advocacy highlights the critical need for sufficient and reasonable designated areas for freedom camping. A bylaw that is perceived as overly restrictive or that significantly reduces available capacity is likely to face ongoing opposition and may lead to unintended negative consequences.
- **Stakeholder Collaboration:** Engaging in open dialogue and collaboration with organisations like the NZMCA, which represents a significant portion of the freedom camping community, can lead to more practical, effective, and widely accepted solutions. Their insights are invaluable in understanding the needs and practices of motorhome travellers.
- **Economic Contribution:** The NZMCA emphasises that its members are ratepayers and taxpayers who contribute significantly to the economy. Policies should recognise and facilitate their responsible travel, rather than unduly restricting it.

Conclusion and Recommendations

The Queenstown Lakes District is a world-renowned destination, and its appeal to motorhome travellers is undeniable. The current draft Freedom Camping Bylaw 2025, while well-intentioned, falls short in providing adequate capacity for responsible freedom campers, risking displacement, economic opportunity loss, and negative visitor experiences. We strongly urge the QLDC to adopt a more progressive and multi-faceted approach to freedom camping management, integrating elements from the successful international models outlined above. This approach would increase the number of available spaces and integrate freedom camping more effectively into the local economy and community fabric.

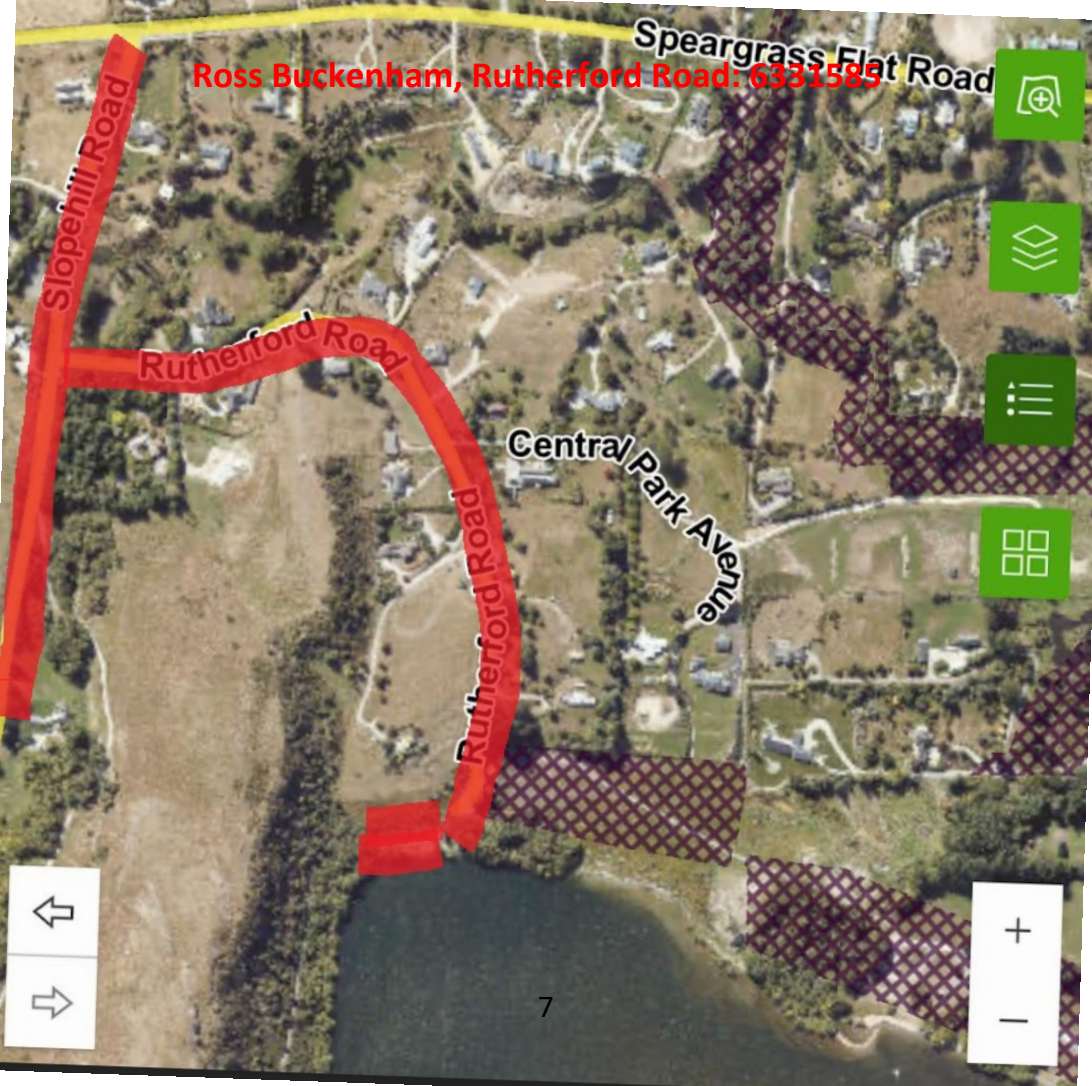
Specific Recommendations:

1. **Expand Designated Public Parking (‘Aires’ Model):** Significantly increase the number of designated overnight motorhome parking spaces in public car parks or suitable areas within and on the outskirts of urban centres and towns. These spaces should be clearly signposted and managed with appropriate rules for self-contained vehicles and length of stay.
2. **Facilitate Commercial Partnerships (Walmart Model):** Actively engage with large commercial entities in the district to explore opportunities for designating portions of their private parking lots for overnight RV parking. This would leverage private resources, potentially boost local business, and reduce the burden on public land.
3. **Develop a Private Land Scheme (‘France Passion’ model):** Investigate and facilitate the establishment of a ‘Queenstown Lakes Passion’ type program, encouraging local farms, vineyards, and other rural businesses to offer overnight stays for self-contained motorhomes. This would provide unique visitor experiences, support local producers, and disperse tourism more widely.
4. **Prioritise Certified Self-Contained Vehicles:** Continue to enforce and potentially strengthen requirements for certified self-contained vehicles in all designated freedom camping areas to ensure environmental protection and public health.
5. **Foster Ongoing Collaboration:** Maintain open and constructive dialogue with the NZMCA and other motorhome associations to ensure that bylaws are practical, fair, and meet the needs of responsible freedom campers, while also protecting the environment and local communities.

By embracing these innovative and proven strategies, QLDC can create a freedom camping framework that is truly sustainable, economically beneficial, and welcoming to all responsible visitors, ensuring the long-term success and appeal of the Queenstown Lakes District.

References

- [1] Queenstown Lakes District Council. (2025). Draft Freedom Camping Bylaw 2025. Retrieved from <https://letstalk.qldc.govt.nz/freedom-camping-bylaw-2025>
- [2] Motorhome Republic. (2017). Aires: How to Travel Europe for Free in a Motorhome. Retrieved from <https://www.motorhomerepublic.com/blog/travel-tips/aires-how-to-tour-europe-by-campervan-for-free>
- [3] Spot2Nite. (n.d.). Best Practices for Overnight RV Parking at Walmart. Retrieved from <https://www.spot2nite.com/blog/guides/rv-parking-at-walmart>
- [4] France Passion. (n.d.). France Passion: Great stopovers with your motorhome in France. Retrieved from <https://www.france-passion.com/en/>
- [5] New Zealand Motor Caravan Association. (n.d.). NZMCA seeks Judicial Review of Queenstown's freedom camping bylaw. Retrieved from <https://www.pressreader.com/new-zealand/the-southland-times/20240926/281560886199427>



Ross Buckenham, Rutherford Road: 6331585

Slopehill Road

Rutherford Road

Rutherford Road

Speargrass Flat Road

Central Park Avenue





404 Glenorchy-
Routeburn Rd
Glenorchy

Kia ora QLDC Team,

We write in strong opposition to the generalised inclusion of rural roads—specifically Chard Road—within the proposed Freedom Camping Bylaw 2025 as permissible locations for freedom camping. We also wish to express our full support for the submission lodged by the Gibbston Community Association and request that this letter be considered as a supporting application. Most of the Rural roads in Gibbston are surrounded by vineyards and issues identified below directly affect Gibbston as well.

1. Chard Road – Inappropriate and Unsafe for Freedom Camping

Chard Road is a narrow, unsealed, no-exit rural road approximately 2 km in length. It has limited turning space, minimal shoulder width, and traverses steep terrain with drop-offs. It serves as the sole access to Chard Farm Vineyard, a neighbouring farm and several private residences.

There is no land along either side of the road that would meet the Council's own proposed criteria for freedom camping (e.g., flat, gravelled, within 5 metres of the road edge, and not on private property).

2. Significant Safety Risks – Night Shooting and Active Farm Use

Behind Chard Farm lies Remarkable Park Station, which has operated a deer hunting safari business for over 15 years. As part of this, wild deer are attracted to the area and night shooting of deer that encroach onto the vineyard is often required. Likewise, regular rabbit control by night shooting also takes place in the area and is simply incompatible with random overnight camping.

We have already encountered illegal overnight parking by freedom campers within the vineyard, and the prospect of campers unexpectedly parked along the road or in the vineyard during night shooting presents a serious public safety risk.

In addition to Night Shooting, during the growing season, we have spray contractors coming in on trucks starting at approximately 4am (to ensure completion of the job before wind or heat requires cessation). Any parking in the vineyard or along the road would mean our contractor would be required to manage the situation. Night Shooting, Spraying and Frost Fighting (Helicopter) and the most significant safety risks, yet we also consider general day to day vineyard activities are not compatible with unexpected illegal overnight parking.

3. Enforcement Challenges and Council Risk

Given the distance from Queenstown, effective enforcement of any restrictions on Chard Road would be highly unlikely, placing an unfair burden on local landowners. The inevitable result would be increased complaints, trespass issues, and safety risks for both campers and residents—a nightmare scenario for both landowners and Council alike.

4. Recommendation – Targeted, Managed Approach Only

We fully support a more targeted and managed freedom camping strategy that focuses on less sensitive, Council-owned land where facilities and oversight can be properly provided. Ideally, this would be on a ticketed, user-pays basis, with funds allocated towards toilet and water facilities to ensure a more sustainable and safe model.

It is essential that any such sites:

- Do not detract from existing public use or natural amenity (as seen in the problematic outcome at the northern Lake Hayes site),

- Are clearly signed and mapped to avoid confusion between road reserve and private land, and
- Are assessed on a case-by-case basis with meaningful consultation from directly affected landowners.

Conclusion

We respectfully request that:

1. Chard Road be explicitly excluded from the list of approved freedom camping locations;
2. A more location-specific and risk-based assessment be adopted for rural roads;
3. Enforcement, signage, and user-pays models be built into any freedom camping strategy.

We welcome the opportunity to speak to this submission at the public hearing.

Ngā mihi nui

Michelle Crawford

Chard Farm General Manager – Cromwell Operations on behalf of Rob Hay, Chard Farm Director.



Photo 2. Mt Iron Carpark



Photo 3. NZTA area opposite the MAZE



Photo 4. Wanaka Recreation Centre Carpark



Submission on the Draft Freedom Camping Bylaw 2025

Submitted to: Queenstown Lakes District Council

Regarding: Red Bridge Camp, Luggate

Submitted by: Luggate Community Association

Date: 4th August 2025

Overview

We appreciate the opportunity to provide feedback on the proposed Freedom Camping Bylaw 2025. As local residents and regular users of the Red Bridge Reserve, we are concerned about the increasing impact of unmanaged freedom camping in this area. The following points outline practical recommendations to improve safety, environmental protection, and community access.

Recommendations for The Red Bridge Camp at Luggate.

1. Appoint an Overnight Manager

There is a resident supervisor at the Luggate Domain Camp, which has lower turnover. Given the significantly higher turnover and activity at Red Bridge, it is logical and necessary to appoint an overnight manager to monitor compliance, assist campers, and respond to issues in real time.

The ambassador roles should be extended, as this site is used twelve months of the year.

Install a camera that can monitor compliance with parking, numbers and plate recognition for length of stay.

2. Enforce a Maximum Stay Duration

To prevent long-term occupation and ensure fair access, we recommend enforcing a maximum stay of 1–3 nights. This aligns with responsible camping principles and helps reduce environmental and social strain.

3. Improve Signage and Information

Install clear and visible signage that communicates:

- Maximum stay duration
- Self-containment requirements
- Strict prohibition on walking across the bridge
- Strict prohibition of disposing of waste into the Clutha River
- Where the nearest dump stations are. Do not empty

This will help educate campers and support enforcement efforts.

4. Protect Local Access

Designate car parks on the top side of the reserve specifically for local residents. This ensures continued access to recreational activities such as Disc Golf, walking, and biking, which are being compromised by overcrowding.

We strongly believe another dump station is required somewhere where water is available and a sewerage connection -maybe near the airport. Would MCA consider funding one?

5. Community Engagement via Ambassadors

Request that QLDC Responsible Camping Ambassadors attend monthly Luggate Community Association (LCA) meetings to provide updates, gather feedback, and build trust with the community.

6. Mark and Enforce Campsite Limits

Clearly mark out a limited number of official campsites and enforce strict penalties for camping outside these areas. This will help manage capacity and reduce environmental degradation.

7. Fence Off NZTA Land

The NZTA area adjacent to the reserve should be fully fenced off to prevent unauthorized camping and protect infrastructure.

8. Swimming Hole Management

Install signage and collaborate with ORC to manage the swimming hole area across the bridge. This area is increasingly used and needs protection from littering and unsafe camping practices.

9. Ban Freedom Camping on Rural Roads

Freedom camping on rural roads poses significant safety risks and increases the likelihood of littering and human waste pollution. We strongly support a ban on freedom camping on all rural roads in the district.

Conclusion

The Red Bridge Reserve is a valued community asset. Without stronger management and enforcement, its accessibility, safety, and environmental integrity are at risk. We urge QLDC to adopt these recommendations to ensure responsible camping and protect our shared spaces.

Thank you for considering this submission.

Freedom Camping By-law Submission

Overview

School Rd is proposed to be accessible to restricted freedom camping in the latest update to the QLDC Freedom Camping By Law being reviewed at the moment

As per this document

<https://letstalk.qldc.govt.nz/freedom-camping-bylaw-2025>

Submission

Submission is to not support the freedom camping bylaw roll out due to lack of consultation and awareness to local ratepayers and residents who live on or will be affected by the proposed bylaw areas.

There is no information in the bylaw in regards to policing and monitoring of the bylaw.

Submission made for properties

■■■■ School Rd

Makarora

Submission is to not support restricted freedom camping on School Rd.

For the following reasons

- There is no shoulder available that will allow vehicles to park 5 metres from the nearest edge of the seal. As stipulated in rule 8.3(b).
- There is no formed gravel on the shoulders to allow for parking. As stipulated in rule 8.3(d)
- The road is an access road to residential properties and also for farm yard access
- There are 2 commercial campgrounds and 1 DOC camping ground operating in the valley



For the following reasons

- There is signage at the bottom of the track stipulating no vehicle access
- The road is not fit for any vehicles Especially self contained campers
- There is a DOC campground across the road that has now been shut for 2 years.





Submission on the Draft Queenstown Lakes District Freedom Camping Bylaw 2025

From: Gibbston Community Association

Date: August 6th 2025

Executive Summary

We respectfully request that the Council:

- Engages with Go Bus regarding the Gibbston school bus which uses the parking area at the bottom of Coal Pit Rd near SH6 as a turning circle at 7.30am and ensures sufficient space for parents to drop off. This area has been designated 2 carparking spaces for freedom camping and this will require coordination and additional signage to highlight the space required from a suggested time of 7am.
- Remove or restrict roads where safety, access and environmental conditions are clearly inadequate and do not comply with the Purpose - Part 1 (3.1) and Part 2 (8.3) Controls of the Bylaw. The roads which do not comply are Chard, Resta, Rafters and Gibbston Back Road. Coal Pit Rd has two parks designated by the Council in the carpark near the highway. There is an area on the right approx half way up the road which is suitable in size but it is very questionable whether the surface is formed gravel due to spoil left by the Trails Trust and access is also required to a gate.
- Show the designated parks on maps, for ease of understanding for campers rather than designating entire, largely unsuitable roads which will cause confusion leading to abuse of the criteria.
- Seriously takes into consideration the considerable fire risk posed by freedom camping which would be devastating for the valley, not only for the homeowners but also the local wine industry which is already facing financial pressures.

1. Introduction

The Gibbston Community Association (GCA) is the representative body for the residents, businesses and landowners of Gibbston. Our community lies along a popular visitor route between Queenstown and Cromwell and is regularly affected by tourism-related activities, including freedom camping.

We support a balanced approach to freedom camping. One that enables visitors to enjoy our region while protecting the safety, environmental values, and quality of life of local communities and other tourists.

Aspects we are most concerned with is the Fire risk of people camping in non controlled places. Gibbston is a rural agricultural area and fire is of great concern particularly in Summer. Residents have previously seen campers lighting fires which is of great concern as highlighted in this Submission that our roads do not have suitable areas with formed gravel to prevent this from happening.

Thank you for the opportunity to provide feedback on the QLDC's proposed Freedom Camping Bylaw 2025, specifically in relation to Section 3.1 (purpose and protections) and 8.3 (compliant conditions for camping).

We have visited all of the proposed roads to assess their suitability and provide the following information and conclusions.

2. General Position on Part 2 Section 8.3

Section 8.3 sets out the criteria by which Council determines whether a road or area is suitable for freedom camping. These include requirements for:

- Safe vehicle entry/exit and parking;
- Availability of space that does not obstruct traffic or access;
- Minimal impact on the environment and surrounding community.

We strongly support the intent of these criteria. However, we are concerned that roads in the Gibbston area currently marked as "suitable" (highlighted yellow in the bylaw maps) do not meet these standards in practice..

Detailed Road-by-Road Comments:

Chard Road

Gibbston Community Association fully supports the Submission from Chard Farm regarding the Freedom Camping Bylaw.

Concerns: Very limited parking space; narrow shoulders; poor visibility around bends. Chard is a high road with steep drop offs to the river below.

Safety/Access issues: It is potentially a dangerous road with significant recent slippage and increased traffic, particularly of large vehicles, will only increase the likelihood of further road degradation. Council introduced 'no stopping' signs last year as tourists already cause obstructions stopping to take photos. Freedom campers risk obstructing traffic and causing safety hazards. Agricultural vehicles regularly use this road.

Environmental/Amenity impact: No nearby toilets, waste disposal or water sources.

Recommendation: Remove Chard Road from the list of suitable roads.

Rafters Road

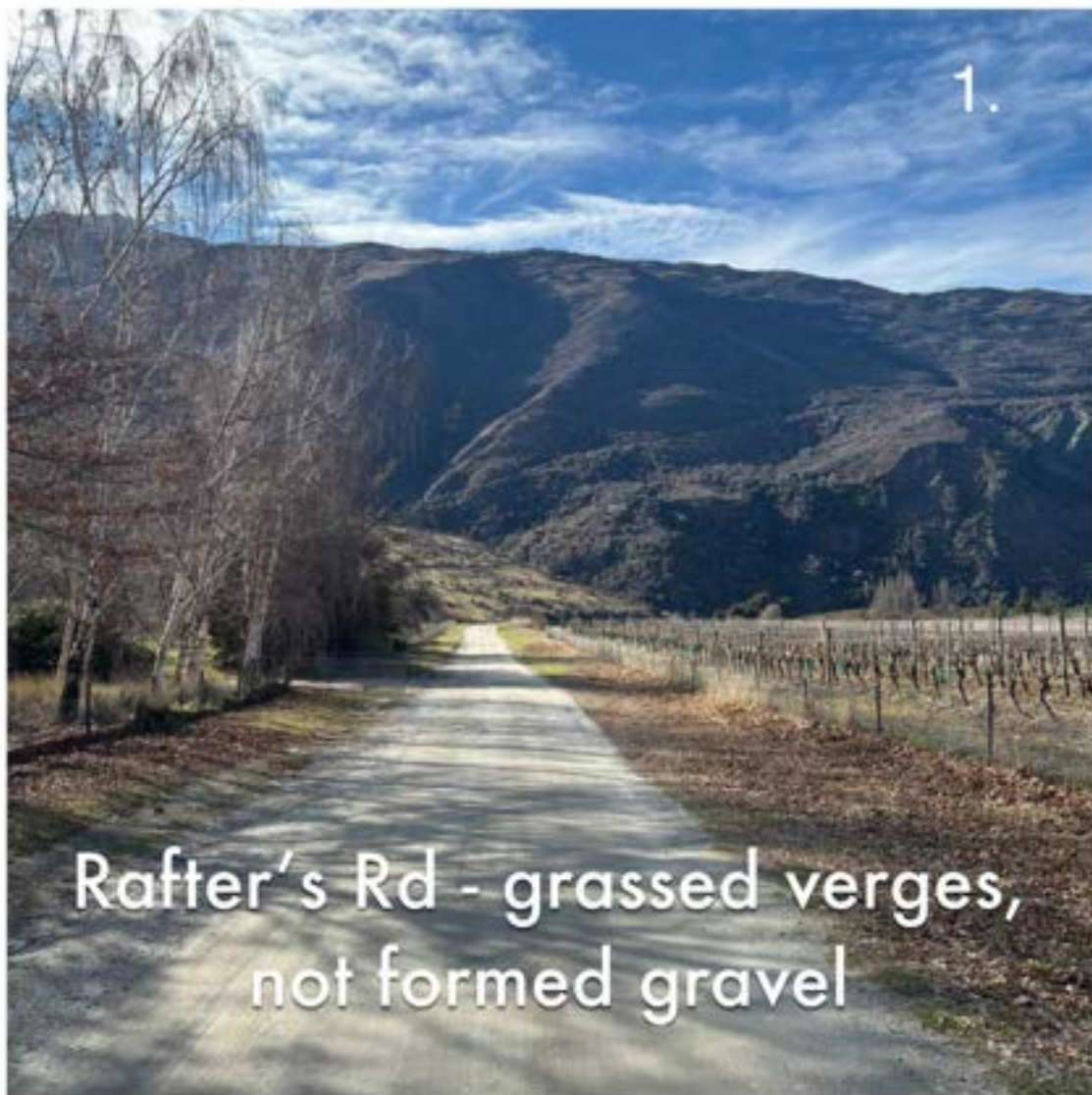
Concerns: Narrow, single track gravel road with limited turning space and no parking areas that comply with section 8.3 criteria. There is a wide grassed verge at the beginning of Rafter's that doesn't meet the criteria which freedom campers may misinterpret as places they could park. See Photo 1.

Safety/Access issues: Poor line of sight on multiple sections; risk of accidents due to reversing or multi-point turns. There is privately owned bare land on one section that may inadvertently get used causing obstruction to private property. The ground surface is also soft/not formed gravel. Grass verges used by farm machinery.

See photos 2 & 3

Environmental/Amenity impact: Although there is a toilet at the DOC campsite at the end of the road, the campsite is strictly for tents only, not camper vans.

Recommendation: Remove Rafters as road does not meet Section 8.3 criteria on multiple counts, in particular there are no parking areas.



Rafter's Rd - grassed verges,
not formed gravel

2.

Rafter's Rd - narrow, winding
road & blind corners





Resta Road

Concerns: Resta Road is a no exit road leading to private property. It has two areas with space for parking but these are privately owned by Gibbston Valley Winery and the ground surface is soil.

One area is used to dump grape skins after processing and the other is the entranceway to Rabbit Ridge which was a bike trail that was open to the public but is no longer operating - See photos 4 & 5

Safety/Access issues: Obstructing access to private property. Fire.

Environmental/Amenity impact:. Previous camper presence has led to issues with littering and waste due to its location.

Recommendation: Remove from approved list as the road does not have any available space that meet the section 8.3 criteria.





Coal Pit Road

Concerns: There are 2 car parking sites allocated in the Bylaw to the rest area at the bottom of Coal Pit Road. Provision needs to be made as this area is the turning and collection point for the High School bus, which arrives at 7.30am and departs at 7.40am. Space needs to be provided to allow the bus to perform a U turn and for parents to safely park to drop children - See photo 6

See Photos 8 & 9 - There are some wider verges but these are car parking for Bikers riding up to the saddle and are not wide enough or formed gravel. The higher portion heads through a gate (which indicates the track does cross private land in places and to be respectful of this) and heads into a remote 4WD track with no easy turn spaces. 2WD vehicles could get into difficulty without the ability to turn

Safety/Access: Ensure campers have left before the bus arrives & parents start dropping off their children. We would suggest 7am to ensure campers have left in good time and consideration given that possible enforcement may be needed due to the inherent safety issues of campers obstructing this area when the bus/parents arrive. Ensure clear signage to indicate the importance of this.

The road in parts has no hard shoulder, has a steep incline with barriers.

There is a section of land that is suitable in size on the right hand side going up Coal Pit but it is hard to determine whether the road surface is 'formed gravel' and it does have an entrance gate to private land in the back corner. This area has been used as a storage area for gravels by the Trails Trust, leaving behind remnants of gravel and why it might appear to have a gravel surface.

The boundary of private land is not marked - See photo 7

Environmental/Amenity impact: Overall there is very limited access and the remoteness of a large section of the road may be tempting for campers to use and abuse the rules, raising the risk of fire, because enforcement in these areas would be very difficult.

Recommendation: We do not feel the whole of Coal Pit Rd should be marked as Yellow (suitable for freedom camping) as it is generally unsuitable. Marking all of the road as yellow will cause confusion when the reality is there are only two designated parks at the bottom of Coalpit. The designated parks should be clearly marked to avoid confusion.

Restrict camping to designated areas only; signage needed to enforce proper use.

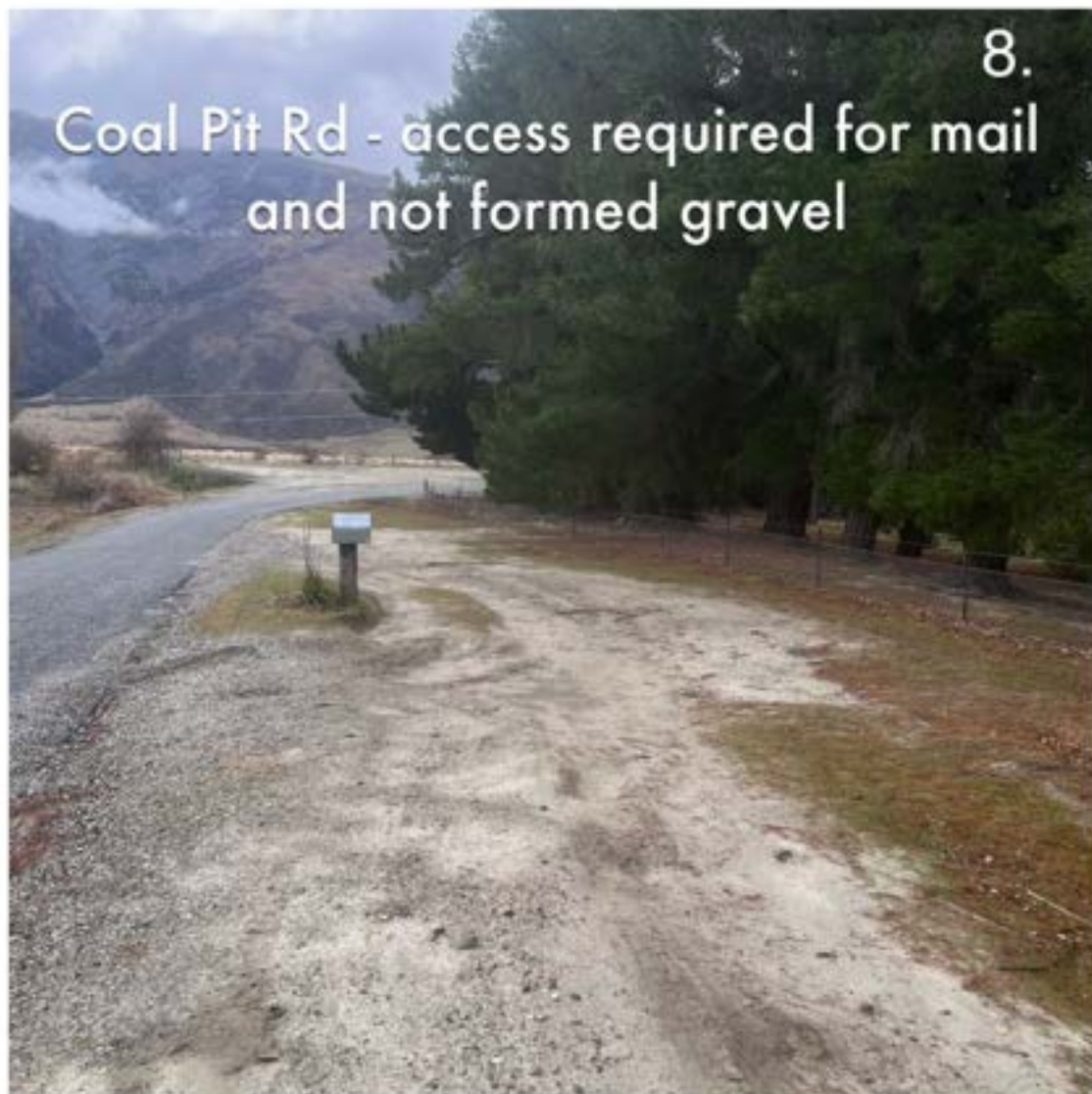
Engage with GoBus regarding the school bus parking area. Have clear signage to inform campers and ensure campers have left by 7am.

See photos below.

6.

Coal Pit Rd - area where school bus
turns (turning circle is visible)







Gibbston Back Road

Concerns: This area is a working agricultural road serving as access to a significant number of vineyards. A large section of the road is a single gravel track with no shoulder and the grassed verges are owned by the vineyards. There is one area that is just large enough potentially for one park but it is not formed gravel - See photo 10

Safety/Access issues: Not suitable for larger vehicles or vehicles pulling over. Tractors and large agricultural machinery need a large turning circle at the end of the rows and while the verge looks decorative it is actually a very important requirement to keep them free of other vehicles. These vehicles are using this road daily and at night for spraying and frost fighting. Fire hazard - See Photos 11 & 12.

Recommendation: Remove from approved list due to safety and environmental risks and not meeting section 8.3 criteria.



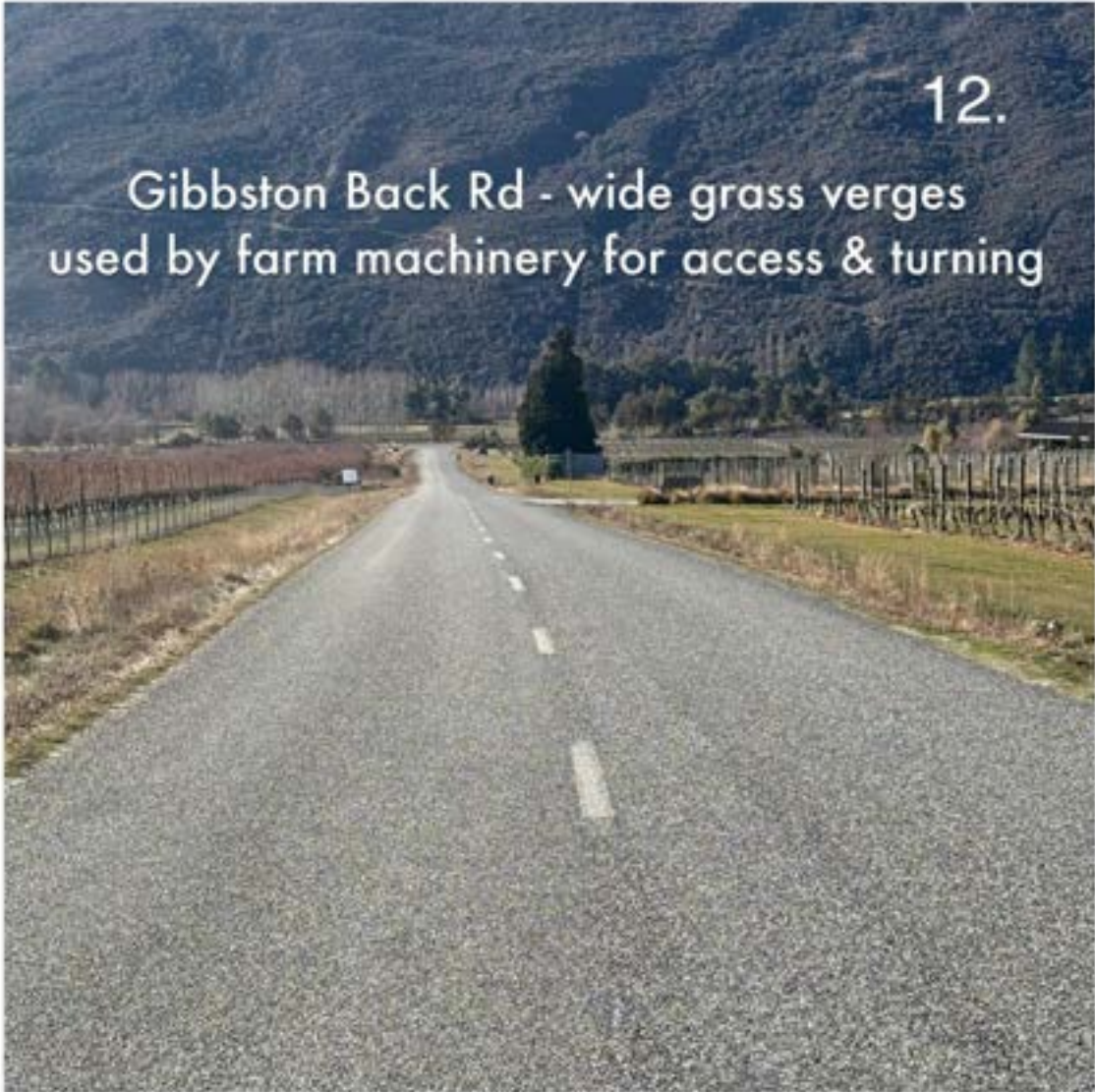
11.

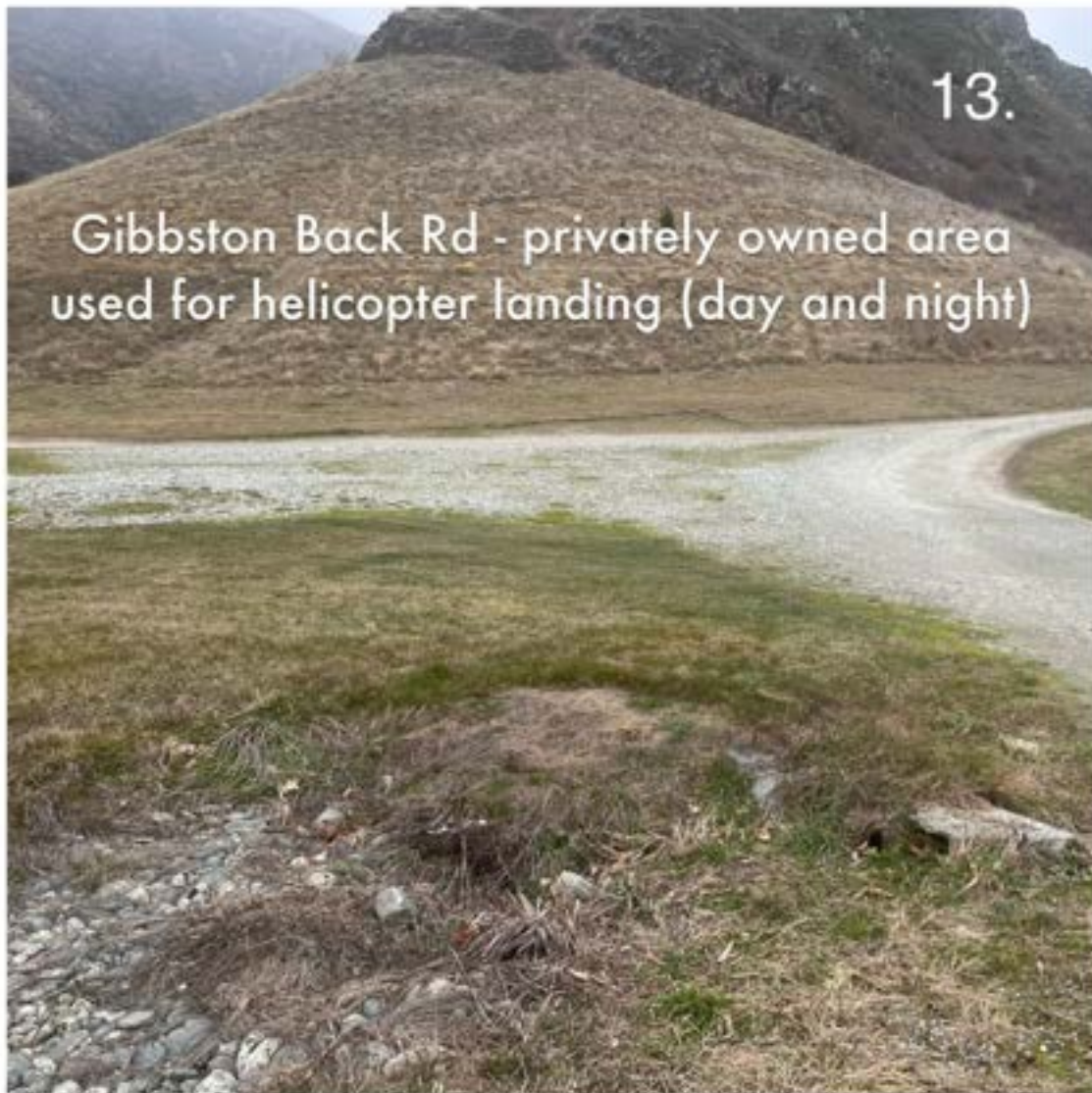
Gibbston Back Rd - wide grass verges
used by farm machinery for access & turning



12.

Gibbston Back Rd - wide grass verges
used by farm machinery for access & turning





4. General Environmental and Community Considerations

Gibbston is a working agricultural area that has specific characteristics under the Gibbston Character Zone and while this is not a part of the Freedom Camping Bylaw we feel it should be respected.

Across these roads, our community has observed for sometime from Freedom campers:

- Lighting of fires
- Increased litter, especially human waste.
- Risk to pedestrians and cyclists using these shared routes;
- Strain on volunteer cleanup efforts;
- Disruption of rural tranquillity and private property boundaries.

5. Enforcement & Monitoring of Freedom Camping

Gibbston is an area of beauty and attracts a large number of tourists.

This number will grow with the continuation of the bike trail through the Kawaura Gorge.

Our community is very concerned with our location in the Wakatipu Basin & how the enforcement of this Bylaw particularly the conditions set out in section 8.3 will be upheld, enforced and maintained.

We are very aware that enforcement will be a massive job and we do not feel it is fair to expect our residents to have to be put in a position of conflict or have to deal with this.

How is this going to be enforced? Gibbston has many areas as listed above that could be perceived by Freedom campers as a perfect place to camp which do not comply with the bylaw and are often private property but how will this be monitored?

6. Conclusion

The Gibbston Community Association supports freedom camping that is safe, sustainable, and respectful of local communities and environments. The current road designations within our area do not reflect on-the-ground realities. We urge the Council to reconsider the suitability of the listed roads in our Executive summary at the start of this document.

We thank you for the opportunity to contribute to this Bylaw review and are happy to provide further evidence or meet to discuss our concerns.

We look forward to the opportunity to talk at the hearing for this submission.



Parking up... This camping ground at Gibbston is thought to attract up to 200 people a night. PHOTOS: DAVID WILLIAMS

Camp site like 'refugee camp'

Situation out of control, Gibbston resident says

By TRACEY ROXBURGH and DAVID WILLIAMS in Gibbston

A GIBBSTON resident has described a riverside freedom-camping site near his home as being like a "Syrian refugee camp".

Up to 200 people a night are cramming into a car park next to the Rum Curries camping area, which has one long-drop toilet, at the end of Rafter Rd, next to the Kawarau River.

The Department of Conservation manages the site and staff admit it is overcrowded and campers are defecating outside and leaving rubbish. Staff intend to raise the issue with police.

Building contractor Brandon O'Callaghan has lived across the highway from Rafter Rd for 11 years.

He said during the past six months it had been "like living in a camping ground", with the number of people staying at the car park.

Tourists recently knocked on his door asking to camp in his backyard because the site was full and he had heard campers were defecating in the river because the toilet was overflowing.

"It is ridiculous," Mr



Brandon O'Callaghan

O'Callaghan said.

"It used to be one or two kayakers; that would be it. But in the last couple of months it's gone up tenfold.

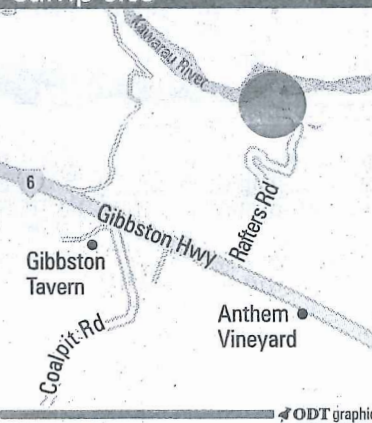
"It's not just summer. It wasn't just over Christmas. It's every night.

"And now it's out of control... In the last few months it's just gone ballistic. How many more are going to come?"

Dave Henderson and wife Kristina Buxton live over the fence from the site.

"Parts of that property can not now be walked on because they are so covered in human shit," Mr Henderson said.

Camp site



"There are no rubbish bins down there so litter blows all over our property."

Mr Henderson has some empathy for the campers, "having been 21 once".

"Communities like Queenstown, which will just become more popular, at all levels of tourism, need to be creative and realistic about solving this issue."

Landowners in many parts of the country have raised concerns about noise, sanitation and waste in relation to freedom camping.

Earlier this week, the *Otago Daily Times* reported up to 30 people, primarily sleeping in cars, had taken over privately-owned land in Park St, Queenstown.

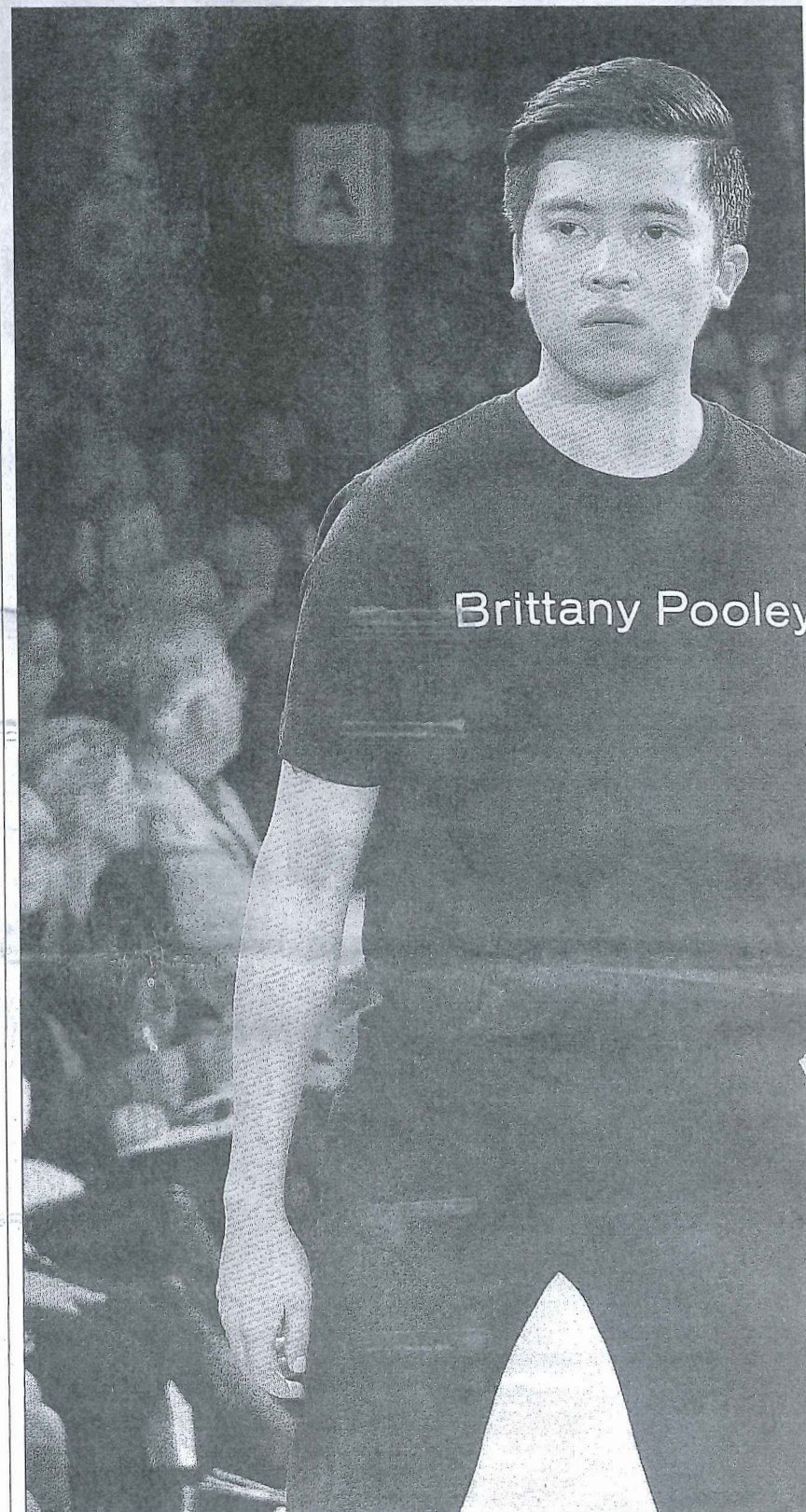
Mr O'Callaghan said that was nothing compared with the Gibbston site, with its "endless" stream of traffic, bass-driven music cranking, and rubbish and toilet paper strewn everywhere.

"It's like a camping ground on New Year's Eve every night and on a Saturday night it just goes nuts."

Doc Wakatipu operations manager Geoff Owen admitted the site was overcrowded and campers were defecating on the site and leaving rubbish.

> Continued Page 2

Laid-back star turns model



Brittany Pooley

Big in the Philippines... Otago Polytechnic student and iD Dunedin T-shirt model Paolo "Kimpoy" Feliciano (23) on the catwalk last night.

PHOTO: GREGOR RICHARDSON

Studies come first

By DAVID LOUGHREY

HE may have released an album, taken part in a TV romantic comedy and shot to stardom on social media, but final-year Otago Polytechnic student Paolo "Kimpoy" Feliciano has flown under the radar in New Zealand.

He was plucked from Dunedin by Universal Music to record an album in the Philippines and has a huge number of social media followers.

However, he dropped that lifestyle to return to Dunedin to complete his polytechnic studies, at his parents' behest.

The tourism and events management student is also about the most laid-back star

around, and the way he tells it, has quietly done his thing while the world came knocking on his door.

That seems to be the case with his inclusion in this year's iD Dunedin Fashion Week as a T-shirt model.

"I'm, like, going to be part of the iD Fashion Week as a model... I don't know why."

"It's weird, but — yeah."

Kimpoy, as he calls himself, moved to New Zealand with his family in 2009, when his father came to work at Macraes gold mine in Palmerston.

Kimpoy attended East Otago High School.

> Continued Page 2



Sanitation problem... Toilet paper strewn in bushes.

LUGGATE CAMPERS

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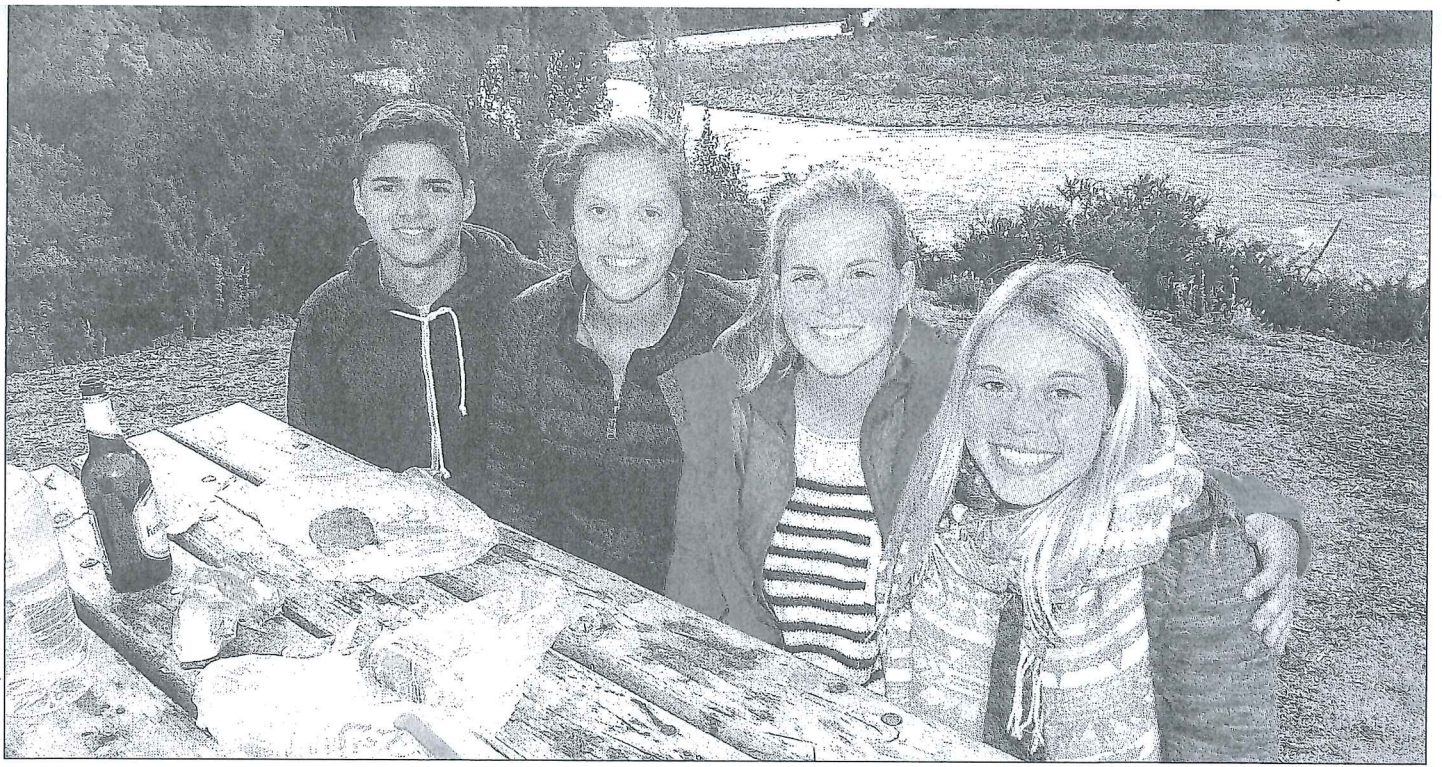
Skiing ruled out on Blue Lake • p21



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EASTER

super sale!



Happy campers . . . Gathered around the Gibbston camp site table are (from left) Marco Kuehner, of Germany, Kristin Albinsson, of Sweden, and Stefanie Krauth and Elena Fischer, both of Germany.

PHOTO: DAVID WILLIAMS

Crowded camp gripe

By DAVID WILLIAMS
in Gibbston

TOO many people are staying each night at the Gibbston camping ground, German camper Marco Kuehner says.

Across the picnic table, fellow camper Stefanie Krauth said the camping ground usually attracted more than 100 people a night and there was only one toilet.

"Usually when you get to free campsites, it's enough when you get there at 8pm or 9pm, and you still get a place. But here you have to come at 6pm, maybe. And then you have to be lucky to find a good one."

Swede Kristin Albinsson found the spot on phone app Campermate.

Some campers are passing through but others are working, including at vineyards. Some admit to having lived at the site since December.

Mr Kuehner says one toilet is not enough for that many people.

Asked about the alternatives, they point towards a hillside littered with toilet paper and associated muck. But they add most people are respectful and don't litter.

Mr Kuehner suggested free camping grounds have paid-for facilities, such as toilets and showers.

Twenty dollars per person per night in a commercial camping ground was "too much", he said.

Germany's Jonas Oehlerking, who recently arrived at the site, said New Zealand was busier than he expected.

"For me, that's the biggest negative point because you come to New Zealand to feel sometimes lonely, but in a good way, that you don't have people around you. But it isn't like we expected.

"Maybe that's also the point the locals don't like."

Freedom camping site like refugee camp — resident

> From Page 1

Mr Owen met Queenstown Lakes District Council staff earlier this week to discuss how to tackle the problem — and intends raising the issue with police.

"People see it as a place to camp free and it was never designed to do that," Mr Owen said.

"It was never designed to take the number of vehicles that have been experienced down there.

"It does pose an issue for my staff because we're having to clean up after them and, to me, that's not satisfactory."

The council is responsible for the road and Doc manages areas either side — the Rum Curries historic reserve and a "marginal strip" of land between the river and the road.

Mr Owen said the problems were apparent last summer but had been worse this summer. He is investigating whether overnight campers can be banned from the reserve by a change of designation and he hopes a solution can be found by next summer.

Council regulatory manager Lee Webster said the council's enforcement team had only recently become aware of the scale of camping at Rafter's Rd and was working with ~~DOC~~ to get a consistent approach for the whole area.

To date, the council had not extended its nightly freedom camping patrols to the area and had not issued any fines there.

As awareness of freedom camping grew across the district, the community's tolerance of non-compliance was less and the council was getting more reports of people sleeping in uncertified campervans and other vehicles, Mr Webster said.

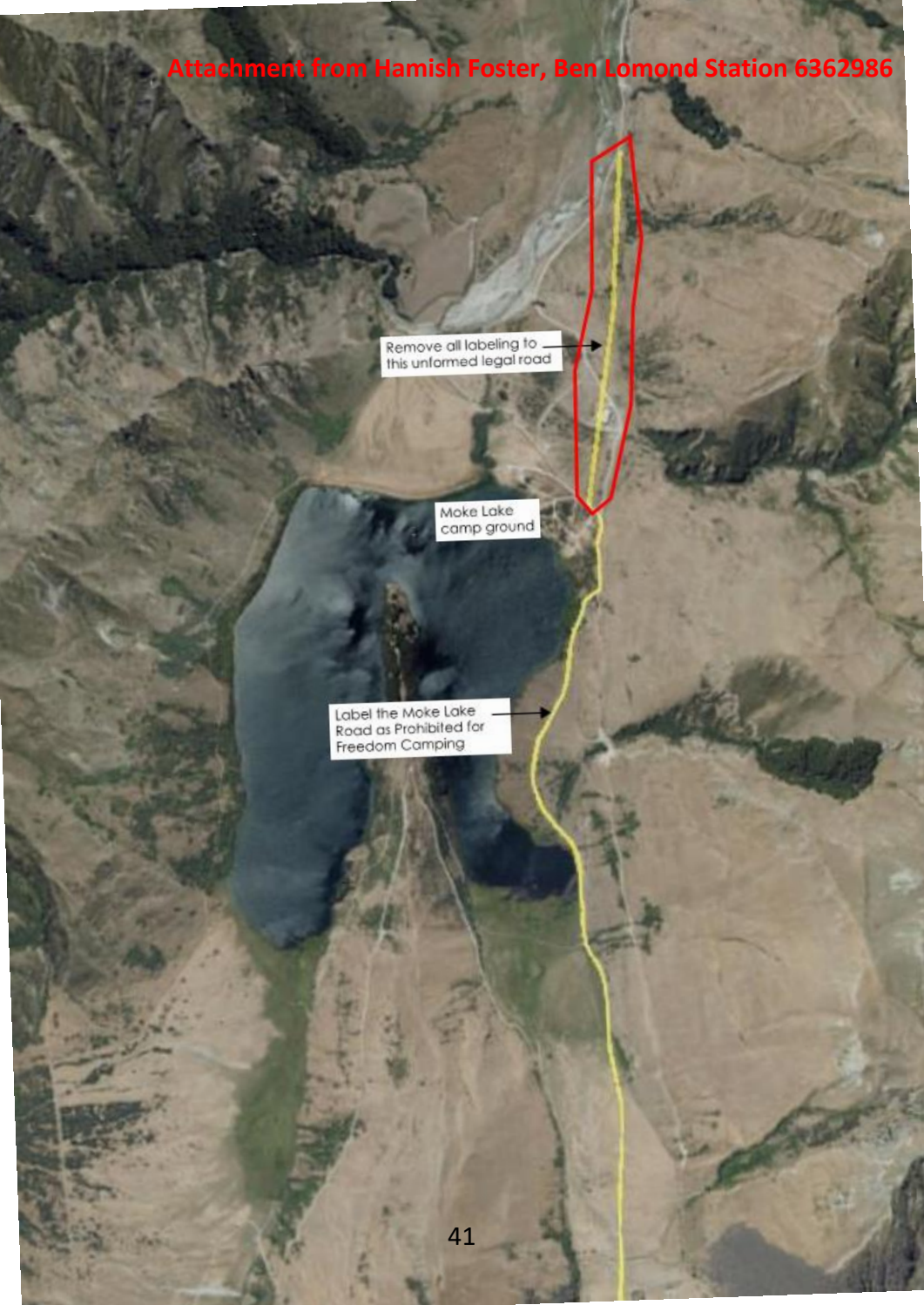
If the council was to meet a community demand for more enforcement, the council would have to allocate more resources to it, which was something people could ask for through the annual plan and budget consultation in April.

In 2011, the Government brought in the Freedom Camping Act ahead of the Rugby World Cup to give local councils the powers to prohibit camping and issue \$200 instant fines.

The country is now dealing with greater numbers of tourists.

The latest Statistics New Zealand tally of international visitor arrivals, for the year to January, was almost 3.2 million, up 10.7% on the previous 12-month period.

Earlier this week, the Ministry of Business, Innovation and Employment estimated 60,000 international visitors a year go freedom camping in New Zealand.



Remove all labeling to
this unfarmed legal road

Moke Lake
camp ground

Label the Moke Lake
Road as Prohibited for
Freedom Camping

MEMORANDUM

To: QLDC Returning Officer
Cc: Richard & Sarah Burdon
Date: 7th August 2025
Re: Draft Freedom Camping Bylaw 2025

Thank you for the opportunity to submit our thoughts regarding the above Bylaw.

As background Richard & Sarah (Glen Dene Holdings Ltd) own and operate Cross Hill & The Camp situated on designated QLDC owned land at Lake Hawea. The business has made significant investment that enable New Zealanders and our overseas visitors to share our piece of paradise.

We have read your “statement of proposal” and the submitted QLDC Freedom Camping Bylaw 2025. We concur you have an unenviable task given New Zealand law permits freedom camping therefore QLDC has to enable this in some shape or form.

Given the above we as a team have considered your bylaw with a clear lense so to speak using our values as a baseline. “To provide the best outdoor accommodation in the world” The decision to purchase the Camp fulfilled their passion to “get people outdoors” to experience our place, our environment, and share quality time with family and friends whilst making new ones. This mantra so to speak wasn’t just for New Zealanders but also for our global visitors as well.

The Camp offers unpowered sites at circa \$20-\$25 per night, this also includes hot showers, kitchen and laundry facilities etc. Freedom Campers irrespective of nationality can afford this cost but choose not to for whatever reason. We are not going to assume their rationale however we will publish what we know.

During the summer of 2024/25 we know for a fact freedom campers would arrive during the night, use our facilities, leave before dawn and at some future point would come back for more. This (believe me) creates tension – we need to up our security presence, consider locking gates, installing security cameras and tag every incoming vehicle enabling identification. This adds significant cost and by default detracts from the experience our paying guests are entitled to.

Unfortunately, a large population of Freedom Campers have literally taken the word Freedom as exactly that – free to come and go. I also factually know freedom campers use digital media platforms advising others that, at such and such place its easy to jump the fence, use the facilities and stay the night – come join us.

MEMORANDUM

When looking at other Bylaws from other districts they have more information regarding managing the Bylaw with regard compliance and enforcement.

Our concern relates to our demographic and scale of our collective district, how is Council going to be effective managing any bylaw ensuring compliance and at what cost to the ratepayer? We know a percentage of freedom camper vans are not fit for purpose and often degradation would already have happened in other areas before they are caught in ours.

Our district is extremely popular in peak season – we are literally overflowing with people to the extent where our infrastructure can't cope with the pressure. This is of concern to every rate payer, and we believe there needs to be clauses in any Bylaw giving Council the autonomy to close certain areas ensuring infrastructures can cope, which in turn would limit the degradation in our natural areas. This is not too dissimilar to the limitations that have been placed on many of our great walks.

It's been well published over recent years the negative impact freedom campers have had on our environment, our waterways, our communities, and indeed in some cases our health due to freshwater contamination.

Having opportunities to camp in areas from 6.00pm to 8.00am requires more detail. We don't want an influx of people filling our towns to the point of "over capacity" using what limited facilities we have to the point where they become simply ineffective to the point of being degraded. Many travelers do not use their onboard facilities meaning they "group" in our townships using lake fronts and other vantage points as hotel rooms. Its difficult enough currently finding a car park in many of our towns, this is exacerbated as they move from camping spot to parking in town.

Hotels, Holiday Parks, Airbnb providers and others provide kitchen, dining, laundry and kitchen facilities. It is not up to the natural areas of our districts and townships to provide these facilities for van users that don't pay. It has been noted over the years that our resident rate payers do not want to see overcrowding on lake fronts, see people cooking, dining, hanging washing out, washing in our lakes, in mass. These activities are what holiday parks and campgrounds are for – to keep these areas contained. Many of the vans are not big enough, nor fit for purpose to house the campers, with the limited facilities they have.

My understanding is our commercial concerns are not relevant with regard Bylaw 2025, but I can't help but wonder what the economic cost will be to rate payers, not only with initial infrastructure set up costs but also the annual operational costs associated with compliance and policing.

When it's all said and done \$20-\$25 a night isn't a bad alternative and very reasonable.

MEMORANDUM

Name: Andy Perry

Organisation: Glen Dene Holdings Ltd

Email: [REDACTED]

Locality: Lake Hawea.

Submission: We would like to be heard.

We understand that our feedback is considered public information.

In conclusion the Glen Dene Group,

- 1) Opposes the overall approach of the draft freedom camping Bylaw 2025.
- 2) Opposes the proposal to restricting freedom camping on rural roads in our district
- 3) Supports the proposal to prohibit freedom camping on urban roads.

Andy Perry

General Manager
Glen Dene Group

[REDACTED]
[REDACTED]

