

## Attachment C (c): Emailed Submissions

Name	Organisation	Location (If known)	Page
Adam & Annabel Spiers		Wānaka	3
Alonso Ávalos Guarda		Makarora	4
Andrea Woolley			6
Tony Marsh		Wānaka	8
Ariadina Ferreira			10
Becky Rodwell		Wānaka	12
Bette Cosgrove			13
Bob Irwin			18
Carolyn Beggs			20
Cath Gilmour			21
Christel Bohm		Wānaka	23
Christine Pounsford		Makarora	24
Claudio Ávalo			27
Dahlia Chroscinski			29
Danny Mollan			30
Di Purvis		Wānaka	31
Digby and Hannah	Hunter Valley Farming Company	Lake Hāwea	32
Don and Heather Wallace			35
Dr W A N Brown		Wānaka	46
Geise Cruz			47
Ryan Sokolowki	Glenorchy Community Association	Glenorchy	49
Graham Roebeck			50
Jacquetta Hazledine			57
James and Jonelle Cochrane	West Wānaka Station Ltd	Wānaka	58
Jenny Lomas		Gibbston	60
John Taylor		Lake Hāwea	61
Josiane Ferreira			62
Kirsten Roy		Wānaka	64
Margaret Blanshard			71
Maria Luisa Barbosa Santos			72
Noel Beggs			74
Phil Vautier			76
Richard Keys			77
Richard Tyler			80
Sam Brooks			83
Sam de Reeper		Glenorchy	85
SKATESCOOL NZ			87

Solange Guarda			90
Sue Gregory			92
Tineke Sutton			93
Tom McLennan			96

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom camping by law  
**Date:** Friday, 8 August 2025 10:23:40 AM

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To whom  
It may concern

Please note that we do not want freedom calling on the beacon point road site by the beach. There are walkers with dogs children playing on beach and although campers self contained they do not always abide by these rules my dog often has to come home for a bath. We think all campers should be in a proper Caravan park and the same going with the red bridge carpark. I have counted up to 90 vehicles there on off occasions for two toilets

We are definitely opposing this

Thank you

Adam and annabel spiers

[REDACTED]

Wanaka 9305

Sent from my iPhone

From: [REDACTED]  
To: [Let's Talk](#)  
Subject: Freedom Camping Bylaw.  
Date: Thursday, 7 August 2025 6:25:10 AM

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## **Submission Opposing Proposed Freedom Camping Designation on School Road and Boundary Creek**

To Whom It May Concern,

I am writing to formally object to the proposed designation of School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns related to public safety, infrastructure, local consultation failures, environmental hazards, and the impact on existing private businesses.

### **1. Inadequate Infrastructure and Flood Risk – School Road**

School Road is an area prone to flooding, particularly after periods of heavy rain. Despite repeated issues over the years, the Council has not taken steps to adequately repair or upgrade the road. It is deeply concerning that instead of addressing these longstanding infrastructure issues, Council is now proposing to convert this same flood-prone area into a designated freedom camping site—without any direct communication, notice, or consultation with affected residents.

### **2. Lack of Public Notification and Transparency**

While I routinely receive correspondence from the Council in relation to rates and payments, at no point have I received any official communication regarding the proposal to change the designation of our street. Such lack of transparency undermines the legitimacy of the process and violates principles of local engagement and proper public notification.

### **3. Inappropriate and Unsafe Location**

There is no suitable space along School Road to safely accommodate campervans or motorhomes. Even small vans encroach on accessways used daily by residents and farm machinery. This poses an unacceptable risk of collision or serious accident. The only available turning area for larger vehicles is located on private farmland—land which has not been offered or made available for public use. The Council must clarify how it intends to resolve access and turning requirements without trespassing on private land.

### **4. Bylaw Non-Compliance**

Council bylaws clearly state that freedom camping must occur in sealed or gravelled areas. There are no such designated or compliant surfaces available along School Road. Are there concrete plans and funding to construct such an area within the next month? If so, when was this work approved, and why was it not first prioritised for resolving the road's persistent flood damage?

### **5. Environmental and Public Health Concerns**

Residents are already contending with irresponsible campers who obstruct access to paddocks and the river crossing, discharge wastewater improperly, and in some cases leave behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents—they pose ongoing, real public health hazards, especially for families



and workers accessing the area regularly.

## **6. Safety Risks – Boundary Creek**

Boundary Creek is a high-risk location where fatalities have occurred due to inexperienced visitors attempting difficult terrain. Inviting more unprepared individuals in non-4WD vehicles to access this area without supervision or controls will inevitably lead to further accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be seriously considered.

## **7. Negative Economic Impact on Existing Businesses**

This valley already hosts two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also hire local people to operate and maintain their facilities. By encouraging free camping alternatives in the same area, the Council is directly undermining these businesses, which are already under financial pressure.

Instead of supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as on those whose only source of income comes from their employment at these campgrounds. Council should be looking to *potenciar* local business activity—not compete with it through unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

## **Conclusion**

This proposal demonstrates a lack of due diligence, transparency, and consideration for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritize repairs to local infrastructure, environmental protection, and support for existing businesses.

Sincerely,  
Alonso, [REDACTED]

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Thursday, 7 August 2025 7:31:48 PM

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7 August 2025

I am strongly opposed to the proposed Freedom Camping Bylaw.

Proposing to use the Camphill Bridge Site as a 15 site Freedom Camping space clearly has not been thought out. 15 camper vans, with likely 2 passengers equals potentially 30 people. This is a public recreation space for all to enjoy.

Use:

This space is heavily used by bikers, walkers, kayakers, surfers, fisher people, families, school and other education groups. And with each of these people will be a vehicle in which they will arrive and at times this car park is easily full. Mount Aspiring College uses this very regularly, parking 2 vans and 2 kayak trailers. At the moment, having easily enough room to turn around and park safely. These students will also be getting changed in this carpark, along with other kayakers, surfers and families. The health and safety of these people could be compromised with a line of 15 vehicles with up to 30 onlookers sitting outside their vehicles watching.

I, along with Mount Aspiring College Outdoor Pursuits students got funding from local business and spent hours clearing and planting the gardens around this proposed site. We tend to the garden, weed eating and picking up rubbish. After each bout of freedom camping there is always human faeces left behind under a blanket of toilet paper, and food waste in the gardens. It will also change the feel of the carpark, to more like you are intruding on someone's front yard.

If you want to try and control Freedom Camping, look at changing the vehicle rules. If all vehicles had a shower and toilet plumbed in this would eliminate all the small mini van "self contained" vehicles. Or increasing the size of vehicle permitted. This would mean the camper vans would be larger and would mostly be rented from rental companies, or belong to the members of NZMCA. I don't see how bolting a toilet to the underneath of a bed in a mini van proves that you are self contained. If this was put in place then it would eliminate the need to have toilets and facilities being provided and people to educate "Freedom Campers" on how to use a toilet rather than a public garden, or under a rock. All this infrastructure costs ratepayers money which would be better spent on other more pending infrastructure.

Freedom Camping was developed when the World Cup was on. Times have changed since then and now we are overrun with small ill-equipped vans barely big enough to house a toilet. It would be a good exercise to try and use one of these toilets in a camper and see how practical it is.

Why do we need Freedom camping? The Albertain Campground is \$10 per night and has a toilet and running water, a beautiful river and is very close to town.

The Camp at Lake Hawea is \$23 per night with the most amazing space with all the amenities. We are doing a disservice to these businesses, we are supposed to support our local businesses, not taking their business away.

What is Freedom Camping? Freedom - is without rules or confinement. The QLDC version is not Freedom. It has rules and regulations which are not Freedom. Why can't we change the name to Controlled Camping. This would restrict where and how a "Freedom Camper" can camp. NZMCA could be exempt from these rules as they have their own rules, so by abiding by the NZMCA code, they are educated on how to be a responsible camper. This would help with controlling the spaces and would make the vehicles easily identifiable as they are generally larger to fit a toilet and shower and enough water for 3 days. The NZMCA has a distinctive membership sticker, unlike the "self contained sticker" that people have on their vans that can easily be gotten off the internet. If the small Toyota Hiace like vans were omitted from Freedom Camping, this would almost eliminate the masses of vans inhabiting our favourite spaces.

#### Access

The access on the Camphill Bridge can be dangerous due to the one lane bridge being so close to the entrance. This bridge is busy with heavy trucks due to the quarry being 1km from the bridge. When the Luggate Bridge is closed the Camphill Bridge is very busy due to the diverted traffic.

There is also a blind rise on the eastern side. If there is an oncoming car from Hawea Flat and people are trying to get in from the bridge end, the vehicle will have to wait on the hill till the vehicle enters the carpark, potentially blocking the bridge. There could be a nasty accident here. As there becomes less parking space due to the inability to manage numbers in the carpark, vans could easily park on the shoulder by the bridge on the eastern side, blocking the vision for the oncoming cars, making it very dangerous for pedestrians.

This is what is happening at Luggate where the Freedom Campers are now overflowing onto the shoulder across the road.

I do not accept that QLDC will provide enough resources to monitor vehicle comings and goings from the Camphill Carpark.

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw - Submission - Anthony Marsh  
**Date:** Thursday, 7 August 2025 12:36:35 PM

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Hello,

I, Anthony Marsh, of [REDACTED] Wanaka, make the following submission regarding the Draft QLDC Freedom Camping Bylaw. I would like to speak at the hearing on this matter.

I support the overall approach of the QLDC Draft Freedom Camping Bylaw to provide specific locations and specific timeframes for self-contained vehicles to park over-night in the district. I feel the main flaw of the Draft Freedom Camping Bylaw is that it does not create a differentiated type of freedom camping (or overnight parking) between Rural and an Urban settings.

I propose that QLDC Introduce the concept of **"No Camping Behaviour"** in all its Urban carparks that specifically allow overnight parking. I also believe there should be a general policy of No Camping Behaviour at any time in all Urban carparks.

I propose that QLDC introduce 2 types of self-contained overnight parking in the new Freedom camping bylaw.

1. **Rural locations** could continue to allow "Camping Behaviour". Which means, chairs and tables and cooking can be done outside the vehicle.
2. **Urban carparks** require a "NO CAMPING BEHAVIOUR" rule. This means in Urban areas, self-contained motor vehicles are allowed to park over-night in specific areas, but they must act and appear like other vehicles. They are not allowed to set up tables, chairs and cooking areas outside, no washing lines, no awnings and doors closed. Camping behaviour is only suited for Rural campsites.
  - The proposed Bylaw now appears to allow self-contained vehicles to set up chairs/ tables and conduct camping behaviour if it is contained within the parking space. The ability to do this inside the small parking space is unrealistic.
  - Camping behaviour in Urban carparks is clearly not safe. Sitting and cooking, in urban carparks is clearly not an expected or normal behaviour and it creates dangers for both the campers and other users of the carpark.
  - Camping behaviour in urban carparks is also not considered normal, appropriate or acceptable behaviour by most of the community who also use these urban car parks.
  - The new freedom camping bylaw should introduce and enforce a 'No Camping Behaviour' approach to urban carparks to protect the health and safety of people that visit the area (including the freedom campers).

If the new freedom camping bylaw cannot be used to introduce and enforce a new concept of 'No Camping Behaviour' then I suggest that the existing 2023 "Activities in Public Places Bylaw" should be used to enforce the concept of 'No Camping behaviour'.

All carparks specifically designated for overnight parking need to be well signposted with detailed instructions of what is expected of the users. No Camping Behaviour signage will reduce the ambiguity of what sort of behaviour is allowed and make enforcing the rules easier.

My wife and I have motor homed extensively through Europe for many years. We mostly free-camp. The concept of "No Camping Behaviour" in Urban areas is clearly understood in the motorhome fraternity in Europe. It is often specifically signed in urban areas designated for motorhomes and campervans. Fully self-contained Motorhomes and Camper vans are happy for the opportunity to park overnight in urban areas and are happy to abide by the No Camping Behaviour rules for the right to park overnight in an urban area.

Anthony Marsh  
[REDACTED]

Wanaka.

From: [REDACTED]  
To: [Let's Talk](#)  
Subject: Freedom Camping Bylaw.  
Date: Friday, 8 August 2025 10:53:00 AM

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## **Submission Opposing Proposed Freedom Camping Designation on School Road and Boundary Creek**

To Whom It May Concern,

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## **Conclusion**

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Sincerely,

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**Ariádina Ferreira**



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom camping bylaw  
**Date:** Friday, 8 August 2025 12:40:52 PM

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Good afternoon,

I would like to register my disagreement to the proposed freedom camping area at the Beacon Point Road carpark, Wanaka.

This is a small beach area used by locals and visitors alike, particularly during the summer months and is totally inappropriate to become a proposed camping area for campervans and caravans.

I live locally and right throughout the summer months we wander down there with our dog and picnic and enjoy the tranquility of the beach area, along with other families. To allow campervans to park overnight, setting up their washing lines, etc taking up much valuable parking space is not acceptable.

I think you have underestimated how well used the area is during the summer months. There is plenty of space in designated camping grounds which are underutilized.

I am also a campervan owner who respects areas such as the beach at the end of Beacon Point Rd.

Thankyou.  
Regards

Becky Rodwell  
[REDACTED]  
Wanaka 9305



From: [REDACTED]  
To: [Let's Talk](#)  
Subject: SUBMISSION - QLDC Draft Freedom Camping Bylaw  
Date: Monday, 4 August 2025 5:58:08 PM

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THANK YOU FOR receiving and considering public submissions on the DRAFT 2025 Bylaw related to Freedom Camping Management in the QLDC managed area.

I have attended your recent webinar and reviewed your documentation in support of your proposal.

Therefore I am making the following submission as a New Zealander who loves to travel and camp around Aotearoa - occasionally freedom camping, as is my right.

I am a keen, very responsible freedom camper, with my own home-built camper van, and an active member of All Points Camping Club who also advocates for campers, while I manage a number of online social media pages for a diverse group of camping public across Aotearoa New Zealand. There are over 150,000 members of the public engaged with these sites.

**Here are my observations and questions to address for review of the current proposal of a Bylaw.**

As a very important review for the criteria required to be met to create a Bylaw I just want to congratulate the Council for being very clear that Freedom camping is allowable by NZ Law on PUBLIC managed land. In fact TENT camping and self-contained VEHICLE camping is assured under the law.

Most freedom campers do not exclusively freedom camp, and tourism studies show that 99% of all domestic and international campers use a mixture of paid campsites, DOC camps (also paid) and occasional public free sites, as well as privately managed club sites such as NZMCA areas.

Many of the paid campsites in your region are fully booked during your busiest seasons which reinforces Kiwis love of camping, and they high demand that international tourists place on your district. Campers like to also have access to facilities and sometimes power, and increasingly these are ONLY available at paid campgrounds.

They also contribute to the local economy wherever they travel, and they become valuable tourists and valued ambassadors for the tourism of any area across our country - sharing their travels and encouraging others to visit many diverse landscapes and centres around Aotearoa.

I would hope that the minority prejudice attitudes that characterise freedom campers as anti-social nuisances, or messy free-loaders will not be tolerated in any of your decisions around managing their rightful and lawful activity of freedom camping..

Can I also focus my submission's attention on the legislation with ensures that all Bylaws MUST ONLY be made to add an extra layer of protection and management of freedom camping activity according to the FREEDOM CAMPING ACT 2011 [amended 2023] IF they meet the following criteria and IF they are necessary:

A local authority may make a bylaw under subsection (1) only **if it is satisfied** that—

(a) the bylaw is **necessary** for **1 or more** of the following purposes:

(i)to **protect the area**:

*\*(Do you have substantial evidence to suggest that areas where freedom campers stay are absolutely in need of environmental protection ? Do you provide adequate rubbish and*

waste disposal sites near allocated free camping spots, and ensure that public rubbish bins or toilets are regularly cleaned and serviced so there is no danger of environmental damage?)

(ii) to **protect the health and safety** of people who may visit the area:

*\*(Have freedom camping activities threatened the health and safety of any visitors to date? Are there sites which have been fully assessed as safe and appropriate for freedom camping, on the bulk of your rural roading system? Plus are you also carefully considering the health and safety of the visiting freedom campers you welcome into restricted areas, by ensuring a fire safe distance of 1.5m minimum between all vehicles? Did Council also make provision for areas wider than a simple carpark - marked allocated freedom camping spaces in order to allow for the mostly LARGER camping vehicles and motorhomes which our valued international visitors and domestic tourists currently use to make sure there are no potential accidents if a large vehicle or caravan is reversed into allocated parking spaces? Are you locating allocated freedom camping areas near well sign posted public water supplies as well as dump stations where responsible campers can clear their onboard waste? )*

(iii) to **protect access to the area;**

*\*(Do you have data which drives your decisions about any areas provided for freedom campers which need to be available at particular times for the use of others to access the sites? Do you have the resources, Ambassador and official staff to ensure clearance of busy areas to ensure others may access them? Can you prove that the proposed carparks allocated for restricted overnight parking of freedom campers are needed to be accessed by a high number of users at least up to the hours of 6pm and must be vacated by either 7am or 8am to enable access of other users?*

*Is any freedom campers' REASONABLE access - to find a safe and secure overnight parking space - being fully considered when they are required to leave a site so early in the morning? Will it create more access problems at restricted sites where there are so FEW parks available, if legal freedom campers might have to line up to only be allowed to enter a park at the 6pm time you have allocated?)*

*I suggest that congestion and safe turning areas for larger vehicles, and adequate space allocations are very carefully considered at all the RESTRICTED sites proposed in your Bylaw to ensure all USERS' access and safety.*

**AND**

(b) the bylaw is the **most appropriate and proportionate** way of addressing the perceived problem in relation to that area;

*\*(Have you gathered recent and relevant data across the QLDC area to justify the levels of restrictions you wish to impose on freedom campers? Having had a summer without any Bylaw, was there a significant number of incidents which tested or threatened the protections suggested in the above CRITERIA (a) in order for you to make a decision to require a proportionate restrictive Bylaw at this time?)*

(c) the bylaw is **not inconsistent** with the New Zealand Bill of Rights Act 1990.

*\*(I trust that you are fully aware of Council's legal obligations to meet the rights afforded within this Act and have sought appropriate legal review of your proposed Bylaw to meet this consistency.)*

(3) A local authority must **not make a bylaw** under subsection (1) managing NZTA land without the **written consent** of the chief executive of the NZTA

*\*(Do you currently have the written authority of the NZTA CE to enable your Bylaw to cover all NZTA land in the district?)*

Accepting that your Council has had a challenging summer period with no Bylaw in place

to provide extra layers of management for the allowable activity of public land **freedom camping** in your district during the 2024-2025 summer season, I am extremely heartened to note that of the almost **8000** freedom campers you report had visited the QLDistrict over that period, there were very few infringements or issues noted during this busy time, which identified the behaviour of these campers as being irresponsible. *Is it therefore necessary to even put a Bylaw in place at this time?*

Perhaps your Parking Bylaws could deal with the high number of issues you currently report, which were only within the urban Queenstown town centre - and only relate to the overnight parking of non-self contained vehicles with NO corresponding reports of major irresponsible behaviour from these campers.

With only **6** total infringements given for incidents of waste being deposited, and **2** incidents of freedom campers staying in prohibited areas, across your entire district this summer, I would expect that the Council is currently extremely pleased to discover that irresponsible campers' behaviour was **at an all time low**. The purpose of the changes to the Freedom Camping Act in 2023 focused on added layers of protection for the environment by insisting on self containment. Does evidence in your locally captured data suggest that this purpose is already fulfilled without the necessity of a restrictive Bylaw?

Additionally only 14 and 15 infringements were issued across the entire Wanaka / Upper Clutha and Arrowtown/ Kawarau areas respectively. Most of these were also for non-self containment, and may not in any way relate to irresponsible behaviour of campers. This huge area might not need significant restrictions to ensure the area, access and health and safety is protected.

It is important to note that the level of monitoring and management over this summer only required your Ambassadors and staff to follow the current Freedom Camping Act - in order to successfully manage freedom camping activity in the district and note any breaches were mostly for \$400 fines for non-self contained vehicle camping.

I hope that this observation of highly responsible freedom camping is strongly informing your decisions when looking at any demand or **necessity to apply more restrictions**.

I also note there were **ZERO** reports of incidents with tent campers freedom camping in your district. Given that tent camping on publicly managed (non-Reserve land) is also an allowable activity, is it absolutely necessary to add a Bylaw restriction to wholly prohibit this activity across your entire district?

Is this necessary and do you propose to fully prohibit tent camping?

NO provision is offered for accepting low impact tent campers who may be hikers or cyclists anywhere in the district ?

Would you please consider provision for free tent camping for those on the Te Araroa hiking or cycle trail, would be welcomed by tourists in remote areas, far from managed campgrounds?

Is that potentially discriminatory and exclusionist to prohibit tent camping? When there is no current evidence to suggest there are problems?

Does it meet the Bill of Rights Act?

The management of freedom camping, via either the national Freedom Camping Act, and extra Bylaws is designed **purposefully** to ensure that anyone using publicly available land for overnight stays in a tent or camping vehicle is doing so responsibly.

That is why the amendment of 2023 demands that vehicles used for freedom camping are all now certified self-contained by default - so that occupants have the opportunity to manage their own water and waste needs for a minimum of 3 days.

With this in mind, and also utilising the Reserves Act to restrict and prohibit freedom

camping - **is it actually necessary, proportionate and appropriate to install a Bylaw at this time?**

What evidence can you effectively provide to support the **necessity** of this Bylaw?

Have you considered the **cost of monitoring and enforcing** any EXTRA restrictive Bylaws?

Who will foot the bill for these monitoring services? Have your ratepayers been informed of the over \$900k spent over the previous 2 summers for this level of monitoring (which was funded by MBIE Transition funds)?

Are they aware of the high cost of enforcement of Bylaws with these levels of restrictions?

Is there a cost/benefit analysis conducted which weighs up the **COST** of freedom camping enforcement versus the positive consequences, results or gains in protections which this enforcement may provide?

This question should be clearly answered by the Council before ratepayers can make an informed decision.

It appears that the Freedom Camping Act criteria may not be very clearly met - by looking at your data over the previous summer ( which is now more accurate than any pre-Covid or Covid based projections of freedom camping activity ) it is notable that the bulk of infringements 24/25 summer ( 399 of total 428) were issued inside Queenstown's urban area and given out for vehicles not being self-contained.

You can have this level of management and punishment without adding a Bylaw.

Without legal self-containment warrants, was there also any corresponding evidence to suggest that these non-self contained campers were being irresponsible or putting the environment or locals at any health and safety risk? Or do you only have anecdotal evidence?

Fortunately for the Council the current [FC Act 2011] legislation now covers many breaches or damage to the environment, as well as the self containment requirements on freedom camping - even as there is no Bylaw in place. QLDS current practice of monitoring for self-containment and issuing infringements for non-compliance is still totally possible - even without any further restrictions you may decide to add using a Bylaw.

**So - is it clearly proven to be necessary, appropriate and proportionate to need to introduce a Bylaw at this time?**

If Council truly decides that it is, then please stick to the purpose and conditions of Bylaws in the Act and ensure that the health and safety of freedom campers is considered, along with the practicality and expense of enforcement of your laws.

Here are my suggestions:

If you cannot afford to enforce these rules, they become a wasted effort, and subject to complaints by locals. Make sure the real cost of enacting the Bylaw is very transparent and publicised to those who must pay for it.

In my experience, Councils which spread the load of freedom campers across as much publicly available land as possible, and allow the legal activity of freedom camping - will mitigate any overcrowding or mess issues that you may perceive to be a problem.

The more areas available for freedom camping - which are NOT heavily restricted by area and times - the better it is for the local population and the visiting campers. You can especially do this in rural less populated areas.

Providing clear waste management and offering sites where already free rubbish bins, picnic tables and toilets are onsite being used by visitors and locals is the best way to ensure there is NO environmental waste issues.

Freedom campers are generally very responsible ( despite the negative reputation of a minority ) so by all means include a 2 or 3 day maximum stay in each individual camping spot. After all, the law demands that we are self-contained for a minimum of 3 days. Ensure larger, safe PARKING SPACES are allocated with good safe turing areas. Offer reasonable entry and exit times so that giving tight hours and limits does not become a huge negative to fee camping. Giving infringements at 7.15am or 8.05 am for NOT leaving a restricted zone will be seen as simply REVENUE GATHERING exercises. In restricted sites please provide enough space to enable campers to move safely inside the Restricted areas, and manoeuvre larger camping vehicles. Do NOT put signage up which provides for a number of SIDE BY SIDE allocated car parking spaces inside a small allocated area of each overnight free parking area. This does not actually allow for the legal practice of 'freedom camping' - it simply provides free overnight parking until a set morning exit time. Spread the allowable parking spaces around an area. New Plymouth City Council does this well, so that campers do not have to be unsafe and park closely side by side. Fire safety must be considered. Free overnight allocated car parks are NOT freedom camping sites. Your parking Bylaws can deal with providing this opportunity. Please keep that in mind.

Thank you so much for receiving and considering my submission.  
I am happy to speak to Council Officers about my thoughts at any time.

Ngā mihi nui,

Bette Cosgrove

Mobile : +64 [REDACTED]

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Hawea Bridge camping  
**Date:** Thursday, 24 July 2025 7:59:59 PM

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Hi all. If like me, you are concerned about Camphill bridge turning into Luggate Bridge as a freedom camping site, which is basically what the new bylaw is proposing you may wish to make a submission to the council before August 8th to the below. My main concern is by limiting to a few sites you are guaranteeing that the few sites that are allowed will become completely concentrated, and then we will all experience the well documented issues that come with it. This is the closest point of recreation for Hawea Flat residents and also a major community asset with the play waves to boot. to submit you can email: [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Subject: Freedom Camping Bylaw Relevant information can be found at <https://letstalk.qldc.govt.nz/freedom-camping-bylaw-2025> My submission is below Submission on the Draft Queenstown Lakes District Freedom Camping Bylaw 2025 Submitter Name: Sam Brooks Contact Email: xxxxxxxxxx Submission Topic: Camphill Bridge – Oppose Freedom Camping Requested Action: Include Camphill Bridge in Schedule 2 – Prohibited Freedom Camping Areas Submission Summary I strongly oppose freedom camping at Camphill Bridge. The site is an essential public recreation space used extensively by the local community and visiting outdoor users. It lacks the capacity, infrastructure, and layout to safely accommodate overnight camping alongside its existing day-use functions. The transformation of this site to a freedom camping location will have a significant negative impact on local residents and users. I request Camphill Bridge be included in Schedule 2 – Prohibited Freedom Camping Areas. The Camphill site is an important location for local residents for recreation, and Freedom camping at this site is not consistent with the best interests of local rate payers, and visitors alike. Submission Points 1. Vital Community Recreation Asset Camphill Bridge is a key access point to the Hawea River corridor and is extensively used year-round by: Walkers Runners Cyclists Swimmers Surfers Kayakers and paddleboarders This includes local residents from Hawea Flat, Māngauwera, and surrounding rural properties, as well as domestic and international visitors. Especially in periods of high flow where the river gets significant use by kayakers and surfers due to the standing waves The carpark is the only practical public access for many of these users and is often at or near capacity during weekends and holidays. Allowing freedom camping displaces these users and restricts access to a valued outdoor amenity. As has been consistently experienced from other sites in this district, when freedom camping becomes allowed, the volume of traffic and use of space significantly impacts the public's ability to use these spaces. 2. Pressure from Limited Camping Locations The draft bylaw allows freedom camping in very few locations across the district. This will significantly intensify pressure on any areas not explicitly prohibited. Camphill Bridge risks becoming a de facto overflow zone for campervans The result will be overcrowding, user conflict, and permanent damage to the site. This is an obvious consequence of the proposed bylaw. By creating a few limited zones, the bylaw ensures that the areas allowed will be transformed into permanent freedom camping zones. 3. Inadequate Capacity for Co-Use There is insufficient space at Camphill Bridge for both freedom campers and the public who use it daily for exercise and recreation. The carpark cannot absorb large campervans and still provide access for day users Informal use in recent years has already demonstrated the conflict, with access blocked or limited for paddlers, cyclists, and walkers 4. Lack of Essential Infrastructure The site has: No public toilets No waste or recycling bins No fresh water No wastewater disposal or signage Even self-contained vehicles cannot be safely managed without supporting infrastructure, particularly near a sensitive river environment. This has been proven in all other areas where freedom camping has been allowed, inconsiderate toileting and waste disposal presents a significant and inevitable risk to degrade the site. This will have a significant negative impact on current users and the general public. 5. Visual and Amenity

Degradation Informal camping at this location has led to: Visual clutter and loss of open space character Litter and overflow waste Diminished experience for recreational users and visitors 6. No Practical Enforcement The remote rural location means: Very limited visibility for Council officers Low compliance with time or waste rules Ineffective enforcement based on past experience If camping is allowed, it cannot be realistically managed or contained. I do not accept that QLDC will provide sufficient resources to monitor maximum vehicle numbers or hours consistently so it is extremely unlikely that these conditions will be met. 7. Clear and Ongoing Community Opposition Residents and landowners in

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Thursday, 7 August 2025 3:49:04 AM

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Submission:

My concern is the currently proposed QLDC Freedom Camping Bylaw will be completely unenforceable.

I acknowledge you are currently bound by legislation to provide some options, but unless those options are able to be actively enforced it will lead to abuse of the privilege which has happened in the past.

The parts that need enforcement are:

- The length of stay
  - on a daily basis (within the proposed hours)
  - the 3 day maximum stay
- The vehicle is genuinely self contained and is being used as such

I suggest instead a number of larger freedom camping parks, preferably utilising existing car parks or reserve

- Away from Lakes, waterways and prime urban areas so that an enforcement team can actually enforce the rules as laid out

The idea of single larger parking areas for Freedom Camping seems to have worked in other areas, for example Lumsden and around Lake Dunstan. The campers do congregate at the specified parks and do not appear to use other minor pull off and/or picnic areas in the district.

Allowing Freedom Camping along all rural roads within the QLDC district seems a very loose and messy option and I would suggest it will lead to degradation of some areas, both environmentally and visually. This would be compounded by the fact that enforcement would be difficult/impossible over such large areas.

If there is no enforcement then it opens the door to abuse of the privilege to camp in my, and all ratepayers and residents, district.

Many thanks

Carolyn Beggs

Arrowtown



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom camping  
**Date:** Friday, 8 August 2025 3:50:51 PM

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Kia ora

Apologies, I ran out of time to do a proper submission on this. But just flicking through now, can I please suggest that the graphics are made more understandable? The road maps at the back are unclear for anyone who isn't a local and/or can't recognise their own particular bay/basin. And also, what the yellow versus black means is not clear. An explanation of the latter and naming of the former would make everything a lot clearer.

Ngā mihi

Cath

Sent from my iPad

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Further to previous...  
**Date:** Friday, 8 August 2025 4:34:20 PM

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Kia ora

I sent a quick note earlier, suggesting the Graphics be made clearer.

Although I've not had time to analyse this draft bylaw properly, I would like to express support for the principle of providing for freedom camping, as required by national legislation, via already formed car parks as done in this bylaw. And the prohibition of freedom camping on our local reserves, important for both environmental and community purposes.

I also support the conditions contained, in terms of them being still available for local use. But I do query how this is going to be enforced?

Can Hawea parks be identified as they are elsewhere, or else it is going to be hard to apply. Who do you tell to leave or fine for being there above the allocated number?

I trust others with more time will respond as required to the specifics of which street/roads etc should or shouldn't be included.

This is an important by law in terms of environmental and community protection and amenity. I trust council will see fit to ensure it is properly monitored and enforced, otherwise it is useless.

Thank you for your work on this.

Ngā mihi  
Cath Gilmour

Sent from my iPad

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Proposed Freedom Camping Bylaw  
**Date:** Sunday, 3 August 2025 1:26:22 PM

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Good afternoon,

I have some concerns regarding the proposed bylaw:

On my walks along the lake front and elsewhere I have seen numerous vehicles displaying a sticker asserting that the vehicle is self-contained. Most vehicles I have seen are packed to the gills and I doubt that the tourists unpack their vehicles to get access to the toilet, particularly at night, when items are required to stay within the vehicles. This raises the question for me how does the Council propose to monitor this when it's evident that just ticking 'sticker present' is not enough to ensure compliance. To me it's a farce. .

From reports some time ago it became clear that tourists frequently did not pay any fines incurred during their stay and simply left the country leaving the costs to be carried by the ratepayers. This is unacceptable to me. Council should have the ability to charge the credit cards of those who have incurred fines.

I have read that some rental companies tell the tourists that they will be getting a refund if the toilet in the rental vehicle has not been used. I am not sure if this is a fact but should it be so then I think those vehicle rental companies should have to delete any such clause.

It looks to me that Council's hands are somewhat tied because of the way the hastily drawn up Freedom Camping Act 2011 was drawn up. I wish the various Councils would get together with the relevant government department and re-frame the law to reflect what has been learned in the intervening years. The current law does not seem to have been designed with the ratepayers and residents in mind but to serve a relatively small interest group. I resent that some of my ever increasing rates are being used to support freeloaders.

With kind regards  
Christel Bohm  
[REDACTED]  
Wanaka

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Submission re QLDC Freedom Camping Bylaw 2025  
**Date:** Friday, 8 August 2025 9:59:21 PM

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Hello,

I've gone on line to do my submission via the feedback form and find it has seemingly closed at 6pm.

All notifications of the closing date said Friday 8 August with never any mention of a time cutoff, which leaves one to assume it's the whole day, ie close off will be midnight.

Now I can't see what the survey format was.

So here's my feedback in paragraph form.

I am a Makarora local and would like to comment that the two rural roads highlighted in the plan we were sent are both totally unsuitable for freedom camping.

School Road has around 6 private residences along it and NO suitable grass verge for any vehicle to comply with the conditions set out re the 5 metres and being able to let others pass, without driving into the water table ditch. Having any vehicles driving down this residential road looking for a place to sleep would be extremely frustrating and annoying for the people living there. At the far end of the road is a big farm shed and campers will likely find this is far game. It's not. It belongs to River Ranch Station and the Manager and workers will be very fed up if people start camping in there and blocking their access. And it's private property.

River Ranch Road is totally unsuitable for self contained camper type vehicles. It is a steep, long, windy gravel road, with very little upkeep so heaps of rocks and holes, very bumpy, very narrow and most definitely one lane. Very limited passing areas in the case of a vehicle coming the other way, on one of the occasional hairpin bends would be the only chance. And these are certainly not suitable for turning around. The road goes on like this for a long long way. There has already been one fatality on the road, with the driver driving a ute off the edge and over the bank. There is also a locked gate at the bottom which I imagine River Ranch will be keeping as such, because having people driving up here would be a total hazard for their farm operation as well.

This just leaves the small area at the bottom which is a car park for people intending to walk up the road - hunting or tramping. If there is a 5 metre rule applied here there would be room for 1 maybe 2 vehicles but no-one else can then use the place as the car park it is intended for.

There is a very good alternative of two camping grounds in Makarora, and then a DoC camping ground a further 10km up the valley, opposite the Blue Pools car park. The owners of the Makarora Country Cafe camping ground and the Wonderland camping area have put a large amount of money into buying a business that needs customers to make it pay. They do not need free options as competition.

The most significant question, if they are going to continue to insist free camping is made available, is - WHY DON'T THEY OPEN BOUNDARY CREEK

## CAMPING AREA AGAIN?!!

QLDC needs to sit down with DoC and nut this one out.

DoC closed this Freedom Camping site several years ago, claiming that the toilet was not able to satisfy the requirements in relation to the water table and it's proximity to the lake.

Any Freedom Campers permitted across the road at the small pull in by the start of River Ranch Road will not have a toilet available.

Any Freedom Campers permitted down School Road will not have a toilet available.

So why not just have Boundary Creek open again WITHOUT a toilet?!

As locals we're fed up with access being shut off to us too. There is no legitimate excuse, it's a total abuse of power by DoC.

On a broader perspective I am very concerned to have such liberal Freedom Camping rules as in the new bylaw proposal.

There will be NZ residents among the Freedom Campers, and these are the ones I would like to see permitted to do responsible Freedom Camping.

It is something I have grown up with and loved, and it should be our birthright.

But for the many thousands of foreign visitors coming into our country, we should NOT feel we need to provide them free facilities. These facilities come at a cost to us the NZ taxpayer, but at no cost to them. And they take precious income away from the businesses set up to provide paid camping facilities. Word has spread among the backpacker type community that they can use everything for free and here are all the places to go. It is totally detracting from our beautiful areas, it's often an eyesore and places do end up being left in a poorer condition. We all know that most of the people in these self contained campervans have never used the toilet in their vehicle and never plan to. We have bowed to politically correct rhetoric that has us now being totally taken advantage of as a nation. The amount that they are contributing to our economy while they are here is so minimal, to see our beautiful country get raped and pillaged and it's all legal for them to do it, is crazy from an economic perspective and very sad from a perspective of wanting to protect the beauty and wilderness that we have.

In 1994 I traveled to the African continent. I spent 5 months backpacking around 11 different African countries, but there were two that I didn't go to. Botswana and Namibia were two that I couldn't afford. Because they had made a conscious decision to target high value tourism. To not make their country available to foreigners wanting to come for as cheap a trip as possible. This decision led to more financial gain for their country, while at the same time retaining the characteristics of the nature and the wild aspect that made people want to come there. As a backpacker on a budget it was sad and frustrating for me at the time, to miss out on visiting these two countries I was so wanting to go to. But years later I realised what a great decision they had made, for the sake of their countries. I can choose to go back there and enjoy their wildlife and landscapes, on their terms. Now I would be in a position to pay that extra amount that is required to be a higher contributing tourist, and I would be happy to do so. That is what I believe we should be aiming for. High value tourism for New Zealand. Before it loses the very thing that makes it so appealing and special to visit.

I am aware that as QLDC you are restricted by having to comply with the New Zealand wide Freedom Camping Act 2011, because it permits freedom camping by default on most Council land in New Zealand. This is the one we really have to target to get things changed! I hope that you will do

everything you can to make the bylaws contain strict conditions, like the after 8pm arrival and before 7am departure times, which will help reduce the impact of freedom campers. But once in place this also needs to be enforced.

Just referring once again to NZ residents, I would love to see a 2-tier system in place for freedom camping. Similar to what is now used in the DoC Hut fees where a higher fee is charged for foreign tourists, a lower fee is charged for New Zealand citizens. My point here is that we have already paid into the upkeep of these areas via our taxes and rates etc. Using these natural areas, including freedom camping, in a responsible manner should be free to us, and if anything be subsidized by what visitors to our country are paying! I do realise this is outside of the scope of your bylaws, but it is important in the big picture of how I see we should be structuring tourism for our country as a whole.

Thank you.

Christine Pounsford

[REDACTED]

Makarora, 9346

ph [REDACTED]

mobile [REDACTED]

email [REDACTED]

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw.  
**Date:** Friday, 8 August 2025 8:55:03 AM

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## Submission Opposing Proposed Freedom Camping Designation on School Road and Boundary Creek

To Whom It May Concern,

I am writing to formally object to the proposed designation of School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns related to public safety, infrastructure, local consultation failures, environmental hazards, and the impact on existing private businesses.

### 1. Inadequate Infrastructure and Flood Risk – School Road

School Road is an area prone to flooding, particularly after periods of heavy rain. Despite repeated issues over the years, the Council has not taken steps to adequately repair or upgrade the road. It is deeply concerning that instead of addressing these longstanding infrastructure issues, Council is now proposing to convert this same flood-prone area into a designated freedom camping site—without any direct communication, notice, or consultation with affected residents.

### 2. Lack of Public Notification and Transparency

While I routinely receive correspondence from the Council in relation to rates and payments, at no point have I received any official communication regarding the proposal to change the designation of our street. Such lack of transparency undermines the legitimacy of the process and violates principles of local engagement and proper public notification.

### 3. Inappropriate and Unsafe Location

There is no suitable space along School Road to safely accommodate campervans or motorhomes. Even small vans encroach on accessways used daily by residents and farm machinery. This poses an unacceptable risk of collision or serious accident. The only available turning area for larger vehicles is located on private farmland—land which has not been offered or made available for public use. The Council must clarify how it intends to resolve access and turning requirements without trespassing on private land.

### 4. Bylaw Non-Compliance

Council bylaws clearly state that freedom camping must occur in sealed or gravelled areas. There are no such designated or compliant surfaces available along School Road. Are there concrete plans and funding to construct such an area within the next month? If so, when was this work approved, and why was it not first prioritised for resolving the road's persistent flood damage?

### 5. Environmental and Public Health Concerns

Residents are already contending with irresponsible campers who obstruct access to paddocks and the river crossing, discharge wastewater improperly, and in some cases leave behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents—they pose ongoing, real public health hazards, especially for families

and workers accessing the area regularly.

#### 6. Safety Risks – Boundary Creek

Boundary Creek is a high-risk location where fatalities have occurred due to inexperienced visitors attempting difficult terrain. Inviting more unprepared individuals in non-4WD vehicles to access this area without supervision or controls will inevitably lead to further accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be seriously considered.

#### 7. Negative Economic Impact on Existing Businesses

This valley already hosts two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also hire local people to operate and maintain their facilities. By encouraging free camping alternatives in the same area, the Council is directly undermining these businesses, which are already under financial pressure.

Instead of supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as on those whose only source of income comes from their employment at these campgrounds. Council should be looking to potenciar local business activity—not compete with it through unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

#### Conclusion

This proposal demonstrates a lack of due diligence, transparency, and consideration for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritize repairs to local infrastructure, environmental protection, and support for existing businesses.

Sincerely,  
Claudio Ávalos.



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Friday, 8 August 2025 10:53:09 PM

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To QLDC,

Please accept this email as a response to the freedom camping bylaw draft proposals.

I see the benefits of freedom camping in NZ. I actually think it is a relatively sustainable way of traveling when you consider that usually those types of tourists are traveling around the country to smaller towns and contributing to the local economy. However, I disagree with the definition of freedom camping. If you are in a van or motorhome, you are still having a significant impact on the environment and chances are you are visiting some of NZ's precious nature gems. As tourism grows in our region, we need to do more to preserve the environment and compensate for the ecological impact we all leave behind. I appreciate that there should be an affordable method of exploring NZ but I think that is what the DOC and council campgrounds are for. The Albert Town campground is a great example of a budget camping option that already exists. Why not expand the facilities there instead of making more free sites? Or if the current freedom camping is to persist, why not charge a freedom camping tourism levy paid upfront to make up for the ecological impacts of tourism? To me, freedom camping is something you do when tramping--finding a quiet space off trail or in the bush to pitch a tent. I don't think that traveling around in a van or motorhome should absolve you from any fees--you are still using resources and leaving a trace on the environment.

I am also concerned by the proposal to make the Hawea wave a freedom camping site. I work with the Mount Aspiring College Outdoor Pursuits program and we use the Hawea wave nearly every day in Terms 1 and 4. It is an amazing tool to help our students get confident on the kayaks. We always exit the river trips at the wave, cross the road carrying our gear and kayaks, and get changed into dry gear discreetly behind the school vans. I am concerned about the risk establishing the wave as a freedom camping site poses to our students safety in regards to increased vehicular traffic by the bridge and increased people around the site in general. If the wave becomes a known overnight stay site, there will undoubtedly be more traffic passing on the road. There will also be more people and large vehicles at the site which will put our students in a more vulnerable position when they are trying to get changed out of their wetsuits. The risk assessment for our kayaking trips will increase significantly if the wave becomes a freedom camping site.

I appreciate you taking the time to read my feedback and know this is a challenging topic to tackle. I do not wish to speak at the meeting.

Best,

Dahlia Chroscinski

From: [REDACTED]  
To: [Let's Talk](#)  
Cc: [REDACTED]  
Subject: Freedom Camping Bylaw  
Date: Friday, 8 August 2025 5:46:02 PM

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Hi,

I'm absolutely stunned at the the proposed freedom camping bylaw proposal.

I'm not averse the idea of freedom camping, but the rules seem to me to be pretty simple, and align with the basic principles of being a good visitor, and a good host.

- provide people with good facilities - toilets and showers, if not they WILL wash in our lakes and rivers.
- limit where it can happen to something that's reasonable, and can easily be policed/enforced
- make sure that the expectations are enforced, and policed - if there's no risk of doing wrong, wrong will be done.

I live in Hawea flat, and I don't want to see taking advantage of our beautiful and largely unspoilt environment by behaving carelessly or disrespectfully, and that WILL happen unless there is a consequence.

I was particular dismayed about a few places that I know well:

- beacon point road - that spot is very special and I can't see why you would allow 5 freedom camping spots simply because it's currently used. It's also right next to some gorgeous parts of the lake that very very many people travel past and through: don't turn it into a camping area.
- hawea wave / camphill road: again, I would imagine you've only chosen that for convenience because it's currently a carpark (used by many locals to walk their dogs, to ride bikes, to visit the wave: why is it a logical candidate for freedom camping, which will very negatively impact on the current use of the place.
- The rural roads restricted areas. I was stunned how much of this there is around the hawea area, and yet little or none around queenstown or wanaka. Why is this? Hawea DOES NOT want to be a freedom camping free-for-all zone, which is what that extensive network of yellow marked roads will create. If you think it's appropriate, then please do it equally around all of the 'rural roads' around queenstown and wanaka. I know some of those roads very well, and they are still havens of peace and quiet. Opening them up to extensive freedom camping simply because they're there is absolutely abhorrent.

Dan.

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Proposed freedom camping at Penrith Park beach  
**Date:** Friday, 8 August 2025 2:17:18 PM

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Hello, I'm not sure I have the correct forum, but I would like to make a submission on the proposed 5 berth freedom self contained campervans proposed for Penrith Park beach.

As a Penrith Park resident I am concerned that this is proposed for a densely populated residential area..

Reading the qldc info on freedom camping it states that it should be kept away from residential areas.

Penrith beach is a beautiful small beach, one of very few in Wanaka, well used by local Wanaka families with little children, as the water level safely suits small children, and boats are not allowed due to water level and rocks.

The Te Aro trail also goes directly through this beach area, and with it a lot of walkers, bikers and runners, in all seasons it is extremely busy...This area can only be accessed via a narrow one lane road into and out of.

Having large camper vans entering the small beach and attempting to turn would be a hazard for these families and the users of the Te Aro trail.

Thankyou for your attention.

Regards  
Di Purvis

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw Proposed 2025  
**Date:** Wednesday, 6 August 2025 2:16:21 AM

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### **Submission Statement:**

#### **Hunter Valley Farming**

[REDACTED], Lake Hawea

Wednesday 6th August 2025

#### **Position:**

Hunter Valley Farming strongly opposes the proposed Draft Freedom Camping Bylaw 2025, particularly the provision to allow restricted freedom camping on rural roads, including gravel roads that pass directly through our private property.

These proposals have serious implications for the health and safety of both the public and our farming operations, and they create unacceptable risk of unauthorised access, trespass, and environmental degradation.

### **Health & Safety Risks**

#### **Stock Movement and Vehicle Conflicts**

- We use these roads regularly to move stock between paddocks.
- It's only a matter of time before a person or vehicle is seriously injured during an early morning stock movement involving poor visibility and parked vans.
- The draft bylaw suggests campers can pull into laybys or roadside areas, but these are critical access points with farm gates.
- Vehicles parked around farm gates block our operations and increase the risk of injury.
- There have been multiple vehicle crashes involving tourists on these roads, and our team has frequently been called on to rescue campers stuck in fords, ditches, or paddocks after following poor directions or making unsafe decisions.
- Introducing overnight freedom camping to these routes would significantly increase the risk of future crashes or animal deaths and is fundamentally incompatible with a working rural road.

#### **Interruption to farming business**

- Stock disturbance, impact on lambing, calving (especially in locations where the road margin is not fenced),
- Transport of large contracting equipment, transport of large tractors and road maintenance equipment. The risk to both road user and freedom camper as the narrow roads are not suitable for parking and movement of large equipment past.

#### **Security**

- Freedom Camping would be in proximity to open farm sheds which increases risks for our

security

### **Environmental**

- Fire hazard (stoves, open fires, thermets, cigarette smoking). There are recent cases of this happening e.g Twizel fire

### **Waste Management**

- Human excrement, rubbish, effluent - We are more than aware that many of the 'self contained' stickers do not actually mean that these vehicles are self contained or use their facilities

### **Locations**

- An effective site assessment and identification of possible locations would have shown that there are very few areas on rural roads that - ensure that the side or part of the motor vehicle closest to the road (that is the carriageway) is located a minimum of 5 metres from the nearest edge of the road hard shoulder (where provided) or edge of seal (where no hard shoulder) at all times;

### **Meads Road specifically**

- Kidds Bush campground was set up in the 70's to provide a place for campers to go, and is set up with toilets and fresh running water- to eliminate the amount of freedom campers on Meads Road, and the issues that came with them (many are listed above).
- Kidds Bush is a perfectly good campground with facilities half way down Meads Road, why would people want to pay to stay there, if the whole of Meads Road is opened up to Freedom Camping?
- Doc would lose money as people wouldn't pay to stay in the campground when they could park on the side of the road for free.
- We struggle to see anywhere on Meads Road that would comply with being positioned on a formed gravel or sealed surface 5m from the road hard shoulder and still remain within the road corridor.
- The council would be better off to put their time and effort in to restoring Boundary Creek campground on the edge of Lake Wanaka, near the top of the lake, which has been closed for 3 years, as this would be an ideal place, including appropriate facilities, for campers to use.

### **Sanitation and Non-Compliance Issues**

Despite the bylaw's intention to require certified self-contained vehicles, non-compliance is widespread. In our experience, campers bend or ignore the rules, especially when they believe they are unlikely to be caught. We've already had ongoing issues with:

- People defecating in our paddocks and along fencelines;
- Campers setting up directly next to our mailbox and gates;
- Litter, broken bottles, and toilet waste being left behind.
- Fire risk. Campers in vans or tents may light stoves, smoke, or use BBQs — particularly in summer. Many rural roadsides in Central Otago and the Upper Clutha are high-risk fire zones,

especially during drought or burn-off periods.  
Expanding the availability of freedom camping on rural roads will only magnify these problems, which we as landowners are forced to clean up—without recourse.

### **Management**

- Who is responsible for managing and policing compliance? If the council cannot undertake site specific assessments due to the extent of the rural roads how will they manage freedom camping on them?
- Who is responsible to recover vehicles when they get stuck, damaged or impacted during civil emergencies ie flood, fire etc?
- Who will pay for damage when the grader, farm stock, fertilizer trucks, large machinery or stock trucks come up the road and potentially damage a freedom camper due to them being parked along the roadside?

### **Conclusion**

This bylaw allows freedom campers to park adjacent to farms and stations – often with no cost to them, but high cost to the private landowner in terms of safety, privacy, risk, and environmental protection. Farmers are being asked to subsidise tourism by tolerating the impacts of unmanaged camping, while receiving none of the economic benefit. The bylaw and associated maps are difficult to interpret for visitors, especially those unfamiliar with NZ's land tenure. Tourists won't understand where the public road ends and private land begins, or what "restricted" actually means. This confusion increases the risk of unintentional trespass, road blockages, and safety incidents. Poor signage, lack of education, and assumptions about entitlement worsen the issue.

Sincerely,

Digby and Hannah Cochrane  
Hunter Valley Farming

Digby and Hannah  
Hunter Valley Farming Company  


**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Friday, 8 August 2025 1:35:02 PM  
**Attachments:** [241108\\_Summary of Engagement with the QLDC.docx](#)  
[1000008778.jpg](#)  
[8c412ade-f499-4883-a846-461446a0e1ec-1\\_all\\_19.jpg](#)

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As ratepayers in QLDC since the early 80's and NZMCA member's since 2006(29655), we understand that the NZMCA has over 120,000 members, with more than 800 living in the QLDC District. The NZMCA operates a members only campground in Glenorchy. One in 5 members prefer freedom camping over other accommodation options and approximately 50% of members freedom camp at some time during their travels. Sadly we don't have an NZMCA site in Queenstown, despite numerous approaches to the Council. We are particularly frustrated with the problem of freedom camping in the QLDC region. The attached photos taken this year are examples of minimally certified self containment vehicles. We despair when one of the vehicles can have the latest of self containment certificates. The problem of freedom campers in Park Street Queenstown, which was addressed by banning overnight parking earlier in the year was unsustainable. The share number of vehicles inadequately kitted was not ideal. We submit that there are options.

The draft by-law allows for 15 area to park or 158 spaces. This number is highly insufficient considering your own documentation refers to freedom camping now reaching the level of 123,000 international visitors practicing freedom camping compared to 10,000 in 2008.

The rural roads clause is a red herring. For example Morvern Ferry road, to be 5 M from the road edge and having to park on seal or gravel is virtually impossible. If they add very little further parking. Being not allowed to be in before 8 pm and in some cases away by 7 am(events centre) is very restrictive. We like to be parked up by 4 pm and 10 am is soon enough to be on the road.

When we analyse it, Queenstown offers very few parks. The side of the Lake at Kingston and the Red Bridge Luggate are well away from services. Take those out and there's very few others. We have a great bus service which could be utilized but certainly not at these locations. Small pods are the essence and we have seen them work in other parts of New Zealand. For example, we have overnight parked at Waihi Beach. It has a number of sites adjacent to the beach nestled away in small pockets and not at all intrusive. Wouldn't it be great if say there were half a dozen parks at Tuckers Beach reserve. Then people could get on the bus to shop or dine out. There must be other similar sites. What about the Remarkables Ski field car park down by the State Highway. Although private land it is virtually not used in summer. Such an area could be developed as in places like the Richmond Racecourse/Showgrounds and the Blenheim Racecourse/showgrounds where budget low cost camping at approximately \$20.00 a night can be undertaken at a fractional cost of fully equipped commercial camping grounds. There's the Shotover Delta. Another place that could be utilized.

It is all very well saying go to one of the local camping grounds here in Queenstown. At the camp in Frankton it's \$70.00 for a couple for a night. With 200 L of fresh water, 205 L of grey water and a 17.5 L cassette for black water, we don't need full camping amenities. We are ready to dump after 3 days which makes a mockery of the MBIE requirements for freedom camping. 4L of fresh water, 4 L grey sewerage per person per day for 3 days in our experience is insufficient. Occupants of such vehicles will need to partake of off vehicle facilities which are not available at freedom camping sites. This is evident in the reported impact they are having on the environment that such self contained vehicles are

having. They have demonstrated that they cannot safely manage their waste and water for at least 3 days without needing external facilities. If the regulations were a little more realistic it would get rid of a large number of those minimally certified vehicles which are congesting ours and other districts in NZ.

From time to time we allow friends to park on our property. We don't find this an encumbrance. Our neighbours have a holiday house and are happy for friends to park there if it is not in use as a property security measure. An example of security enhancement is the NZMCA park in Alexandra. Vandalism used to be a problem at the adjacent skate park. Having an NZMCA park there has alleviated the vandalism.

The attached document is a record of the number of communications that the NZMCA has had with the QLDC. It is unfortunate, the Council has shown limited interest in these initiatives, which has made collaboration challenging.

Further to above we believe the QLDC should be taking the dispersal approach, i.e. providing many small-capacity sites rather than a few large-scale ones, which tend to manage camping activity more effectively. We understand that there are a number of councils which offer this often deal with just as many, if not more, campers than QLDC.

As you will appreciate, preparing a submission such as this takes a lot of time. We have submitted on a number of occasions in the past to no avail and have felt that we have been totally ignored. We are also vexed at the amount of Rate Payers money that the Council has and is spending to fight the law. The freedom camping act is very clear in what the Council's obligations are. The reserves act also allows for the Council to work with in it.

Don and Heather Wallace



## Summary of engagement with Queenstown-Lakes District Council

Period	Engagement	Comments
March 2009	<b>Freedom Camping Policy</b> QLDC promulgated a draft freedom camping policy for public consultation. The NZMCA supported the provision of more responsible camping opportunities, including the provision for self-contained freedom camping areas, due to a severe lack of varied camping options across the district.	
December 2009	<b>Proposal to lease land at the Old Man Street Campground</b> Consistent with QLDC's freedom camping policy, the NZMCA worked with QLDC's contractor Lakes Property Services on a proposal to lease 4,300sqm of unoccupied land at the former Man Street campground in Queenstown to operate an NZMCA low-cost campsite.	QLDC's Finance and Corporate Accountability Committee initially approved the NZMCA's proposal, however the Committee later rescinded their decision in May 2010 following opposition from commercial campgrounds.  Two years later, QLDC staff reported the freedom camping policy encourages the private sector to establish low-cost camping opportunities within the no freedom camping zones and QLDC should consider further consultation with the private sector (e.g. NZMCA) on establishing more campsite opportunities, including at the Old Man Street campground and Lower Shotover Recreation Reserve.
April 2011	<b>Freedom Camping Bylaw – Local Government Act</b> QLDC promulgated a draft freedom camping bylaw for public consultation. The NZMCA opposed the extent of widespread prohibition across the district.	QLDC rejected the NZMCA's concerns and adopted the draft bylaw.

April 2012	<b>Freedom Camping Bylaw – Freedom Camping Act</b> QLDC promulgated a new draft freedom camping bylaw for public consultation. Again, the NZMCA opposed the continued widespread prohibition and argued the bylaw was not justified due to the lack of evidence and assessments undertaken in accordance with sections 11 and 12 of the Act.	QLDC deferred its decision while it sought further legal advice.
May 2012	<b>Proposal to lease Lower Shotover Bridge Reserve</b> The NZMCA submitted an expression of interest to lease the Lower Shotover Bridge Recreational Reserve following recommendations by Council staff.	Former QLDC Mayor, Vanessa van Uden, reviewed the proposal and advised the NZMCA could not lease the land as QLDC had earmarked the reserve for future recreational use, including a possible public campground. To date, there is no campground on site.
October 2012	<b>Revised Freedom Camping Bylaw – Freedom Camping Act</b> QLDC promulgated a revised draft freedom camping bylaw. The NZMCA opposed the bylaws broad-brush approach, widespread prohibition, reliance on irrelevant matters, and a provision that would enable major amendments by Council resolution only.	QLDC adopted the bylaw without addressing any of the NZMCA's concerns. The bylaw prohibited freedom camping in many suitable and desirable areas throughout the district. QLDC advised it was empowered to amend the bylaw in future without public consultation.
May-July 2013	<b>Arrowtown-Lake Hayes Reserve Management Plan</b> QLDC promulgated the draft Arrowtown-Lake Hayes Reserve Management Plan. NZMCA raised several concerns with the plans policies and relationship with the bylaw.	QLDC amended the plan to permit limited freedom camping at Lake Hayes Reserve for self-contained vehicles only.
May 2013	<b>Meeting with QLDC CEO to discuss concerns</b> NZMCA wrote to QLDC-CEO Adam Feeley expressing our concerns with the bylaw and draft Arrowtown-Lake Hayes reserve management plan, including an apparent attempt to use the bylaw to enforce the management plan policies.	NZMCA meet with Mr. Feeley and QLDC's solicitor. QLDC assured NZMCA both verbally and in writing that, despite previously incorrect Council decisions, the Council would consult the public before amending the bylaw and that it would not use the Freedom Camping Act to enforce the reserve management plan policies.

May 2013	<b>Wanaka Foreshore Reserve Management Plan</b> QLDC promulgated a draft Wanaka Foreshore reserve management plan. The NZMCA advocated for policies that would provide for some freedom camping on site and noted that this would be consistent with the reserve classification.	QLDC did not accept the NZMCA's submission.
September 2013	<b>Infringement notices issued to members at Lake Hayes</b> Despite QLDC's earlier assurances in May 2013, NZMCA members received \$200 infringement notices for freedom camping at Lake Hayes in areas not prohibited in the bylaw.	QLDC reneged on its earlier assurances to NZMCA and advised it can and will use the Freedom Camping Act to enforce reserve management plan policies.
March – April 2014	<b>NZMCA queries the invalid infringement notices with CEO</b> Following the receipt of official information, NZMCA wrote to QLDC CEO Adam Feeley again concerned that QLDC was issuing invalid infringement notices in areas not prohibited by the bylaw (potentially up to 470 invalid notices based on the official information). The notices were issued despite Mr. Feeley previously reassuring the NZMCA in May 2013 that this would not occur.	Mr. Feeley agreed with the NZMCA's concerns and withdrew our members' infringement notices. He also advised that because of this issue, the Council had reviewed its enforcement guidelines and updated staff training procedures to avoid issuing invalid infringement notices in similar circumstances. Mr. Feeley also advised that NZMCA members have rarely been found in breach of the bylaw and QLDC welcomes any discussions with the Association to ensure this positive track record continues.
March 2015	<b>Workshop with Wanaka Community Board</b> Rachel Brown, then Chairperson of the WCB invited NZMCA to attend a workshop to discuss establishing an NZMCA Park on Council reserve land in the area.	Positive workshop attended by WCB, QLDC and NZMCA representatives. WCB was very interested in receiving lease proposals from NZMCA, however QLDC staff and property contractors were not keen on supporting lease proposals.
11 December 2015	<b>QLDC prohibits freedom camping at Lake Hayes and Shotover Bridge</b> QLDC resolved to temporarily prohibit all freedom camping at Lake Hayes and the Shotover River Delta under the provisions of the Reserves Act 1977, citing public health and	NZMCA challenged the infringement notice. QLDC eventually waived the infringement, however did not accept the decision was unlawful, or even unreasonable when signs still permitted freedom camping on site.

	<p>safety concerns. The resolution came into effect on 16 February 2018.</p> <p>On 17 February 2018 at 0355, one day after the decision came into effect, NZMCA members received \$200 infringement notices issued under the bylaw for freedom camping at the Shotover River Delta. QLDC had not amended the bylaw and signs permitting freedom camping on site were still in place.</p>	
February – March 2018	<p><b>Pre-consultation on new freedom camping bylaw</b> QLDC writes to stakeholders, including the NZMCA, requesting pre-consultation feedback on a new draft freedom camping bylaw.</p>	NZMCA provided without prejudice feedback raising concerns with the scope of prohibition, provisions to amend the bylaw by resolution only, and wheel clamping.
August 2018	<p><b>Amending bylaw and reserve management plan</b> QLDC promulgates a proposal to amend the bylaw and Arrowtown-Lake Hayes reserve management plan for public consultation. NZMCA opposes the proposal insofar as it prohibits camping at Lake Hayes and Shotover Delta.</p>	QLDC adopts the proposal and prohibits camping at Lake Hayes and Shotover Delta, although states the areas may become available again when the bylaw is next reviewed.
December 2018	<p><b>Craigburn Reserve</b> LINZ was interested in NZMCA managing a park on site to address freedom camping issues that have upset the local community. Meeting held on site with LINZ and correspondence with community board representatives, including Quentin Smith who was the Chairperson of the WCB at the time.</p>	The proposal did not proceed due to insufficient support from the community boards.

September 2019	<b>Formal consultation on new freedom camping bylaw</b> QLDC promulgates a more prohibitive draft freedom camping bylaw for formal public consultation. NZMCA submits its concerns with the wide scope of prohibition, the Council's failure to review the bylaw in accordance with the Act, the Council's failure to adhere to its own Strategy and carry out appropriate site assessments, and the reliance of irrelevant matters. NZMCA also informed QLDC that if it adopts a prohibitive bylaw, we will have no option but to seek a judicial review.	QLDC adopts the bylaw as initially proposed.
November 2019	<b>Seeking judicial review</b> NZMCA announced that it will seek a judicial review of QLDC's bylaw.	
December 2019 – mid 2020	<b>Correspondence with QLDC Mayor Jim Boulton</b> The mayor indicates to NZMCA's CEO and a local member his desire to find a solution that avoids court proceedings. This included asking Council staff to meet with NZMCA, discuss our concerns with the bylaw and work out an amicable solution. As a result of Covid-19 and the mayor's offer to find a solution, the NZMCA agrees in good faith to defer judicial review proceedings.	QLDC staff arranged a meeting with NZMCA to discuss their plans for freedom camping in 2020, however, staff advised our concerns with the bylaw and potential solutions would no longer be up for discussion.
July – September 2021	<b>Possible resolution of judicial review proceeding</b> At QLDC's request, the NZMCA agreed to suspend evidence exchange timetable for two months to enable discussions between parties that may resolve this proceeding.	Discussions were unsuccessful. QLDC was not willing to address our concerns and confirmed they did not have capacity to engage with NZMCA any further on the matter. Their focus was now on preparing to adopt a new bylaw in December 2021.
August – September 2021	<b>Consultation on draft 2021 freedom camping bylaw</b> QLDC consults on new freedom camping bylaw to replace the 2019 bylaw that is the subject of a judicial review.	NZMCA submits in opposition noting the draft 2021 bylaw is more prohibitive than the current 2019 bylaw; and that Council's proposal refers to the Xyst site

		assessments which we argue add significant weight to irrelevant matters, e.g. economic and amenity values.
November 2021	<b>Lease site opportunities</b> QLDC writes to NZMCA confirming there is no council-administered land anywhere in the district available for NZMCA to lease.	Since 2009, the NZMCA has been trying to find a commercial solution to the accommodate demand from our members, including establishing a members' campsite under a lease agreement with QLDC.
December 2021 – March 2022	<b>NZMCA withdraws claim for judicial review</b> Claim withdrawn as the 2019 bylaw was revoked following adoption of the new bylaw in December 2021.	QLDC sought costs against the NZMCA, however the High Court dismissed the claim. Justice Osborne noted it would be unjust for NZMCA pay QLDC costs and that <i>"It can be said, at the very least, the failure to carry out site assessments in relation to the 2019 bylaw was a very strong ground of review."</i>
June 2022	<b>Proposal to lease land at Queenstown Events Centre</b> QLDC releases tender and calls for expressions of interest to lease vacant land in Frankton. QLDC's Property Team confirms NZMCA's high level proposal to establish a low-cost campsite would be considered in line with the tender criteria.	NZMCA's proposal to establish a motorhome park and cater for demand was consistent with the tender criteria, however our bid was unsuccessful.
December 2022	<b>NZMCA files statement of claim challenging 2021 bylaw</b>	Including a relief option that only parts of the bylaw (i.e. specific sites) are made invalid to ensure QLDC retained most of their bylaw to protect communities.
April – June 2023	<b>QLDC issues invalid fines</b> NZMCA members receive invalid fines after freedom camping at a permitted area (Kawarau Bridge). Members also identify QLDC 'no camping signs' erected again in locations that are available to freedom campers.	QLDC confirms over 200 infringement notices issued at Kawarau Bridge for freedom camping in a prohibited area and maintains the fines are valid, despite confirmation from the Department of Conservation that the prohibition does not exist. QLDC agrees to remove its no camping signs that were incorrectly placed.

10-11 June 2024	<b>Judicial review hearing held in the Invercargill High Court</b>	NZMCA agrees to support QLDC's request that if the High Court is satisfied the bylaw was invalidly adopted, the Court should hear submissions from counsel as to the appropriate form of relief.
20 September 2024	<b>Judgement of Osborne J released</b> The High Court determined QLDC unlawfully relied on irrelevant matters, namely economic and amenity values, and therefore the Council's decision to adopt the 2021 bylaw is invalid.	The Court ordered QLDC and NZMCA to file written submissions as to any additional relief that should be granted and as to costs and disbursements (if not agreed). NZMCA was to file and serve its submissions within 20 working days and QLDC within 10 working days thereafter.
26 September 2024	<b>NZMCA reaches out to QLDC to discuss relief</b> In light of the Court order, NZMCA writes to QLDC inviting a discussion that would result in a sensible outcome to continue to protect sensitive areas while offering reasonable opportunities for responsible freedom camping.	Our letter explicitly invited a proposal from the Council to identify the sites on which it agrees to freedom camping occurring, so the bylaw can be quashed in relation to those sites only. For other sites not identified and agreed, the bylaw would remain in place.
11 October 2024	<b>QLDC declines invitation</b> The Council was not interested in discussing a relief option that would enable responsible freedom camping at any other locations in the district, so that it could retain a bylaw that would continue to protect residential areas and other sensitive sites across the district.	
05 November 2024	<b>Judgement No. 2 of Osborne J released</b> The Court determines it is appropriate to quash the bylaw in its entirety and declines QLDC's request to postpone the order until a new bylaw is adopted in mid-2025.	





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Don't drink and drive  
Don't drink and drive

CAUTION

SABAG







**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** draft Freedom Camping Bylaw  
**Date:** Saturday, 9 August 2025 4:04:03 PM

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Apologies, I am a day late but hope you will exercise some discretion!!!

I am submitting regarding the 5 Freedom Camping Carpark "slots" proposed adjacent to 361 Beacon Point Road.

This hard packed shingle area accommodates many cars and motor-bikes during the spring-autumn season since the adjacent beach is one of the most sought-after in Wanaka with its gently sloping gravel incline, north facing aspect and shade from adjacent trees. Many Wanaka residents and visitors are still there after 6.00pm with bar-be-ques on the beach, not leaving until late in the evening. Thus there will be an inherent conflict between these day users, and those who might want to use the five designated carpark for freedom camping.

While THEORETICALLY the rules - 6pm -8am only, 2 night max and self contained vehicles - might alleviate adverse effects, because this is such a sought-after location during the summer it will be hard to police;

The designated carpark is within 20-25m of the adjacent house at 361 Beacon Point Road. The potential for noisy parties to adversely affect their right to a quiet and peaceful enjoyment of that locality, whether inside or outside the house, is compromised by having Freedom Campers on their boundary.

Yours sincerely,

Dr W A N Brown

--

Nick Brown

[REDACTED] Wanaka 9343

Ph: [REDACTED]

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Friday, 8 August 2025 12:52:44 PM

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To whom it may concern,

I am writing to formally oppose the proposal to designate School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns regarding public safety, infrastructure, lack of local consultation, environmental risks, and the negative impact on existing private businesses.

#### 1. Inadequate Infrastructure and Flood Risk – School Road

School Road is a flood-prone area, particularly after periods of heavy rainfall. Despite ongoing issues over the years, the Council has failed to adequately repair or upgrade the road. It is deeply concerning that, instead of addressing these long-standing infrastructure problems, the Council is now proposing to convert this flood-prone area into a designated freedom camping site — without any direct communication, notification, or consultation with affected residents.

#### 2. Lack of Public Notification and Transparency

Although I routinely receive correspondence from Council regarding rates and payments, I was never officially notified about the proposal to change the designation of our street. This lack of transparency undermines the legitimacy of the process and violates principles of proper public engagement and disclosure.

#### 3. Unsafe and Inappropriate Location

There is no suitable space along School Road to safely accommodate trailers or motorhomes. Even small vans encroach on accessways that are used daily by residents and agricultural machinery. This creates an unacceptable risk of collision or serious accident. The only turning space available for larger vehicles lies on private farmland — land that has not been offered or made available for public use. The Council needs to clarify how it intends to resolve access and turning requirements without encroaching on private property.

#### 4. Non-Compliance with Council Bylaws

The Council's own bylaws clearly state that freedom camping should only occur on gravel or sealed surfaces. No such surfaces exist along School Road. Are there concrete plans and funding allocated to develop such an area in the coming month? If so, when was this work approved and why has it not been prioritised to resolve the ongoing flood damage to the road instead?

#### 5. Environmental and Public Health Concerns

Residents are already facing irresponsible camping behaviour that blocks access to paddocks and river crossings, involves improper greywater disposal, and in some cases, leaves behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents — they represent ongoing and very real risks to public health, especially for families and workers who regularly access the area.

## 6. Safety Risks – Boundary Creek

Boundary Creek is a high-risk area where fatalities have already occurred due to inexperienced visitors attempting to navigate rough terrain. Inviting more unprepared individuals in unsuitable vehicles to access this location without oversight or control will inevitably lead to more accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be taken seriously.

## 7. Negative Economic Impact on Existing Businesses

This valley is already home to two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also employ local residents to operate and maintain their facilities. By promoting free camping alternatives in the same area, the Council is directly undermining these enterprises, which are already under financial pressure.

Rather than supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as those whose only source of income comes from working at these campgrounds. The Council should be looking to enhance local enterprise — not compete with it by offering unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

## Conclusion

This proposal shows a lack of due diligence, transparency, and consideration for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritise local infrastructure recovery, environmental protection, and support for existing businesses.

Sincerely,  
Geise

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Thursday, 7 August 2025 9:06:41 PM

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To whom it may concern,

I'm writing to you on behalf of the Glenorchy Community Association and the Glenorchy Community. Upon reviewing the draft of the Freedom Camping Bylaw, some things have come to the attention of our community. While the proposed area behind the Glenorchy hall is a good start, the concern lies in the surrounding areas.

The first issue is safety. Where freedom camping is allowed on the roadsides, most of the roads in the head of the lake area are 100km/h. To allow freedom camping along these roadsides, even at the 5m distance, it is still a safety concern for people camping and driving. Any freedom camping along the Glenorchy-Queenstown road is a liability. It is already a heavy incident area, and having people camped on the side of the road is a danger to all drivers and campers. A better solution would be to allow camping at the Bennets Bluff look out carpark, and not allow roadside camping on this road.

Along roadsides north of Glenorchy is also hazardous. There are few places vehicles can pull off more than 5 meters from the roadside. While it's nice to assume people will follow this guideline, the reality is people will camp where they think is fine. Why not focus freedom campers in Chinamans Bluff carpark or the Routeburn carpark.

Flood prone areas should also be stricken from the freedom camping areas. This is a clear safety issue. While camping along the riverside is a nice idea, flooding can happen quickly, and overnight may not be caught in time to move the vehicle.

Waste is another concern that has come up repeatedly. The laybys and camping spots that are currently used are rife with human waste and trash. With the head of the lake known as a picturesque place, a focus should be on keeping it that way. Places with toilets and bins are much better for the environment, and the locals who have to deal with the trash left by campers. With the head of the lake being, as it is stated, on the lake, it is very easy for stray trash and waste to wash into Lake Wakatipu.

Lastly, the existing draft plan provides inadequate plans for enforcement, especially on rural roads, or in the remote township of Glenorchy.

It may seem like a long list, but these are our community's concerns. If I could suggest areas, Bennets Bluff Lookout carpark, Chinamans Bluff Carpark, Muddy Creek carpark, Greenstone and Caples track carpark, Whiskey Creek, and the Routeburn Carpark would be ideal.

Thanks for your time,

Ryan Sokolowki  
Secretary of the Glenorchy Community Association

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From: [REDACTED]  
To: [Let's Talk](#)  
Subject: Re: Freedom Camping Bylaw. Post Script  
Date: Tuesday, 22 July 2025 1:05:46 AM  
Attachments: [image001.jpg](#)  
[-WRD0834.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[A dad's worst nightmare » Lakes Weekly Bulletin 250716.pdf](#)

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Hello Campbell,

Thank you for your acknowledgement.

By way of serendipitous postscript, please find attached Scott Stevens' front page editorial from the current (16 July) Lakes Weekly Bulletin, (attached).

Here is an edited transcript:

*"It was just so unexpected to see a green van in my lane coming towards me on a collision course that was split seconds away. Just before I took evasive action into the side of road ditch... the "foreign" looking bloke in the green van looked up. Surprise is the way I would describe the look on face. Then he started laughing as he swerved back into his rightful line and continued on. No harm done except for the nightmares this Dad of three young kids feels now, every time he takes to the roads with his precious cargo onboard.*

*It doesn't get any better in winter with our over stretched mostly volunteer emergency responders picking up the pieces and sending those still breathing to our over stretched and underfunded local hospitals. Usually by way of community funded emergency helicopter services... It's messy and ugly for all involved. In a death by blunt force trauma sort of way."*

*"The point here is tourists are rented cars on dodgy local roads when they have no idea what ice, grit and a dotted white line in the middle means. If I was the Dictator of all things, I'd charge the rental company Jucy, Hertz, Budget or whoever, for every cent of the damage done to local people, property, rescue and hospital treatment. These services are for us, the people who live here... But this is a pipe dream to think those muppets in Wellington politicians give a hoot about us."*

The time bomb is ticking.

Many people in Queenstown have seen rental vehicles from the airport negotiating the roundabouts at Lucas Place and SH6 in an anticlockwise direction; I have seen this, twice- once at each roundabout.

I have followed a campervan up the Crown Range switchbacks that was straddling the centre all the way, until they pulled over at the layby near the top, after my light flashing and horn got their attention.

A friend who lived in Glenorchy followed a car on the wrong side of the road for some 4 minutes, flashing their lights and using their horn to attract the other driver's attention, all the while praying for no oncoming cars, before it corrected (prayer answered).

Another anecdote comes from the Kingston service station, where a campervan pulled in to fuel up. A local asked the driver if they intended to keep driving on the wrong side of the road, whereupon the camper driver turned white, realising at some point they had crossed the centreline and driven for some distance in the wrong lane and avoided a collision, only by a miracle.

But mostly miracles don't happen. I know the Mossburn fire chief, [REDACTED], who has attended very many tourist crashes- cars, campers and buses. There are regular collisions at the SH6 turnoff to Milford at Five Rivers- he finds mostly they occur from southbound tourist drivers in the correct lane, but being used to a free right turn, they turn directly into the path of oncoming northbound traffic instead of giving way.

Another Glenorchy resident who works in Frankton drives a Toyota Prado, trading the increased fuel consumption for increased mass, which in the laws of physics translate to a greater survival odds in the very real possibility of a head on collision, and she has many other stories to tell. I am sure every Queenstown resident has their own vivid experiences of terrible tourist driving.

Here is one more of mine.

While reporting a fatal single vehicle tourist crash for Transit New Zealand -on a straight section of SH6- I came across ejected brain grey matter that had lain on the roadside for a day and a half. It had been missed by emergency services cleaning up a high energy, elongated crash scene in the dark, on what was a hellish scene for the first responders and surviving occupants.

At a loss of what to do with the remains, I buried them with solemnity on the side of the road, on an incongruously beautiful Central Otago day. It took some months for that suppressed incident to manifest itself for me; and surfaced again when the coroners report was published. I can only imagine the trauma it caused the first responders and those occupants. Perhaps some good may come of it yet.

Please also forward this to the project team.

Freedom Camping in Kingston; combining campers and commuters, is a calamity waiting to happen. I hope for all our sakes, they do give a hoot about us, use their brains and don't bury this issue.

Yours sincerely,  
Graham Roebeck

On 21/07/2025 9:34 am, Let's Talk wrote:

Good morning Graham,  
Thank you for your email – I would like to acknowledge receipt of this submission.  
I will pass this on to the project team now.  
Have a great day,  
Campbell



From: Graham Roebeck  
Sent: Thursday, 17 July 2025 1:16 AM  
To: Let's Talk  
Subject: Freedom Camping Bylaw.

Dear ladies & gentlemen of the committee,

Considering the above Bylaw, Freedom camping can literally be a matter of life and death: Drivers with little or no experience driving on challenging NZ roads, sometimes with little or no driving experience driving a large, wide, high sided vehicle like a campervan (or even any vehicle for that matter) can be a recipe for disaster.

As a former employee of QLDC contractor Lakes Contract Services until 2002, I was been involved in Traffic Safety Services- implementing the District wide traffic count programme and specialising in traffic signage for both QLDC and the then Transit New Zealand, covering the entire Queenstown Lakes District and 232km of State Highways 6, 6a & 8; from Kingston to Haast Summit via Cromwell. Part of that involved accident reporting of hundreds of crash incidents, including 4 fatal accidents that help inform TNZ of dangerous stretches that need improvement.

I mention this by way of introduction, that I have some insight.

My concern with freedom camping is not about the camping, but the effect of these larger motor vehicles on our road network, being driven by people who may not be competent in that type of vehicle in particular, and a very few who may not be competent to drive any vehicle at all on our road network.

#### **Proposed Freedom Camping areas in Kingston.**

I commute on SH6 between Kingston & Frankton 3 days a week. It is a 100km/ hr road.

To the resident, this is a road that can be traversed safely and efficiently at speeds of 80 to 100km/hr on the straight and sweeping sections. Commuters who travel at 80 usually pull over at rest areas or lookout lay-bys to let commuters pass. You will know the regulars because they may only apply the brakes 2 or 3 times between Kingston and the new Park Ridge roundabout.

To the overseas novice, this is a challenging road.

- They can be seen braking at every corner; braking in dips and often at oncoming cars, especially

at night. Hence they travel at much lower speeds of 50-60, terrified of the traffic Tipua of the Devil's Staircase. I have been stuck behind vehicles doing 30km/hr between Lumberbox Bay and Wye Creek.

- Misery loves company: Campervans often travel in convoy- we have seen traffic crawling behind inconsiderate campervans, numbered in many dozens of vehicles, or measured in kilometres.
- Mirrors don't work: To the converted beat up van with the blue sticker, the external mirror is not for checking the dozens of cars behind you, but a useful implement for hanging dirty laundry from (or admiring the man-bun), when parked. They never pull over to let traffic past, and ignore the pitiful 'Traffic bend you? Let it pass.' signs. Neither do the convoy drivers,
- The only campervan drivers who pull over to let traffic past, are the very few competent drivers who already travelling at a reasonable pace anyway, not obstructing the flow of traffic that one is happy to be behind.

The 'Road to Zero' response would be to lower the speed to 80km/hr. This is nonsense, penalising the ratepaying resident with a longer commute in favour of the freeloading freedom camper, who given the option of a lower open road speed, will slow down even more, leading to reckless overtaking.

### **Complete lack of overtaking lanes.**

There are no dual lane overtaking opportunities, as there are on the Glenorchy Rd, SH6 Kawarau Gorge and Crown Range.

If one is unfortunate enough to be stuck behind a campervan from Kingston, it can turn the 40km commute to Frankton from 30 minutes to nearly double that- for dozens of commuters- for no reason apart from the wilful ignorance and gross incompetence of just one driver enjoying the uncluttered view ahead of them and ignoring the trail of cars behind.

This leads to stupid overtaking by frustrated local youth drivers - that is terrifying.

### **The Lumsden Economic Experience.**

The town of Lumsden has welcomed freedom camping in the old railway station car park, Southland DC undermining it's own ratepayer the Lumsden Holiday Park.

It is very popular with many campers staying to do laundry and socialise with other campers.

The Four Square shop opposite should be the main beneficiary, but the App savvy campers have usually stocked up at Pak N Save Queenstown or Invercargill. They do however come into the shop to pay for showers at the school swimming pool.

A new takeaway open across the road is almost never visited by them as they cook their own food.

So the economic benefits for the community just aren't there, and it creates slow moving traffic in and out of town.

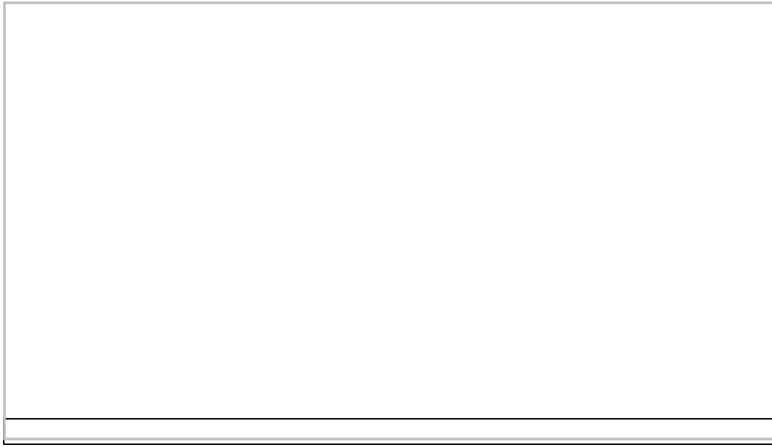
This should be the warning for Kingston- there is no meaningful economic upside.

### **Near Misses.**

In July 2020, dashcam footage recorded a campervan overtaking a truck & trailer near Taumaranui ahead of a blind corner.

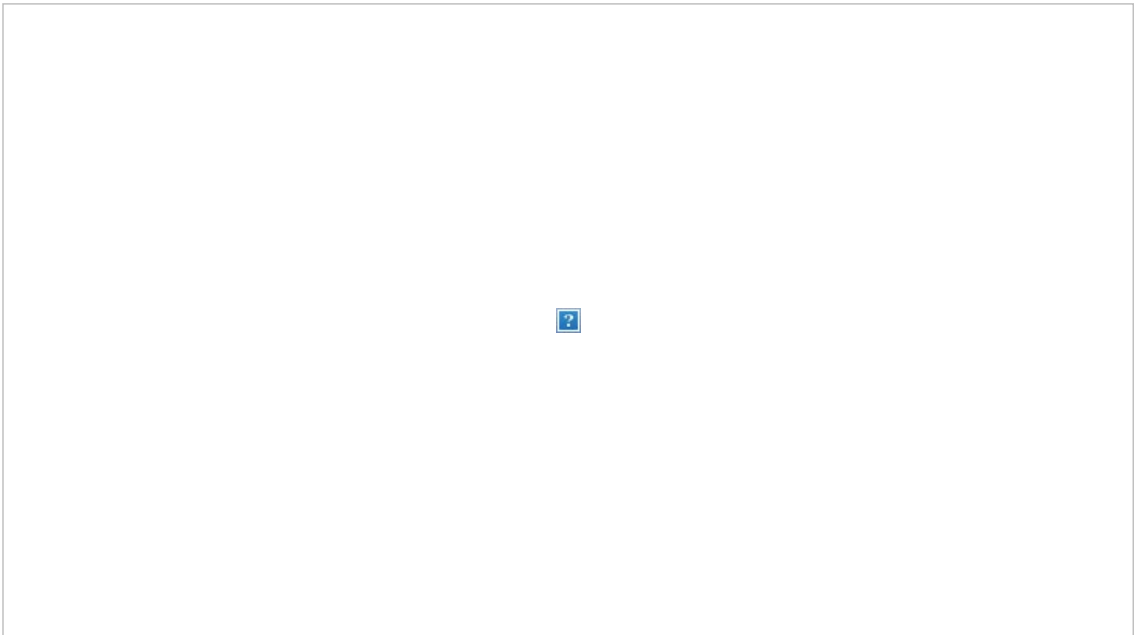
<https://www.nzherald.co.nz/dangerous-overtaking-campervan-close-call-caught-on-camera/45A3SVRPURGICHMS3CSSIRDBW4/>





In July 2024 a near miss was narrowly avoided after a reckless overtaking manoeuvre by a campervan near Twizel. The dashcam footage received international attention and reposts.

<https://www.thepress.co.nz/nz-news/350352480/watch-dashcam-shows-campervan-overtaking-near-miss-notorious-south-island-highway>



Obviously any of these near misses, could have taken a life or many lives.

### **Serious Crashes.**

Also in July 2020, a serious crash between a campervan and car occurred near Lake Pukaki, attended by 3 helicopters.

<https://www.scoop.co.nz/stories/AK2007/S00516/car-vs-campervan-crash-on-sh8-lake-pukaki-serious-crash-sh8-lake-pukaki-canterbury.htm>

In March 2025, 2 people in critical condition were airlifted and a third in serious condition were taken to hospital after a campervan & car collided in Waikato.

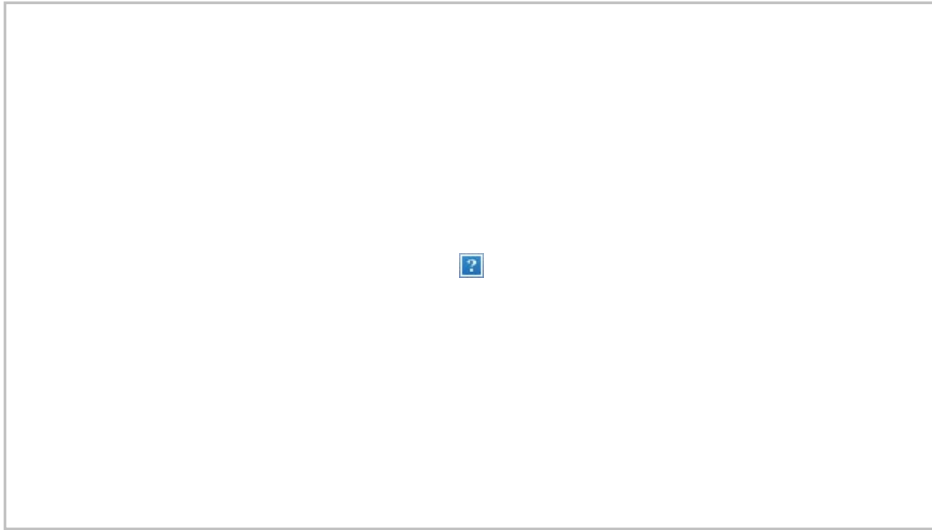
<https://www.1news.co.nz/2025/03/28/sh2-closed-after-serious-crash-in-waikato-two-in-critical-condition/>

In April 2025 4 people were hospitalised after another car/campervan collision at Pukaki.

<https://www.rnz.co.nz/news/national/557753/four-injured-sh8-closed-after-campervan-car-crash>

In May 2025, a NZ motorist heading home suffered multiple traumatic injuries after a head on collision with a campervan on the wrong side of the road, near Tauranga.

<https://www.nzherald.co.nz/nz/tourist-crash-woman-hit-head-on-by-us-campervan-suffers-serious-injuries-lasting-trauma/FFYED4VHUZDODP7TY7OERGF7E/>



Clearly lives were saved by emergency services, including unpaid community first response volunteers, paramedics, accident & emergency hospital staff. Others were not so lucky.

#### **Fatal crashes.**

In April 2023, three Singaporean students died when a fire consumed their campervan after it rolled near Geraldine.

<https://www.nzherald.co.nz/nz/driver-fatigue-caused-campervan-crash-fire-that-killed-three-students-from-singapore-near-geraldine/TPK5QH4HTREFMRB2B4JUN3FQAOI/>

On July 4 2025 one person was killed, following frustrated drivers overtaking a convoy of ignorant campervan drivers that refused to pull over.

Otago Daily Times reports: "A motorist driving from Queenstown to Dunedin at the time said it was 'just chaos' on the road. 'There was a convoy of motorhomes and they just weren't pulling over, they were just speeding up, slowing down and people were overtaking them — it was just ridiculous.'

<https://www.odt.co.nz/regions/central-otago/%E2%80%98chaos%E2%80%99-road-fatal-head-crash>

SH8 was closed for Serious Crash Unit (SCU) investigation between 11:15am until 7pm.

SCU scene investigations close roads for around half a day for each of these fatal or non fatal crashes. Kingston Rd SH6 is an economic lifeline of goods and services to Queenstown. The economic cost for every half day closure- on top of lost revenue for volunteer first responders and their employers, and of course ultimately for the families and employers/ employees of the injured or deceased- is enormous.

#### **Conclusion:**

*There must never be any freedom camping in Kingston until dual lane passing lanes have been constructed- at least two, one on either side of Staircase Creek.*

*There should also be a moratorium on Short term visitor accommodation, including homestays that attract inexperienced drivers in rental cars to Kingston, until passing lanes have been constructed.*

Death or injury resulting from freedom camping traffic in the Kingston area is not a matter of if but when. I'm telling you now, so I can say I told you so in future.

I urge the committee to reject this until the road has the major safety improvements completed, as outlined above or it will have blood on its hands.

Yours sincerely,

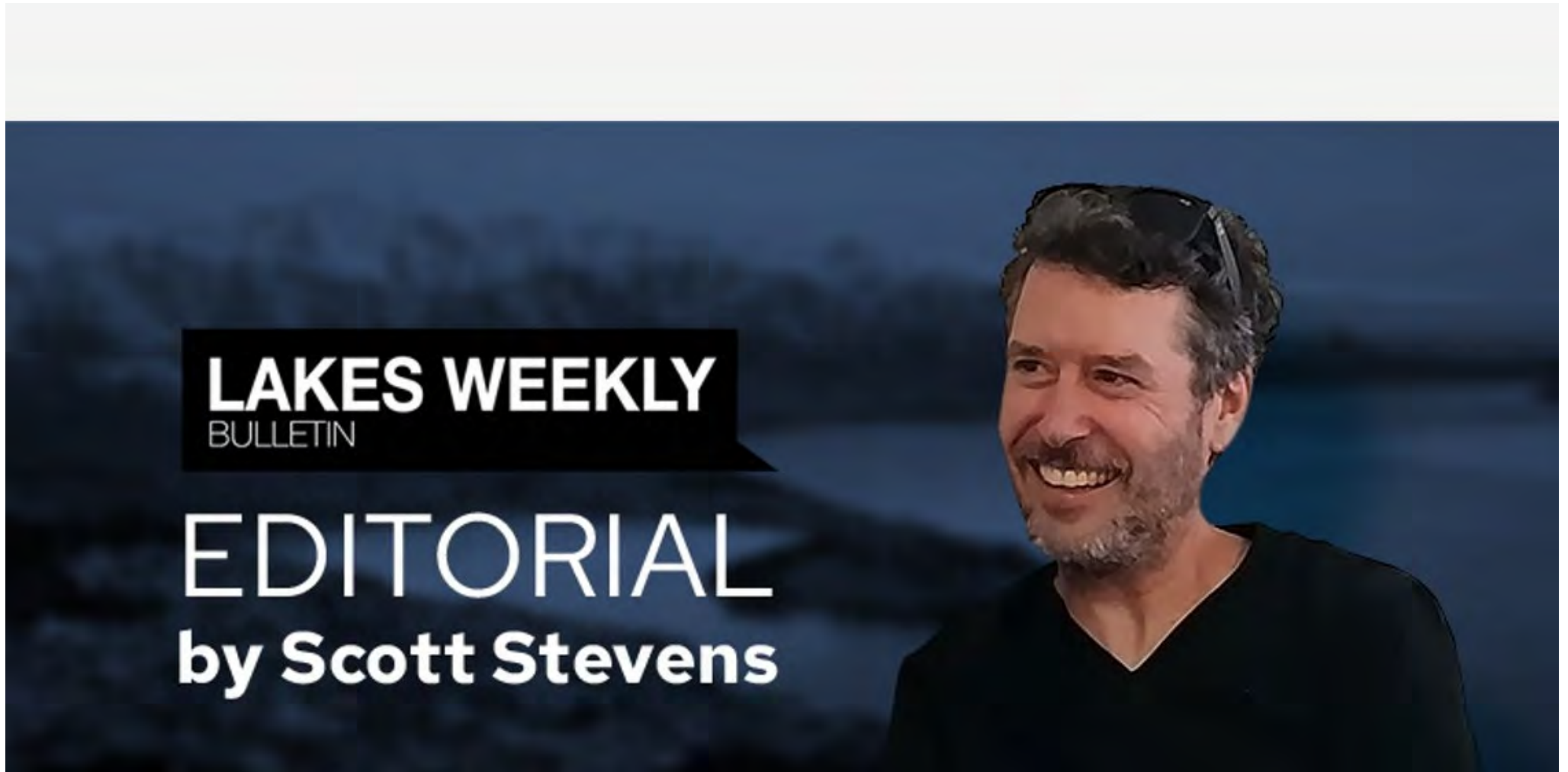
Graham Roebeck

## A dad's worst nightmare » Lakes Weekly Bulletin

Author: QMG Media

2 minutes read

Posted 16 July, 2025





Have you ever had the feeling that driving from A to B in your hometown is not as simple and risk free as it should be? I have. Many times, hence, the need to keep up with the latest 5 star safety rating in your family vehicle when commuting around this district.

Case in point. Driving like most days, with daughter number two along Arrowtown Lake Hayes Road. Nice day for it, I thought, taking this child of mine to ballet lessons in her pink tutu. No traffic ahead until I noticed a green van in my lane, obviously traveling in the same direction as me, or not, as it turned out.

What freaked me out most was my brain's very slow reaction time to realising this green van was not going in the same direction. It was just so unexpected to see a green van in my lane coming towards me on a collision course that was split seconds away. Just before I took evasive action into the side of road ditch, just outside Mora (a very good if not the best lunch venue town) the "foreign" looking bloke in the green van looked up. Surprise is the way I would describe the look on face. Then he started laughing as he swerved back into his rightful line and continued on. No harm done except for the nightmares this Dad of three young kids feels now, every time he takes to the roads with his precious cargo onboard. Fearful of every f-wit the rental car industry does business with.

It doesn't get any better in winter with our over stretched mostly volunteer emergency responders picking up the pieces and sending those still breathing to our over stretched and underfunded local hospitals. Usually by way of community funded emergency helicopter services. Sounds expensive because it is. Not only in dollar terms but emotional terms as well. It's messy and ugly for all involved. In a death by blunt force trauma sort of way.

But let's not discriminant. New Zealanders are known as some of the worst drivers in the world. Our biggest problem is our inflated sense of our own greatness as drivers. I'm an excellent driver of course, so would never make a silly mistake, yet I have, more than once.

The point here is tourists are rented cars on dodgy local roads when they have no idea what ice, grit and a dotted white line in the middle means. If I was the Dictator of all things, I'd charge the rental company Jucy, Hertz, Budget or whoever, for every cent of the damage done to local people, property, rescue and hospital treatment. These services are for us, the people who live here. User pays, and double for f-wits. But this is a pipe dream to think those muppets in Wellington politicians give a hoot about us. So, my real point as a local Dad, is prepare and drive like your life and the lives or your dearest depends on it. Because it does.

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Submission for Freedom Camping.  
**Date:** Friday, 8 August 2025 4:00:43 PM

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Hi there. I am fiercely against all these proposed sites. Going by what the Red Bridge camping site looks like, it is a disgrace, and we as rate payers paid for that!! What is wrong with the amazing camping grounds we have? I would like to know who is going to monitor these sites and how often? We all know how social media works ! There will not be only 5 vans there, but 50! In the summer , 6.00pm is when we are all down using our beaches after a hard days work, with families having dinner picnics. Enjoying the heat , the lake , swimming etc. We do not want to see people washing their hiking clothes, washing their hair, or dishes in the lake , not to mention what they do behind the bushes!! Come on, when will you guys listen to what the people of Wanaka are saying about this. Stop putting out yet another survey , and use the existing Camping Grounds, please. Thank you regards. Jane J .  
Sent from my iPhone

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** -Freedom Camping By law submission. West Wanaka Station.  
**Date:** Thursday, 7 August 2025 11:13:39 AM

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

Submitted by: James and Jonelle Cochrane [REDACTED]

Location: [REDACTED]

Date: 5<sup>th</sup> August 2025

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## 1. General Position

I oppose the Draft Freedom Camping Bylaw 2025 in its current form, particularly the provisions allowing freedom camping on most rural roads in the Upper Clutha Basin and surrounding areas.

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## 2. Key Concerns

### a. Lack of Site-Specific Assessments

The Council Report (Item 37) confirms that no site-specific assessments have been carried out on rural roads. This undermines the robustness of the bylaw and fails to account for the unique environmental, safety, and access issues present in these areas.

### b. Inadequate Justification for Rural Road Inclusion

Item 39 of the Council Report notes that the majority of infringements and complaints do not relate to rural roads. This contradicts the rationale for allowing freedom camping in these areas and suggests a more restrictive approach may be appropriate.

### c. Unfair Burden on Rural Landowners

Due to the remoteness of many rural roads, enforcement of the bylaw will inevitably fall on rural landowners. This places them in a difficult and potentially dangerous position, having to confront campers and manage issues without adequate support from authorities.

### d. Safety Risks for Livestock and Farming Operations

Freedom camping on rural roads poses serious risks to livestock movements, which are frequent and essential in these areas. Campers may inadvertently block access routes or interfere with stock handling, creating hazards for both animals and people.

### e. Sanitation and Environmental Degradation

Despite the requirement for certified self-contained vehicles, there is a high likelihood that freedom campers will defecate and urinate on private land rather than using onboard facilities. This has already been observed around lake edges and informal camping spots, leading to:

- Pollution of waterways.
- Interference with farming activities.
- General unpleasantness and degradation of the natural environment.

This issue is already significant and will be exacerbated if camping is permitted more broadly across rural roads.

### f. Enforcement and Compliance Challenges

The proposed conditions (e.g., 5m setback from road edge, certified self-contained vehicles, no waste, no fires) are difficult to monitor and enforce consistently across vast rural areas.

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### 3. Recommendations

- Prohibit freedom camping on rural roads unless site-specific assessments demonstrate suitability.
  - Expand designated camping areas with appropriate facilities and clear signage.
  - Strengthen enforcement mechanisms and increase ranger presence during peak seasons.
  - Engage with rural communities to co-design solutions that balance visitor access with local wellbeing.
- 

### 4. Personal Experience

Living in the region and its rural communities, We have witnessed first hand the disruption caused by unmanaged freedom camping. The lack of facilities, waste disposal, and oversight has led to environmental harm and community frustration. We have a Camping ground at Glendhu Bay which the Land was donated by Our Grandparents, Arthur and Kate Scaife. Our area can be enjoyed by campers in a manageable setting.

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### 5. Conclusion

The bylaw, while well-intentioned, requires significant revision to ensure it protects the environment, respects local communities, and manages visitor impacts effectively. I urge QLDC to reconsider the inclusion of rural roads and adopt a more balanced, evidence-based approach.

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Virus-free. [www.avast.com](https://www.avast.com)

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom camping bylaw  
**Date:** Wednesday, 6 August 2025 4:17:18 PM

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Good afternoon,

I'm emailing in support of the GCA's submission on the proposed freedom camping bylaw, and hope you take the thoughtful and thorough response the community have provided into account.

Many thanks,

Jenny Lomas

[REDACTED]



**From:** [QLDC Services](#)  
**To:** [Campbell Weal](#)  
**Subject:** Fwd: Submission to QLDC Draft Freedom Camping Bylaw 2025  
**Date:** Friday, 8 August 2025 4:31:26 PM  
**Attachments:** [Freedom Camping draft Bylaw submission 2025.docx](#)

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Hi Campbell, One for you  
Thanks  
Judy

**From:** [REDACTED]  
**Sent:** Friday, August 8, 2025 2:23 PM  
**To:** [REDACTED]  
**Subject:** Submission to QLDC Draft Freedom Camping Bylaw 2025

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To Whom it may concern.

I have been unable to access the submission site on your Lets Talk from this morning, hence emailing to Services.

I wish to support the submission made by the Guardians of Lake Hāwea in its entirety, as presented by our Secretary Alison Brown.

In particular, I emphasise the three highlighted points made under the heading "What we want QLDC to do".

I do not need to speak to their submission.

Thank you, and  
Regards,  
John Taylor

[REDACTED]  
Lake Hāwea  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Friday, 8 August 2025 11:14:05 AM

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To whom it may concern,

I am writing to formally oppose the proposal to designate School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns regarding public safety, infrastructure, lack of local consultation, environmental risks, and the negative impact on existing private businesses.

#### 1. Inadequate Infrastructure and Flood Risk – School Road

School Road is a flood-prone area, particularly after periods of heavy rainfall. Despite ongoing issues over the years, the Council has failed to adequately repair or upgrade the road. It is deeply concerning that, instead of addressing these long-standing infrastructure problems, the Council is now proposing to convert this flood-prone area into a designated freedom camping site — without any direct communication, notification, or consultation with affected residents.

#### 2. Lack of Public Notification and Transparency

Although I routinely receive correspondence from Council regarding rates and payments, I was never officially notified about the proposal to change the designation of our street. This lack of transparency undermines the legitimacy of the process and violates principles of proper public engagement and disclosure.

#### 3. Unsafe and Inappropriate Location

There is no suitable space along School Road to safely accommodate trailers or motorhomes. Even small vans encroach on accessways that are used daily by residents and agricultural machinery. This creates an unacceptable risk of collision or serious accident. The only turning space available for larger vehicles lies on private farmland — land that has not been offered or made available for public use. The Council needs to clarify how it intends to resolve access and turning requirements without encroaching on private property.

#### 4. Non-Compliance with Council Bylaws

The Council's own bylaws clearly state that freedom camping should only occur on gravel or sealed surfaces. No such surfaces exist along School Road. Are there concrete plans and funding allocated to develop such an area in the coming month? If so, when was this work approved and why has it not been prioritised to resolve the ongoing flood damage to the road instead?

#### 5. Environmental and Public Health Concerns

Residents are already facing irresponsible camping behaviour that blocks access to paddocks and river crossings, involves improper greywater disposal, and in some cases, leaves behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents — they represent ongoing and very real risks to public health, especially for families and workers who regularly access the area.

## 6. Safety Risks – Boundary Creek

Boundary Creek is a high-risk area where fatalities have already occurred due to inexperienced visitors attempting to navigate rough terrain. Inviting more unprepared individuals in unsuitable vehicles to access this location without oversight or control will inevitably lead to more accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be taken seriously.

## 7. Negative Economic Impact on Existing Businesses

This valley is already home to two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also employ local residents to operate and maintain their facilities. By promoting free camping alternatives in the same area, the Council is directly undermining these enterprises, which are already under financial pressure.

Rather than supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as those whose only source of income comes from working at these campgrounds. The Council should be looking to enhance local enterprise — not compete with it by offering unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

## Conclusion

This proposal shows a lack of due diligence, transparency, and consideration for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritise local infrastructure recovery, environmental protection, and support for existing businesses.

Sincerely,  
[Your Name]

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Submission for Freedom Camping Bylaw - Kirsten Roy  
**Date:** Friday, 8 August 2025 1:33:51 PM

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*Submission for Freedom Camping Bylaw.*

Hello,

This submission comes from a local Wanaka family of four (2Ad 2ch) that has spent roughly 18 months travelling throughout NZ ( a combination of freedom camping, community camps, DoC sites, NZMCA parks and NZMCA POP's and commercial camping grounds) in our self contained caravan between 2020-2024. I am also from a local farming family, and have concerns about the proposed new rules - especially for rural roads - as I have witnessed the growth of uncontrolled freedom camping in our area - the mess that careless campers leave behind, the fires that have started, the stock that are disturbed and the dangerous parking locations that interfere with farming practices but also put the campers themselves (often unknowingly) at risk.

The Queenstown Lakes area is the most expensive and restrictive area within which we have camped throughout NZ. It would be incredible to see this change. We are a tourist region, we pay thousands every year to attract visitors and we are missing visitors (or seeing lower visitor nights) due to the cost of camping in a self contained vehicle in this region. It would be amazing to see more designated and monitored freedom camping areas welcoming responsible self contained campers to our region - supported by the creation of low cost options that will in turn take the pressure off freedom camping spaces and monitoring. To create these new spaces, as opposed to cutting into spaces and car parks that locals currently use, or leaving rural roadside camping to travellers interpretation, we need to give clarity for both campers and locals to reduce frustration. We need to welcome self contained travellers with wonderful parking options and demand that they in turn respect the area - by having strict rules that are enforced. To encourage travellers to stay in our region longer, enjoy what we have to offer and to contribute to our local economy. Have these designated spaces so that majority of freedom (and low cost) campers are camping in areas that can be easily monitored. This will reduce the cost of staffing for council and reduce the frustration that locals face with those breaking rules (ie toileting outside, leaving rubbish, overstaying) and camping where they shouldn't.

When we extensively travelled NZ in our 19ft self contained caravan, our budget most definitely did not extend to \$70-\$120 a night for accommodation options. In fact, one South Island 9 week trip averaged approx \$15 per night for our accomodations - a mix of all camping options. That's \$945 cost for accomodation in total, for 9 weeks, for a family of 4. (You could add approx \$75 for part costs towards our yearly NZMCA membership and DOC passes for those 9 weeks). If we had to pay \$70-120 per night then we would've paid roughly \$4400 -\$7500 purely on accommodation. But these free and affordable camping options essentially meant we had that money to spend towards activities and enjoying the area. At \$4400-\$7500, just for accommodation, we may have even decided that it was too expensive to take the trip at all.

We never once parked up where we weren't welcome, because we had multiple affordable options in every single district that we visited. We did everything that a family staying in a hotel, motel or commercial campground would do. We went to the movies, ate in restaurants and cafes, visited the local swimming pools and hot pools, bought gas, diesel, groceries and shopped in local retail stores - especially for clothing, camping and caravan

accessories. We visited multiple farmers markets and local attractions, galleries and museums showcasing the local area and history. We went horse trekking and paid for riding lessons, massages, we hired kayaks, paid for laundry, took water taxis, paid for local fishing (similar to Hook) and took a fishing charter. And we did all the free stuff too - like walking, biking, lake/river/ocean swimming, wildlife spotting, picnics on the beach, visited some incredible Library and DoC facilities with brilliant knowledgeable staff. We saw glow worms, fished off the wharfs, played in the local playgrounds and made friends with hundreds of other long term travellers who are out there also exploring our beautiful country. In short, our self contained responsible camping trips have created some of the best memories of our lives, and most definitely those of our children's.

When a travelling family, couple or individual, have paid to set themselves up in a self contained campervan or caravan to explore NZ, they don't want to be paying hundreds of dollars for somewhere to park. They want to spend their money on experiencing the area. By creating amazing freedom camping, and minimal cost options, the only businesses that are missing out are the commercial camping grounds. Every other business throughout the region still benefits as they would from every other visitor to the region.

I feel like a lot of our camping restrictions are to protect the business of our local commercial camping grounds, as opposed to looking at what other options can work for self contained campers and also benefit the wider community. I do truly believe that by creating these free and affordable spaces that we will be attracting travellers to our area that otherwise wouldn't have come as they wouldn't stay in a commercial camping ground. And many other business's will benefit from these new travellers. There will always be camping ground campers - those who appreciate and are happy to pay for the extensive facilities and convenience that wonderful selection of camping grounds offer in this area. And, many freedom campers do enjoy this occasional luxury. I don't know what the right answer is for commercial campgrounds whom I can understand will likely not want these free and affordable options championed, but I don't think the entire self contained travelling community should lose the opportunity to spend time and money in our area just because they won't, or can't afford to, pay campground rates.

When we were travelling, if there wasn't a safe and affordable camping option in an area, we wouldn't stay there. We would day visit from a more affordable neighbouring area (ie in this area that would be Cromwell/Lowburn at their NZMCA). Or we would stay in a commercial camping ground but only for one or two nights as it was too expensive to justify staying longer. Hence we spent a lot more time and money in the town/regions if we were able to find low cost camping options. We wanted to save our money to spend on experiences, not accommodation. There are also many, many families, couples and individuals, who simply cannot afford to pay camping ground rates and also afford to spend money enjoying the region. It's one or the other. I believe we are missing a huge number of potential visitors, and increased visitor nights, purely because we don't have good freedom and low cost camping options here.

This draft freedom camping bylaw does concern me by how it is proposing to allow self contained camping on all of our rural roads. We need more certainty in these areas, for both locals and campers to reduce frustration and potential conflict. There is too much room for interpretation of the rules leading to a horrible experience for both parties. In the past, rural camping has not been controlled. Locals have been frustrated by the mess being left behind by disrespectful campers, and nothing has been done about it. These vague guidelines will have campers believe that they can camp in certain areas and farmers, home owners and other locals affected will be left to remind them of the rules, which will no doubt be stretched, and lack of support from council whom will be undoubtedly be understaffed to attend all of the complaints in a timely manner over such a vast rural area.

It is unrealistic to think that any council can successfully monitor freedom camping throughout the entire rural roading network of their district.

To help mitigate this can we survey these rural areas and create some specific freedom parking spaces, with signage and rules, that have the least affect on the environment and other local land users? As opposed to this vague idea of we'll just drive up this road until we find somewhere that we think we might be able to park. Majority of freedom campers don't want to annoy anyone, they just want a safe, cheap or free, place to camp. If we don't specify these allocated parking spaces, and create boundaries for these, we are leaving it up to travellers discretion - which often isn't in line with what is expected locally.

With the current proposal, what is to stop campers pulling in beside our lakes and rivers and blocking access for other users? We have seen issues over the years with people pulling in beside the lake at the Mt Aspiring Sign in Glendhu Bay. I'm worried they will take over this car park (for the millennium track) and the likes of the space beside the Matukituki and Motatapu rivers. Carparking areas for rock climbers and day walkers will become freedom camps. And over at Lake Hawea along the roadside and on the road into Kidds Bush - it would be such a shame to see the issues that this area faced years ago from disrespectful campers resurface again. We, like many farmers, have a decent entry areas to our hay barns, cattle yards etc - what is to stop campers from parking here? It would create a nuisance for farming, but could also be a dangerous position if cows are being moved. But technically - with this current proposal - you could park there as it's 5m from the road and on a hard gravel surface. We need to have designated, signposted areas on which you are allowed to freedom camp - if these are full, you move on to the next or go to the closest camping ground. We can't have the whole of our rural roadsides considered freedom camping space.

When these additional freedom camping spaces are created, can we do so without taking away from the locals, or stressing existing parking areas? Create an additional parking space specifically for freedom camping and limit the number of vehicles allowed at the spot.

Closer to town it would be great to create another larger area or two similar to the current Red Bridge freedom site. And lets make them welcoming - have clear signage and parking rules, make sure these rules are enforced. Have some permanent tables, a clothes line, a portable toilet, rubbish bins and recycling. And ideally down the track set some of these up with a user pays system such as Kiwi cash / penny key for showers, flush toilets, laundry, e-bike charging. Have limits on how many can stay in these freedom areas and have information for local camping ground options for when the freedom spot is full. With regard to creating more larger freedom camping areas - there is a lot of land and existing camping areas in Albert Town. Is there enough space out here to create a freedom camping specific site alongside these commercially run camps? Can something be set up out Riverbank Road or Cardrona Valley that that is far enough away so that it doesn't affect residents?

Please don't turn existing high use car parks into a freedom camping site with a limit of 2 days. If you are turning the Camp Hill car park area into a freedom camp with no day time limits then you will need to create a larger car park for day users as campers will be there all day. Is it possible to create an adjacent carpark that is specifically for freedom camping only? That way you aren't taking away an existing car park that locals value and will reduce the friction around its correct usage. If you are going to use the existing park, I would recommend that you have one section of the park allocated only to camping so that camping doesn't spread right throughout the entire parking area.

Please don't allow freedom camping in car parks that are close to residential areas like Allanby Place (beside the Mt Iron toilets). That's not cool for local residents, or for the locals that want to park there early in the morning, and it's a small car park for larger campers to negotiate. Why not use the new paved car parking area in front of the show grounds on the lakefront that has essentially been set up for additional tourist parking? I realise it's currently prohibited to camp on the lakefront, but make an exception for this with very clear signage that it's only for these 5 spaces. It is away from residential areas, it has a toilet and rubbish bins, 5 Large camper van sites, you can enforce an arrival and leaving time and there are plenty of additional parks. It would be a fabulous place to park for the night and it would be easy for council to manage. This could be another great area for a user pays kiwi cash facility set up. Local families could also benefit from shower options by the lake. Maybe there are other waterfront areas in town that could also cater for overnight freedom camping with strict rules and enforcement.

Rec Centre - I think this is a great place to allow overnight parking. Only thing being that you can't expect large camper vans to park right beside each other in a standard car park over night. You won't be able to open doors and it's a fire hazard. Have markings for any overnight freedom camping spots taking up TWO normal sized car parking spaces. So 36 car parks in total for the 18 available spots.

Your Responsible Camping Advocates - reallocate these and put the money into good signage and strict enforcement. No one is going to obey the rules if they know that they can push the boundaries and take the risk of getting caught as the worst case scenario is being politely asked to move on. Have clear signage. If this is not obeyed then give them a ticket. If someone overstays in a 30 minute park in town they get an instant ticket on their car. The council doesn't kindly say, 'you've been parked in this clearly sign posted 30 minute car back for over 60 minutes now, please move on' ... you write them out a ticket and they pay it. If they want to dispute that they do so with council. But the fines need to be dished out for word to spread that yes, there are awesome freedom camping options in our region, but if you don't respect the rules then you will be fined. If you don't have harsh penalties you will never get respect from those who chose to push the boundaries. Don't spend money educating people and asking them nicely to move. Spend it on signage... and then make the money to pay for all the enforcement team by getting the infringement fees paid.

All cooking needs to be done INSIDE the vehicle. I realise you have said no Fires - but this isn't enough. It will only take a bbq or gas stove to start a fire in the grass. All cooking and heating should be contained inside the vehicle - unless the parking space is considered fire safe as per signage.

There should be signage at all freedom camping areas explaining that No cleaning chemicals / soaps / shampoos / detergents/ toothpaste etc should enter or be used in our water bodies. This is something that really upsets locals, and rightly so. There should be no cleaning/chemicals of any sort entering into our lakes and rivers. Most self contained vehicles will have showers, you can pay for a shower at the rec centre or they can check into a local camping ground - or potentially pay at the office for use of a camping grounds day facilities only.

Another thing that really annoys the locals is the temporary set up of clothes lines. Please restrict this as laundry can be done at the laundry mat or at a clothes line that is set up at another designated freedom camping area - such as Red Bridge - or when they are staying at a camping ground.

Instant fines should be allocated for toileting outside the vehicle and leaving rubbish.

Members of the public need to be able to report non compliance in a timely manner to the council so that fines can be given. Take a photo, send this in and have it responded to within a certain time frame - hours not days. Can the existing Snap/Send/Solve app be used for this and picked up straight away by the enforcement officer on duty? The council can make money from these fines to help pay for future monitoring, and word will spread rapidly that fines are enforced in the area and people will respect the rules.

Suggestions from other amazing low cost options around the country NZMCA Parks, POPs, Community Camping Grounds - these all reduce the number of people freedom camping and are monitored by the groups, reducing council workload on freedom camping compliance.

NZMCA parks and Park Over Properties (POP's) are self monitoring. When travelling, we would often choose an NZMCA park, if available, over freedom camping purely for the added security when travelling with kids. They have strict rules. You don't abide by these, you can't stay. We have stayed hundreds of nights in NZMCA parks and POPs and we've never once encountered an issue. No one is peeing (or pooing!) behind bushes, no one leaves rubbish, no one empties their grey water, there has never been a noise issue (and some of these parks had literally hundreds of people staying). Because if you break the rules, a member will dob you in, or the custodian looking after the park will ask you leave and you risk losing your membership. It's that simple. And it's an affordable, welcoming, safe place to camp. It's only \$5 per adult and children are free. So for our family of 4 it costs us \$10 a night or \$70 per week, compared to \$490-\$840 for a week in a commercial camp, \$378 in a basic DoC site or \$215 in the Albert Town Camp.

We need an NZMCA park here in Wanaka. If we were travelling here from out of town, we would likely stay at the Crowmell NZMCA and just visit Wanaka for a day. Or, we may pay to stay in a camping ground for 1-2 nights. Whereas if there was an NZMCA park we would stay here for a week. A week of spending money on activities, restaurants, retail etc all throughout Wanaka. The only people missing out on our money would be the camping grounds. NZMCA members do spend money - just not on accommodation. A high proportion of NZMCA members are respected, retired Kiwis enjoying their newfound freedom. Maybe a cautious approach could be to set up a temporary NZMCA park and survey the members that stay to see just how much they contribute to the local economy.

NZMCA POP's are also a great fundraiser for local groups and clubs, or additional income for businesses, as you can set a price per night for people to stay in their self contained vehicle. Numerous pubs throughout NZ allow overnight camping in their carpark for those having a meal. Sports clubs like local footy, golf, bowls, scouts club might make \$10-20 a vehicle. A local community centre might offer a couple of spaces. In Oamaru their North Otago A&P Association hosts hundreds of self contained people a night at \$5 per head - and they say parking isn't available over the show dates. Potential for a rural school to allocate their carpark during school holidays. All those accessing POPs are NZMCA members - so they are rule followers as they value their membership. These POPs could be set up on a trial basis to see how they go, and if they don't work can easily be removed. They can also be set up so that dates are locked out - such as Mid Dec to Mid Feb. Or you can have it as a strict booking only site.

Community camps - low cost similar to that of the Albert Town Camp approx \$30 per night per family.

Examples of these can be found in Okarito and Nelson Creek (near Greymouth). All of the profits go straight back into the community so that the local community takes ownership of



how the facility is run and what the profits are used for. The locals welcomed campers as their community benefited from us being there. Locals often stopped and chatted to us, the Nelson Creek families even bought us some firewood to make the campfire!

#### Freedom camping in allocated spots

Freedom camping in areas outside of the city/town are often clearly signposted in the allocated spots that allow this. Signs will show what the rules are and how many vehicles are permitted etc. An example of this is the “All Day Bay” campsite in the Waitaki District south of Kakanui. There is clear signage with rules. Toilets. And a notice of fine for breaking rules. The area is monitored regularly.

Another awesome freedom camping spot is “Monkey Island Road Reserve” in Southland. Is there an opportunity to reopen the Boundary Creek site, on the way out to Makarora, to freedom campers in Self Contained vehicles? This would be an amazing spot and has worked for camping in the past.

Suggestions moving forward for our wider Wanaka region.

If the council hasn't already done so, please do speak with other districts that have successful freedom and low cost camping options in place. A couple of suggestions include Southland District Council or up north the South Waikato District Council. With regard to NZMCA's - Christchurch area has two hugely successful NZMCA's at Weddons and Kaipoi (new). Lake Tekapo and Manapouri have incredible NZMCA's. Weedons and Manapouri have penny key / kiwi cash set up for user pays. And the Waitaki District council has a good range of low cost / freedom options.

Set up at least two more sites similar to the Red Bridge - ideally without cutting into existing carparks that locals use. Make them inviting. Have permanent tables and a clothes line - in future consider having user pay kiwicash / penny key facilities such as showers, laundry, ebike charging etc. Have strict rules and strong enforcement.

More research into creating site specific freedom parking spots on rural roads - don't open the entire rural roading network to travellers discretion. Consider reopening Boundary Creek to freedom camping.

Have very clear signage at freedom spots with a weblink for further info. Especially for those on Rural Roads that are less monitored by council. Strict fines and enforcement for all infringements - parking and behavioural related. All Cooking to be done inside the vehicle. Restrict the use of temporary clothes lines. Instant fines for overstaying, rubbish, toileting outside the vehicle, using chemicals in our waterways and lighting fires.

Have an email or phone in which members of the public can instantly notify enforcement officers of those breaking the rules so that they are addressed in a timely manner and fined. Or a designated Snap/Send/Solve that is monitored 24/7 by the enforcement officer rostered on.

Freedom camping in marked urban parking spaces need to be TWO normal parking spaces wide per site when using regular carparks and be allocated away from residential areas.

Work with the NZMCA to set up a park here. This will take a lot of the pressure off freedom camping numbers and be self monitoring reducing councils compliance workload.

Encourage locals whom have space to set up NZMCA POP's (Park Over Properties) - this

can create fundraising opportunities and also reduce the numbers of those freedom camping, reducing councils compliance workload.

Conclusion to a very long submission.....

Thank you for taking the time to read this far. I feel very passionately about giving people, especially families, affordable and well managed self contained camping options. If our wider Wanaka area can create 2-3 larger, welcoming freedom camping places on the outskirts of our town centres that don't compete with current local useage, keep urban overnight freedom parking away from residential areas and have several allocated, surveyed and signposted parking areas on select rural roads we will have happy travellers and happy locals. We will have even happier travellers if we have more low cost options - such as NZMCA / PoP sites - and a happier council as this will take a lot of potential freedom campers and place them into group/owner monitored sites, reducing the need for council patrols and compliance enforcement. For any of this to be successful there needs to be strict rules set in place for self contained freedom campers, regular patrols and timely response and fines for reports of non compliance.

If possible, I would like to learn more about speaking my submission when the hearing is on.

Again, thank you for your time. I look forward to seeing the positive improvements to the proposed bylaw as a result of the many submissions that are being sent in. If you have any questions for me I'm open to chatting.

Warm Regards  
Kirsten Roy



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping bylaw  
**Date:** Monday, 21 July 2025 5:07:52 PM

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Submission to Queenstown Lakes District Council

Re Draft Freedom Camping Bylaw 2025- Opposition to Freedom Camping on Rutherford Road. ( Lake Hayes Rural Road)

I strongly oppose this proposal on many grounds for the rural road of Rutherford Road.

Firstly I note that at the full Council QLDC on 26 June 2025 it was agreed to have public consultation. With a small but important rural road like Rutherford Road I would have thought that the residents of this street to have been notified of the intention to have restricted freedom camping on this rural road.

Under section 3 there are 3 conditions listed

- a. To protect the area
- b. To protect the help and safety of people who may visit the area; and
- c. To protect access to the area.

Under a. -Lake Hayes is a very special Lake and for some time now under the organisation - friends of Lake Hayes- there has been considerable work into improving the quality of the water and thus improve and support its unique wild life. Much of this work has been concentrated around lake Hayes reserve and Rutherford Road with wetland restoration and native planting, filtering the rivers flowing in to Lake Hayes for sediment and chemicals which have been poisoning the water and life in the water. There is a stream flowing in from Slope hill down to bottom of Rutherford road- there has been riparian planting along this river . There has been emphasis on pest eradication too. The North End of Lake Hayes is identified as a Wild life refuge.

b. Rutherford Road is a narrow rural road with no passing bays or footpaths. There is no where for Freedom campers to park on a 5m verge- we have no such space. Many pedestrians, cyclists , Kayaks and other water sports, Te Araroa walkers use this road in addition to many locals and school children walking home . There is a dangerous blind corner on second corner with 35kph speed limit and to pass anywhere one car has to go on the verge.

The road is not suitable for large vehicles . The only place to park is down a very steep single track leading to a small parking area beside the lake including an area to turn round. There is a constant number of locals using this park for lake access -swimming, walking, dog walking and in peak times there is not enough parking . The emergency vehicles - fire - use the lake water so need immediate access.


c. When previously there was freedom camping on lake Hayes there was a major problem with contamination of water quality so swimming was banned in the lake on many occasions. The nearest toilet facilities to the car park is on the reserve 400-500m away .

Lake Hayes is a popular tourist destination. Rutherford Road is the only rural road with access down to the lake edge in your proposal . All other lake edges have restrictions against freedom campers.

Proposed amendments

To remove Rutherford Road from the list of permitted freedom camping roads/areas.

Sent from my iPad

**From:**   
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw.  
**Date:** Friday, 8 August 2025 12:35:58 PM

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To whom it may concern,

I am writing to formally oppose the proposal to designate School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns regarding public safety, infrastructure, lack of local consultation, environmental risks, and the negative impact on existing private businesses.

#### 1. Inadequate Infrastructure and Flood Risk – School Road

School Road is a flood-prone area, particularly after periods of heavy rainfall. Despite ongoing issues over the years, the Council has failed to adequately repair or upgrade the road. It is deeply concerning that, instead of addressing these long-standing infrastructure problems, the Council is now proposing to convert this flood-prone area into a designated freedom camping site — without any direct communication, notification, or consultation with affected residents.

#### 2. Lack of Public Notification and Transparency

Although I routinely receive correspondence from Council regarding rates and payments, I was never officially notified about the proposal to change the designation of our street. This lack of transparency undermines the legitimacy of the process and violates principles of proper public engagement and disclosure.

#### 3. Unsafe and Inappropriate Location

There is no suitable space along School Road to safely accommodate trailers or motorhomes. Even small vans encroach on accessways that are used daily by residents and agricultural machinery. This creates an unacceptable risk of collision or serious accident. The only turning space available for larger vehicles lies on private farmland — land that has not been offered or made available for public use. The Council needs to clarify how it intends to resolve access and turning requirements without encroaching on private property.

#### 4. Non-Compliance with Council Bylaws

The Council's own bylaws clearly state that freedom camping should only occur on gravel or sealed surfaces. No such surfaces exist along School Road. Are there concrete plans and funding allocated to develop such an area in the coming month? If so, when was this work approved and why has it not been prioritised to resolve the ongoing flood damage to the road instead?

#### 5. Environmental and Public Health Concerns

Residents are already facing irresponsible camping behaviour that blocks access to paddocks and river crossings, involves improper greywater disposal, and in some cases, leaves behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents — they represent ongoing and very real risks to public health, especially for families and workers who regularly access the area.

## 6. Safety Risks – Boundary Creek

Boundary Creek is a high-risk area where fatalities have already occurred due to inexperienced visitors attempting to navigate rough terrain. Inviting more unprepared individuals in unsuitable vehicles to access this location without oversight or control will inevitably lead to more accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be taken seriously.

## 7. Negative Economic Impact on Existing Businesses

This valley is already home to two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also employ local residents to operate and maintain their facilities. By promoting free camping alternatives in the same area, the Council is directly undermining these enterprises, which are already under financial pressure.

Rather than supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as those whose only source of income comes from working at these campgrounds. The Council should be looking to enhance local enterprise — not compete with it by offering unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

## Conclusion

This proposal shows a lack of due diligence, transparency, and consideration for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritise local infrastructure recovery, environmental protection, and support for existing businesses.

Sincerely,  
Maria Luisa Barbosa Santos

From: [REDACTED]  
To: [Let's Talk](#)  
Subject: Freedom Camping Bylaw  
Date: Thursday, 7 August 2025 3:25:16 AM

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## Submission to QLDC regarding Freedom Camping Bylaw

### Introduction:

For reader clarity I am a QLDC ratepayer, and resident of Arrowtown.

- Property owner since late 1990's
- Past association with Arrowtown community groups
  - Past committee member, and chair, of Arrowtown Village Association
  - Consider to have a good understanding of Arrowtown Heritage values, village sentiments and requirements
- Owner of a camper van
  - Non-member of NZMCA

### Basis of submission:

3 parts being

- Arrowtown urban area
- Rural road network
- Overall administration of Freedom Camping

### **Arrowtown Urban Area**

I totally oppose any allowance of Freedom Camping within the urban Arrowtown area.

- QLDC documents clearly state that any one of three points can influence the proposed bylaw.
- One of these is "Values of Area"
  - The proposed 5 vehicle park up area is within the Historic Management Zone of Arrowtown
  - This zone has been valued by Arrowtown residents and visitors for many years and QLDC should be well aware of this
  - This area should never be considered for potential campervan parking, commercial or freedom
- Additionally, the proposed 5 parks are in a highly used parking area for residents and visitors
- There exists a well managed, and well appointed, camping ground within the Arrowtown boundary. NOTE I have no affiliation, nor have I ever used this campground.
  - It is an affront to the managers that QLDC should propose that visitors bypass this facility (located on QLDC land)
- I fail to find any reference as to why Arrowtown should have these parks imposed on the village.

As such, please note my total opposition to these proposed parks.

### **Rural Road Network**

The proposed bylaw allows ad-hoc park up by Freedom Campers, within some very lenient rules.

The previous bylaw, sadly removed by the action of the NZMCA, at least had restrictions on certain areas of the wider QLDC area. It is an insult to all ratepayers that Freedom Campers will be allowed to park up anywhere within the rural roading network.

- I declare an extra interest in this aspect, due to living beside a rural road and opposite a layby (near Arrowtown Golf Course)
  - This layby services 9 houses (present, and consented) as a safety pull off bay on a dangerous rise in the busy Centennial Avenue road
  - To have this area potentially blocked at night by camper vans is impractical and definitely falls within another of the 3 points, being access implications (not access for campers, but safe access implications for residents)
  - Note, I am unsure of what the distance from road implication is as this is not explained in the summary details provided by QLDC
- Another example is that there exists a number of Unformed Legal Roads within the QLDC area that will likely become focus points for freedom campers. Some of these are located on the popular Queenstown Trails network... groups of vans parked up hardly the look we want for visitors!
  - Just one such example exists off Centennial Avenue just before it intersects with McDonnell Road. A popular and well used access point off Centennial Avenue to the Queenstown trail but close to Arrowtown which I imagine will attract large numbers.

On a wider note, I am sure many such areas exist, this aspect needs to be researched more fully and the blanket application of allowing Freedom Camping by any rural road needs to be removed.

Few, if any, ratepayers of the district have asked for this imposition and potential unsightly action of multiple camper park ups to occur.

#### **Overall administration of Freedom Camping**

I have concerns as to how the proposed bylaw will be enforced, and how it has been designed.

- It is noted that facts as to numbers have been based on 2024 figures... but I am presuming this is the year when QLDC had no ability to limit numbers due to the actions of the NZMCA. As such this reliance is seemingly flawed?
- As such I question the relevance of figures provided

Previous seasons, pre 2024, showed a poor follow up to illegal parking from my observation. I would like a full and proper explanation on how the enforcement will occur without ratepayer funds being spent on such enforcement.

Although understanding that QLDC is under a government directive to allow Freedom Camping, I feel the current proposed bylaw is dangerously ineffective and is providing facilities that local ratepayers do not want provided for a multitude of reasons.

#### **Summary:**

- At the very least, a return to the pre 2024 bylaw which allocated specific, large, areas to camping with a blanket ban on the majority of Rural Roads.
- Removal of all allocated parking within urban areas of any QLDC area
  - I fail to understand why any areas are being allowed, whether Arrowtown (which albeit has specialist heritage values as mentioned), Queenstown or Wanaka.

Many thanks  
Noel Beggs  
Arrowtown

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom camping bylaws  
**Date:** Friday, 8 August 2025 10:39:08 AM

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I have already made a submission using the online form.  
However, would like to add a couple of further comments regarding the proposed bylaws for rural roads.  
I would specifically like to refer to Arrow Junction Road, Morven Ferry Road and Rees Valley Road.  
These roads directly impact me personally.  
All three of these roads are over the proposed 70 km/h threshold that T&T state breaches a safety threshold.  
They also do not have any hard stand area within 5 m of the carriageway where camper vans can safely abide by the proposed bylaws therefore should be listed as prohibited not restricted.  
Arrow Junction road is also part of the Queenstown bike Trail and numerous has bikers, runners, dog walkers, and pedestrians all over the carriageway. It is already a safety concern to local traffic... let alone having camper vans parking within this melee. It should be listed as prohibited.  
Rees Valley rd is already not recommended for campervan traffic due to its narrowness, fords and high country nature. It should be listed as prohibited.  
I would like to be heard at the hearing

Phil Vautier  
[REDACTED]

Phil Vautier  
[REDACTED]



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Re: Your response on Draft Freedom Camping Bylaw 2025  
**Date:** Tuesday, 22 July 2025 9:30:10 PM

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Hello,

My apologies, in that I ticked the wrong boxes.

I oppose freedom camping on both rural and urban roads.

I think they should go to camping grounds, where there are facilities for them. This will be charged, but this will be better for both the environment and ratepayers due to the mess that many leave behind.

Also, if you have times for them to stay at the rec Center and carparks, who will monitor this to ensure compliance? Yet more cost on ratepayers.

Can you please update my submission below.

Many thanks,  
Richard

On 22 Jul 2025, at 9:17 PM, QLDC wrote:

## Let's Talk Queenstown Lakes District Council

Hi ,

Thank you for completing the survey Feedback Form: Draft Freedom Camping Bylaw 2025.  
Your responses are listed below for your reference:

**Name:**

Richard Keys

**Email address:**

[REDACTED]

**Location of residence:**

Wānaka

**Do you wish to speak at a hearing in supporting of your submission?**

No

**I understand that my feedback is considered public information:**

I understand

**What is your position on the overall approach of the Draft Freedom Camping Bylaw 2025?**

I oppose the overall approach

**Please explain why you oppose the overall approach of the Draft Bylaw?**

Many of the self contained campervans are either not truly self contained, or the people in the campervans don't use their self contained facilities as they don't want to clean them. We have seen evidence of this regularly along the lakefront in Wanaka. There are perfectly good campgrounds for them to use. Yes, it may cost them a daily rate, but that will be cheaper and better than Council, or residents, having to clean up after them. I would support expanding the campgrounds or making sure there are facilities there for them. Not after hours in carparks and the recreation Center.

**What is your position regarding our proposed approach to restricting freedom camping on rural roads in the district?**

I oppose the proposed approach

**What is your position regarding our proposed approach to prohibiting freedom camping on urban roads in the district**

I oppose the proposed approach

Thank you,  
Queenstown-Lakes District Council

## Other projects that might interest you

### Our Water Done Well

Feedback on Our Water Done Well was extended until Sunday 6 July 2025 and has now closed.>>...

[View Project](#)

### Eely Point Tree Succession Plan

Feedback on the draft Tree Succession Plan for Eely Point closed on Sunday 22 June 2025. Staff...

[View Project](#)

### Te Kararo Queenstown Gardens Tree Succession Plan

Feedback on the draft Te Kararo Queenstown Gardens Tree Succession Plan closed on

Monday 12 May...

[View Project](#)

[View all projects](#)

You are receiving this email because you participated on [Let's Talk Queenstown Lakes District Council](#).

Powered by [EngagementHQ](#)

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Cc:** [REDACTED]  
**Subject:** Freedom Camping Bylaw  
**Date:** Sunday, 27 July 2025 12:42:58 PM  
**Attachments:** [ags\\_5c8df26f-6a80-11f0-a4a0-00505691a2a5.jpg](#)  
[ags\\_a1947311-6a80-11f0-90dd-00505691a2a5.jpg](#)  
[Outlook-i2et0q1z.gif](#)

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Hi there,

See below my submission on the draft ByLaw, in relation to Schedule 1B:

The Bylaw notes Restricted Freedom Camping Area: Rural Road in Schedule 1B. I consider this to be too broad and ambiguous to be monitored and provide certainty.

It places conditions on these areas to include:

*"(b) ensure that the side or part of the motor vehicle closest to the road (that is the carriageway) is located a minimum of 5 metres from the nearest edge of the road hard shoulder (where provided) or edge of seal (where no hard shoulder) at all times;*  
*(c) ensure that the motor vehicle is positioned in a location to ensure any other person can stop their motor vehicle in the immediate area at all times for any other purpose (i.e. other than for freedom camping);*

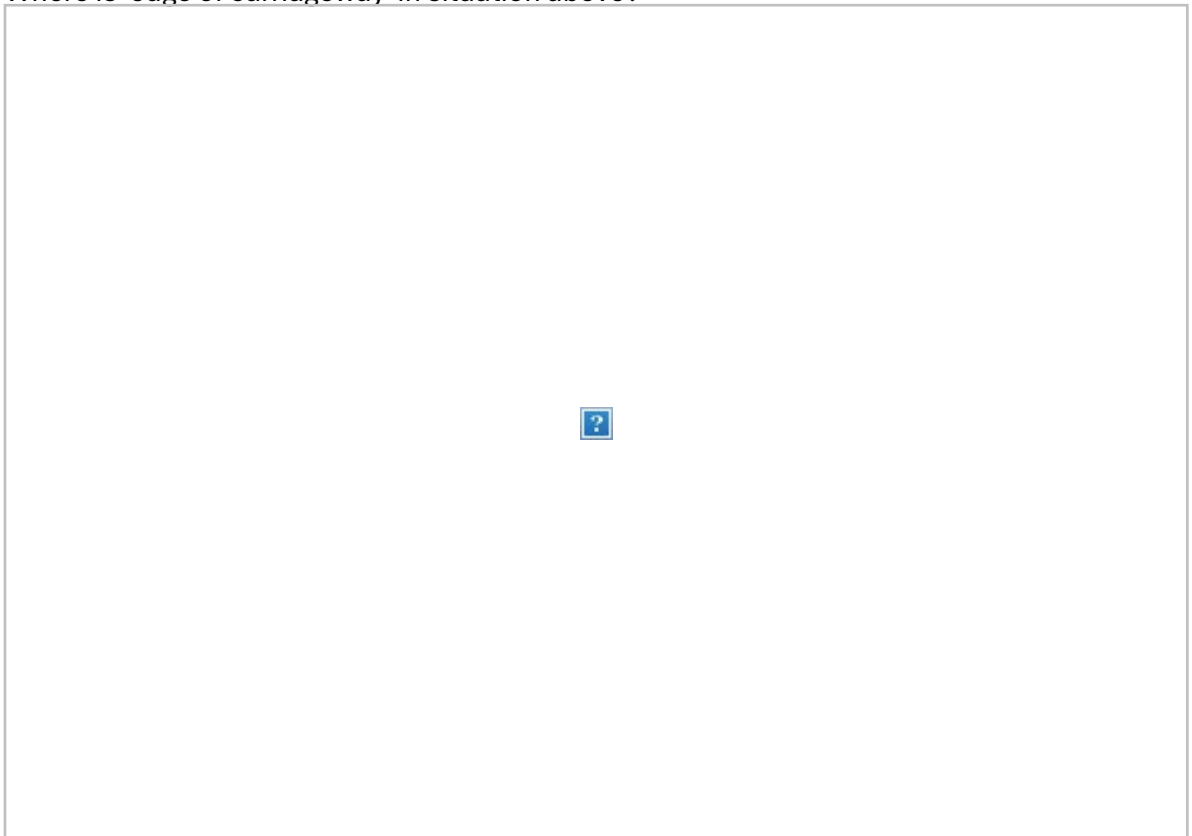
*(d) ensure that the motor vehicle is only positioned on a formed gravel or sealed surface;"*

How will this work - for example:

- The edge of sealed carriageway is unknown in many areas, in particular for turning heads which are entirely used by rubbish trucks, these may appear suitable to campers, but in fact are all classed as 'carriageway'. Other examples where ambiguity may apply is for sealed parking bays on rural roads. Is the carriageway the edge of the road area or parking bay?
- What about areas that meet the condition but are used as footpaths or cycle trails?
- How will you define and monitor '*a location to ensure any other person can stop their motor vehicle in the immediate area at all times for any other purpose*', and who decides if its 5m from the carriageway?
- How would this apply where the road edge forms a gravel driveway to a rural property. Often these are used for farming, and other uses. See examples below where this may apply:



Where is 'edge of carriageway' in situation above?



What about users of the cycle trail above?

I propose that Council needs to find out where these areas actually are that meet this condition 8.3 and any others that may apply, and remove any ambiguity.

Currently as notified, this will lead to conflict between adjacent land owners, cyclists, and freedom campers over interpretations.

In reality, there may only be a handful of spots that meet this condition that are suitable. By defining them and notifying them, it will lead to more certainty for adjacent landowners, freedom campers and operation of the rural roads.  
I can appear at a Hearing if required

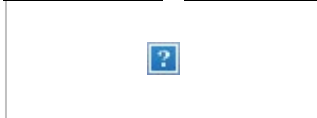
cheers

**Richard Tyler**

Landscape Architect | NZILA Reg.

site landscape architects

| [www.sitela.co.nz](http://www.sitela.co.nz)



From: [REDACTED]  
To: [Let's Talk](#)  
Subject: Freedom Camping Bylaw  
Date: Thursday, 24 July 2025 6:09:33 PM

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## Submission on the Draft Queenstown Lakes District Freedom Camping Bylaw 2025

**Submitter Name:** Sam Brooks

**Contact Email:** [REDACTED]

**Submission Topic:** Camphill Bridge – Oppose Freedom Camping

**Requested Action:** Include Camphill Bridge in **Schedule 2 – Prohibited Freedom Camping Areas**

### Submission Summary

I strongly oppose freedom camping at **Camphill Bridge**. The site is an essential public recreation space used extensively by the local community and visiting outdoor users. It lacks the capacity, infrastructure, and layout to safely accommodate overnight camping alongside its existing day-use functions. The transformation of this site to a freedom camping location will have a **significant** negative impact on local residents and users. I request Camphill Bridge be included in **Schedule 2 – Prohibited Freedom Camping Areas**.

The Camphill site is an important location for local residents for recreation, and Freedom camping at this site is not consistent with the best interests of local rate payers, and visitors alike.

### Submission Points

#### 1. Vital Community Recreation Asset

Camphill Bridge is a key access point to the Hawea River corridor and is **extensively used year-round** by:

- Walkers
- Runners
- Cyclists
- Swimmers
- Surfers
- Kayakers and paddleboarders

This includes local residents from **Hawea Flat, Mānguawera**, and surrounding rural properties, as well as domestic and international visitors. Especially in periods of high flow where the river gets significant use by kayakers and surfers due to the standing waves

The carpark is the only practical public access for many of these users and is often at or near capacity during weekends and holidays. Allowing freedom camping displaces these users and restricts access to a valued outdoor amenity.

As has been consistently experienced from other sites in this district, when freedom camping becomes allowed, the volume of traffic and use of space significantly impacts the public's ability to use these spaces.

#### 2. Pressure from Limited Camping Locations

The draft bylaw allows freedom camping in very few locations across the district.

- This will **significantly intensify pressure** on any areas not explicitly prohibited.
- Camphill Bridge risks becoming a de facto overflow zone for campervans
- The result will be overcrowding, user conflict, and permanent damage to the site.

This is an obvious consequence of the proposed bylaw. By creating a few limited zones, the bylaw ensures that the areas allowed will be transformed into permanent freedom camping zones.

#### 3. Inadequate Capacity for Co-Use

There is **insufficient space** at Camphill Bridge for both freedom campers and the public who use it daily for exercise and recreation.

- The carpark cannot absorb large campervans and still provide access for day users
- Informal use in recent years has already demonstrated the conflict, with access blocked or limited for paddlers, cyclists, and walkers
- 

#### **4. Lack of Essential Infrastructure**

The site has:

- No public toilets
- No waste or recycling bins
- No fresh water
- No wastewater disposal or signage

Even self-contained vehicles cannot be safely managed without supporting infrastructure, particularly near a sensitive river environment. This has been proven in all other areas where freedom camping has been allowed, inconsiderate toileting and waste disposal presents a significant and inevitable risk to degrade the site. This will have a significant negative impact on current users and the general public.

#### **5. Visual and Amenity Degradation**

Informal camping at this location has led to:

- Visual clutter and loss of open space character
- Litter and overflow waste
- Diminished experience for recreational users and visitors

#### **6. No Practical Enforcement**

The remote rural location means:

- Very limited visibility for Council officers
- Low compliance with time or waste rules
- Ineffective enforcement based on past experience

If camping is allowed, it cannot be realistically managed or contained.

I do not accept that QLDC will provide sufficient resources to monitor maximum vehicle numbers or hours consistently so it is extremely unlikely that these conditions will be met.

#### **7. Clear and Ongoing Community Opposition**

Residents and landowners in Hawea Flat and surrounding areas have long opposed camping at this location.

- Prior submissions (e.g. 2021 bylaw review) raised these concerns
- The site's continued inclusion as a camping area would ignore longstanding, local feedback



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Tuesday, 8 July 2025 4:22:49 PM  
**Attachments:** [image001.png](#)

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Good afternoon,

Thank you for the opportunity to make a statement on the Draft Freedom Camping Bylaw 2025.

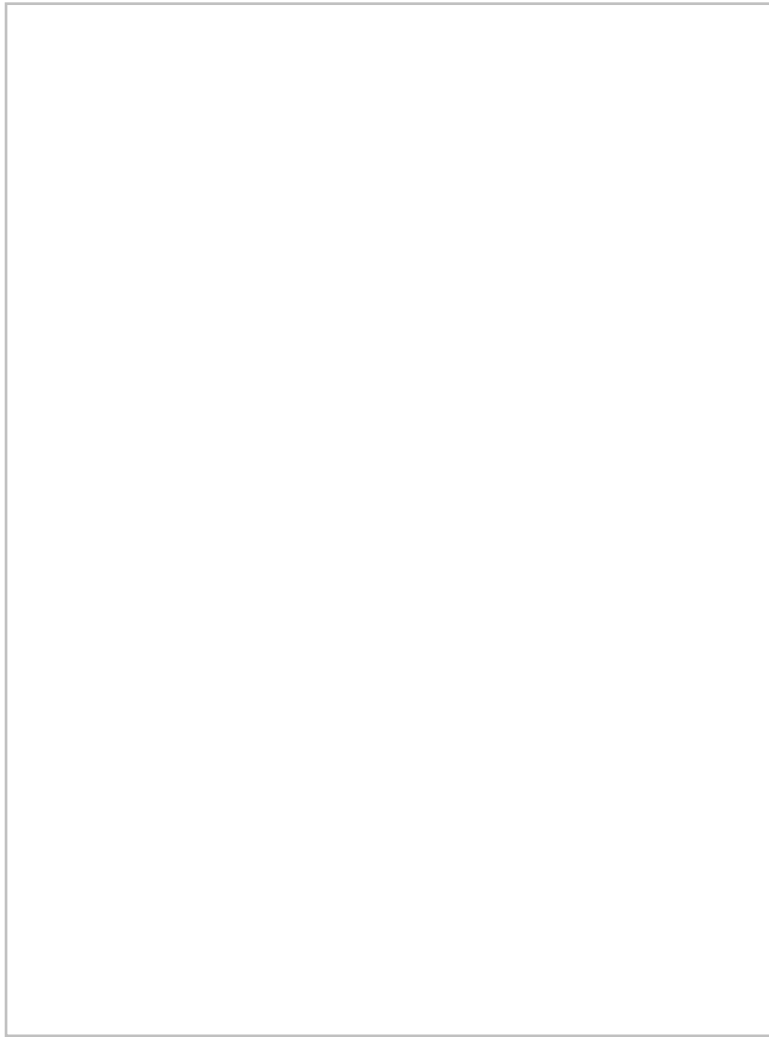
After reviewing the draft bylaw I am concerned about the number of restricted freedom camping areas on Rural Roads. Particularly along the Glenorchy – Queenstown road and other roads at the head of Lake Whakatipu.

The Department of Conservation provides managed camping areas for this activity at 12mile Delta, Moke Lake, Lake Sylvan, Diamond Lake and on the Kinloch foreshore. The NZ Motor Campervan Association has also established a camping area within the Glenorchy Township on Mull St. In addition to this, there are private enterprises that are offering campers overnight facilities within Glenorchy.

Opening the areas up in the map below to freedom camping will expose the community to the troubles we had prior to the previous Bylaw. The toilet and other waste are spread through our layby's, shorelines, and riversides. Although this bylaw prohibits that activity, it is impossible to enforce over a large area when areas are used nightly for camping.

The other issue is the blocking of accessways by large campervans. Many of the areas suitable for camping on the roadside are accessways to rivers, lakes or trails that the community uses for launching boats, fishing or hunting access. Anyone trying to use these are prevented from their recreational activities when the accessway is blocked, especially in the early morning.

Given the impact that Freedom Camping has and the number of facilities available to campers. Making the restricted areas in the map below prohibited should not restrict freedom campers from enjoying our area. If anything it will help direct international freedom campers to areas with better facilities and help to stimulate the local economy when freedom campers choose to stay at one of the campervan parks.



Thank you for your consideration,

Sam de Reeper



Glenorchy 9572

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** SUBMISSION Freedom camping - Please acknowledge receiving it  
**Date:** Saturday, 12 July 2025 3:09:13 PM

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Hi, I'm hoping to bring some light on the Freedom camping subject since I've been living on the NZ roads for 4 years now. I've been everywhere except, guess... Queenstown. Why? Because the reputation of the district is getting worse and worse amongst our road community. I hold events all over the country except for Queenstown since I know we are not welcome there. Even foreigners are starting to talk about Queenstown's reputation and some decide to either bypass or have a very short stay.

First and foremost, we have to establish the council's objective. If the objective is to only have motels, Airbnb visitors and get rid of the visitors who choose to travel in campervans (Kiwis and foreigners), you are already doing a great job, making it very hard for vanners to stay. I am not being sarcastic in saying this, as if it's the objective, it's working and in this case, there would be no point of reading my submission further.

If getting rid of vanners is not the objective and you value the business they bring, then I can help with suggestions coming from someone who have stayed, worked and spent money in every other district in NZ. I observe smart and stupid bylaws day in and day out and would like to share my observations with you, Queenstown district councillors. It will take common sense to see my points. Again I'm not being sarcastic nor presumptuous, I'm just hoping my effort in writing this won't be wasted. Below are 10 points for you to consider.

### Stupid ideas:

1. Strict allocations of space for FC with paint limitations forcing vans to park, very close to each other, at a very specific place or angle, often making it hard for longer vehicles. More often than not, the space allocated doesn't even make sense. For instance, Foxton who all of a sudden, painted FC allocation close to the beach where day visitors tend to park, when up until that time, we all parked on the opposite side of the parking, nicely tucked away. It only complicates things, not to mention the cost of maintaining the paint and implementing compliance.  
Conclusion: let car drivers and vanners park where they want on a parking lot, let them use their common sense and they will park well.
2. Forbidding overnight stays in public places that look absolutely perfect for it. There is not a house in sight, and it screams, I'm a perfect FC spot but somehow somebody at the council said, let's erect a sign saying we can't stay spend the night. If that place happens to be used by day visitors, what's the logic behind forbidding overnight stays while we obviously can stay during the day, like everyone else? At night, all day visitors are back home, we are not bothering anyone. The only restriction I could understand is limiting the number of nights to 2 or 3 maximum. Kaikoura is a good example of this. There are a few limited options for FC. So the week I spent there, I was sleeping at a basic small parking facing a cemetery and spending the day at a better place. That better place could have easily been a FC but it was not. Conclusion: allow overnight stays since day visitors are gone at night.
3. Restricting amounts of FC sites in a district amplifies the issues that make freedom camping unpopular for those who have never experienced it. If you are going to only allow a couple of FC sites within a district, you will obviously encourage congestion and give locals

and day trippers reasons to complain. You are feeding the discontent instead of alleviating it. It's quite simple: The more places available, the more dispersed everyone is. We don't like being on the top of each other either so if there are plenty of options, you will find vans scattered all over the place and nobody would even notice them. Tauranga is a good example of this. Although they have the paint restriction going on some of their sites, they offer lots of options, so you can always find a spot. Conclusion: look at all your parkings, unused pieces of land, reserves and abundantly open them up for vanners and you will find locals would stop complaining.

4. Rubbish. This is an interesting aspect of living on the road. We vanners, keep our rubbish with us until we find a suitable rubbish bin. You can't say the same of a lot of day trippers. I forever pick up cans, bottles and other rubbish and put them with my own rubbish to be disposed of later. Therefore, having rubbish bins on FC is not for us, as we are well accustomed to keep our rubbish until we move on. It is for day trippers who can't be bothered bringing their rubbish home. There is no way we should take the blame for leaving rubbish behind, we are way too conscious for that. Those parks are our lifestyle, our temporary gardens and we respect our environment. The odd exception of young foreign dude leaving something behind is not enough to blame all vanners. They simply fall in the same category as unaware day trippers. Conclusion: Erect rubbish bins so everyone can use them or leave it to us, we will pick up what we can see left behind.

5. Now, the toilet issue. Please spend some time reflecting on yet another lack of common sense. The government spent resources and forced us to spend our time and money on the new green sticker for what reason? The fixed toilets. Having a fixed toilet doesn't mean people are using them but even if it increases the chances of using them, so why are 80% of FC located by toilet blocks? I'm not going to debate on the green sticker's usefulness (too late now) but what I want to point out is the best way of now making sense of that green sticker in relation to FCs otherwise all that work and money will have gone to simply change the color from blue to green! Conclusion: give the green sticker a reason to exist, otherwise it will have achieved nothing.

6. If we have a toilet, we don't need toilet blocks, therefore we should be able to park pretty much anywhere, especially in the places where there is no toilet. If we don't have a fixed toilet, or no toilet at all, then only allow in places where there are public toilets. Pretty logical isn't it. I haven't heard one rule maker pointing out this obvious reality. I've been to many places that don't have toilets and I love it, it's so nice to know I'm self-sufficient because I have my own bathroom. Those places are often off the beaten track, which is where most of us like to go. NZMCA parks are also an example of this, there are no toilets there and we are all fine. Conclusion: Allow (or at least don't forbid) places with no toilet to all SC vanners and restrict NSC to places with toilet blocks.

## Good ideas:

7. Opening huge spaces (and there are millions of hectares of unused or under used land in NZ) to FCs. Examples of huge Freedom camping sites: Lakeside Domain in Christchurch, Woodville Ferry reserve Tararua District, Tokerau Beach Far North, Haumoana Beach Napier, Lake Domain reserve Wairarapa, Vinegar Hill Rangitikei District, Wairau Diversion Reserve Blenheim, Otaki Beach Kapiti Coast, Ngati Toa Domain North of Wellington, Castlecliff Beach Wanganui) to name a few. Those sites can easily take 20 to 100 vans, and it won't look like a caravan park. You will see each van scattered and tucked away in their little corners and it will not look busy in spite of the numbers. You won't hear anyone

complain as most of those places are away from homes and roads. Most have toilets, but not all of them. Conclusion: If a district has one or several large reserves, open them up to FC instead of fostering congestion in small places right in the middle of town.

8. If there are no such thing as huge reserves in the district, then the next best thing is to open a myriad of small ones, scattered all over to give choice and avoid congestion. If there are many of them, it becomes fair to restrict the amount of vans at each site, easing the effect on locals and making it easier for vanners to move on to the next one if one is full. Conclusion: if there are no huge parks, open dozens of small overnight parking lots.

9. Ban the paint and maintenance associated with it. Let people decide where to park. Most people have enough common sense to park well. It truly doesn't matter if someone goes horizontal or vertical on whatever angle, as long as they don't obstruct. Believe me, we vanners, are good drivers, we wouldn't be on the road if we were not, so we know how to park in ways that make sense. Leave it up to us instead of regulating something that brings nothing to anyone. Conclusion: trust that people will park correctly. You can always fine the minority who doesn't like you would for cars.

10. Open more Kiwi Cash Penny sites. Those sites allow to monetize a few services that we vanners need at times. A shower, washing machines and dryers. Most of us already have a tag with money loaded on it, we are more than happy to use our money on those services. Those services don't have to be linked to overnight stays. They can be fitted within 10-20 square meters anywhere. National park Ruapehu is a good one, placed on a huge parking lot. Kaikoura is very small behind a petrol station but does the job perfectly. Not sure how many there are all up but I know of a good half of dozen and would be nice to have more, all over the country. Conclusion: instead of pushing vanners out of your district, attract them with facilities that they need.

## Overall conclusion:

All the suggestions below require less time and resources than going the way you've been going so far. So I hope you adopt some of them and become a Motorhome Friendly Town eventually.

Choose between huge reserves or a myriad of small ones to avoid congestion.

When opening spaces to FC, restrict spots with no toilets to SC vanners and open spaces with toilets to NSC.

Ban paint and erect a RESPONSIBLE PARKING sign instead with a "thanks for taking other people's rubbish away from sites". You're welcome.

Put Motorhome Friendly signs on entering the district (as seen in some districts).

Implement Kiwi Cash Penny sites to attract visitors who will contribute to your district's economy.

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw.  
**Date:** Friday, 8 August 2025 8:52:47 AM

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## Submission Opposing Proposed Freedom Camping Designation on School Road and Boundary Creek

To Whom It May Concern,

I am writing to formally object to the proposed designation of School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns related to public safety, infrastructure, local consultation failures, environmental hazards, and the impact on existing private businesses.

### 1. Inadequate Infrastructure and Flood Risk – School Road

School Road is an area prone to flooding, particularly after periods of heavy rain. Despite repeated issues over the years, the Council has not taken steps to adequately repair or upgrade the road. It is deeply concerning that instead of addressing these longstanding infrastructure issues, Council is now proposing to convert this same flood-prone area into a designated freedom camping site—without any direct communication, notice, or consultation with affected residents.

### 2. Lack of Public Notification and Transparency

While I routinely receive correspondence from the Council in relation to rates and payments, at no point have I received any official communication regarding the proposal to change the designation of our street. Such lack of transparency undermines the legitimacy of the process and violates principles of local engagement and proper public notification.

### 3. Inappropriate and Unsafe Location

There is no suitable space along School Road to safely accommodate campervans or motorhomes. Even small vans encroach on accessways used daily by residents and farm machinery. This poses an unacceptable risk of collision or serious accident. The only available turning area for larger vehicles is located on private farmland—land which has not been offered or made available for public use. The Council must clarify how it intends to resolve access and turning requirements without trespassing on private land.

### 4. Bylaw Non-Compliance

Council bylaws clearly state that freedom camping must occur in sealed or gravelled areas. There are no such designated or compliant surfaces available along School Road. Are there concrete plans and funding to construct such an area within the next month? If so, when was this work approved, and why was it not first prioritised for resolving the road's persistent flood damage?

### 5. Environmental and Public Health Concerns

Residents are already contending with irresponsible campers who obstruct access to paddocks and the river crossing, discharge wastewater improperly, and in some cases leave behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents—they pose ongoing, real public health hazards, especially for families

and workers accessing the area regularly.

#### 6. Safety Risks – Boundary Creek

Boundary Creek is a high-risk location where fatalities have occurred due to inexperienced visitors attempting difficult terrain. Inviting more unprepared individuals in non-4WD vehicles to access this area without supervision or controls will inevitably lead to further accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be seriously considered.

#### 7. Negative Economic Impact on Existing Businesses

This valley already hosts two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also hire local people to operate and maintain their facilities. By encouraging free camping alternatives in the same area, the Council is directly undermining these businesses, which are already under financial pressure.

Instead of supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as on those whose only source of income comes from their employment at these campgrounds. Council should be looking to potenciar local business activity—not compete with it through unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

#### Conclusion

This proposal demonstrates a lack of due diligence, transparency, and consideration for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritize repairs to local infrastructure, environmental protection, and support for existing businesses.

Sincerely, Solange Guarda.

**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Thursday, 31 July 2025 10:06:22 AM

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I have had three unsuccessful attempts to participate in the online survey. On each occasion the survey has been terminated and I have lost all my answers and comments. Something is seriously wrong with the platform.

I wish to be heard, I will attend any hearing.

I object to Council's proposed Freedom Camping Bylaw. I object to the negative narrative around freedom camping.

The policy is too restrictive. Too few sites, too few spaces available at the sites. The numbers will not be sufficient to meet demand for freedom camping sites and will do little to curb the perceived 'problem' of freedom camping in the district.

Those in self contained vehicles probably aren't the perceived 'bad' campers. Policing self containment isn't realistic, it will take too much resource with little chance of success. Non self contained vehicles should be directed to appropriate sites where toilets and rubbish bins are provided. Consider pay per use facilities such as showers and washing machines at these sites, in partnership with private providers like Penny/Kiwicash as an option.

Please acknowledge receipt of this feedback.

Thank you  
Sue Gregory



**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom Camping Bylaw  
**Date:** Thursday, 24 July 2025 9:18:32 PM

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Submission on the Draft Queenstown Lakes District Freedom Camping Bylaw 2025

Submitter Name: Tineke Sutton

Contact Email: above

Submission Topic: Camphill Bridge – Oppose Freedom Camping

Requested Action: Include Camphill Bridge in Schedule 2 – Prohibited Freedom Camping Areas

I strongly oppose freedom camping at Camphill Bridge. The site is an essential public recreation space used extensively by the local community and visiting outdoor users. It lacks the capacity, infrastructure, and layout to safely accommodate overnight camping alongside its existing day-use functions. The transformation of this site to a freedom camping location will have a significant negative impact on local residents and users. I request Camphill Bridge be included in Schedule 2 – Prohibited Freedom Camping Areas.

The Camphill site is an important location for local residents for recreation, and Freedom camping at this site is not consistent with the best interests of local rate payers, and visitors alike.

Submission Points

1. Vital Community Recreation Asset

Camphill Bridge is a key access point to the Hawea River corridor and is extensively used year-round by:

Walkers

Runners

Cyclists

Swimmers

Surfers

Kayakers and paddleboarders

This includes local residents from Hawea Flat, Mānguawera, and surrounding rural properties, as well as domestic and international visitors. Especially in periods of high flow where the river gets significant use by kayakers and surfers due to the standing waves

The carpark is the only practical public access for many of these users and is often at or near capacity during weekends and holidays. Allowing freedom camping displaces these users and restricts access to a valued outdoor amenity.

As has been consistently experienced from other sites in this district, when freedom camping becomes allowed, the volume of traffic and use of space significantly impacts the public's ability to use these spaces.

## 2. Pressure from Limited Camping Locations

The draft bylaw allows freedom camping in very few locations across the district. This will significantly intensify pressure on any areas not explicitly prohibited. Camphill Bridge risks becoming a de facto overflow zone for campervans. The result will be overcrowding, user conflict, and permanent damage to the site. This is an obvious consequence of the proposed bylaw. By creating a few limited zones, the bylaw ensures that the areas allowed will be transformed into permanent freedom camping zones.

## 3. Inadequate Capacity for Co-Use

There is insufficient space at Camphill Bridge for both freedom campers and the public who use it daily for exercise and recreation. The carpark cannot absorb large campervans and still provide access for day users. Informal use in recent years has already demonstrated the conflict, with access blocked or limited for paddlers, cyclists, and walkers.

## 4. Lack of Essential Infrastructure

The site has:

- No public toilets

- No waste or recycling bins

- No fresh water

- No wastewater disposal or signage

Even self-contained vehicles cannot be safely managed without supporting infrastructure, particularly near a sensitive river environment. This has been proven in all other areas where freedom camping has been allowed, inconsiderate toileting and waste disposal presents a significant and inevitable risk to degrade the site. This will have a significant negative impact on current users and the general public.

## 5. Visual and Amenity Degradation

Informal camping at this location has led to:

- Visual clutter and loss of open space character

- Litter and overflow waste

- Diminished experience for recreational users and visitors

## 6. No Practical Enforcement

The remote rural location means:

- Very limited visibility for Council officers

- Low compliance with time or waste rules

- Ineffective enforcement based on past experience

If camping is allowed, it cannot be realistically managed or contained.

I do not accept that QLDC will provide sufficient resources to monitor maximum vehicle numbers or hours consistently so it is extremely unlikely that these conditions will be met.

## 7. Clear and Ongoing Community Opposition

Residents and landowners in Hawea Flat and surrounding areas have long opposed camping at this location.

Prior submissions (e.g. 2021 bylaw review) raised these concerns  
The site's inclusion as a camping area would ignore longstanding, local feedback

Best,  
Tineke

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**From:** [REDACTED]  
**To:** [Let's Talk](#)  
**Subject:** Freedom camping bylaw  
**Date:** Thursday, 7 August 2025 9:47:23 PM

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## Submission Opposing Proposed Freedom Camping Designation on School Road and Boundary Creek

To Whom It May Concern,

I am writing to formally object to the proposed designation of School Road and Boundary Creek as freedom camping areas. This submission outlines specific and serious concerns related to public safety, infrastructure, local consultation failures, environmental hazards, and the impact on existing private businesses.

### 1. Inadequate Infrastructure and Flood Risk – School Road

School Road is an area prone to flooding, particularly after periods of heavy rain. Despite repeated issues over the years, the Council has not taken steps to adequately repair or upgrade the road. It is deeply concerning that instead of addressing these longstanding infrastructure issues, Council is now proposing to convert this same flood-prone area into a designated freedom camping site—without any direct communication, notice, or consultation with affected residents.

### 2. Lack of Public Notification and Transparency

While I routinely receive correspondence from the Council in relation to rates and payments, at no point have I received any official communication regarding the proposal to change the designation of our street. Such lack of transparency undermines the legitimacy of the process and violates principles of local engagement and proper public notification.

### 3. Inappropriate and Unsafe Location

There is no suitable space along School Road to safely accommodate campervans or motorhomes. Even small vans encroach on accessways used daily by residents and farm machinery. This poses an unacceptable risk of collision or serious accident. The only available turning area for larger vehicles is located on private farmland—land which has not been offered or made available for public use. The Council must clarify how it intends to resolve access and turning requirements without trespassing on private land.

### 4. Bylaw Non-Compliance

Council bylaws clearly state that freedom camping must occur in sealed or gravelled areas. There are no such designated or compliant surfaces available along School Road. Are there concrete plans and funding to construct such an area within the next month? If so, when was this work approved, and why was it not first prioritised for resolving the road's persistent flood damage?

## 5. Environmental and Public Health Concerns

Residents are already contending with irresponsible campers who obstruct access to paddocks and the river crossing, discharge wastewater improperly, and in some cases leave behind hoses and pipes used to empty sewage tanks directly onto the land. These are not isolated incidents—they pose ongoing, real public health hazards, especially for families and workers accessing the area regularly.

## 6. Safety Risks – Boundary Creek

Boundary Creek is a high-risk location where fatalities have occurred due to inexperienced visitors attempting difficult terrain. Inviting more unprepared individuals in non-4WD vehicles to access this area without supervision or controls will inevitably lead to further accidents or loss of life. Should such tragedies occur as a result of this policy, the Council's liability and failure to mitigate foreseeable harm must be seriously considered.

## 7. Negative Economic Impact on Existing Businesses

This valley already hosts two private campgrounds, neither of which has reported full occupancy even during peak summer months. These businesses not only serve the visitor population but also hire local people to operate and maintain their facilities. By encouraging free camping alternatives in the same area, the Council is directly undermining these businesses, which are already under financial pressure.

Instead of supporting and strengthening the local economy, the proposed designation risks diverting visitors away from legitimate, regulated accommodation providers. This has a direct negative impact on the livelihoods of local residents who own and operate these businesses, as well as on those whose only source of income comes from their employment at these campgrounds. Council should be looking to potenciar local business activity—not compete with it through unregulated, zero-cost alternatives that bring no benefit to the local economy or community.

## Conclusion

This proposal demonstrates a lack of due diligence, transparency, and consideration

for both public safety and the wellbeing of rate-paying residents. I strongly urge the Council to reconsider this designation and instead prioritize repairs to local infrastructure, environmental protection, and support for existing businesses.

Sincerely Tom

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