



Freedom Camping Bylaw Development - Expert Services

Technical Assessment Report

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Queenstown Lakes District Council
Prepared by
Tonkin & Taylor Ltd

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Executive summary

Introduction

Queenstown Lakes District Council (QLDC) is developing a draft Freedom Camping Bylaw (bylaw) for the Queenstown Lakes District (District), under the Freedom Camping Act 2011 (FCA).

To support the development of the draft bylaw, Tonkin & Taylor Ltd (T+T) have undertaken an assessment of QLDC controlled and managed land, in relation to freedom camping across a range of specialist Subject Matter Expert (SME) areas. The purpose of this assessment is to independently assess QLDC land in relation to freedom camping and to assess the adverse impacts of freedom camping to inform whether the land needs to be protected (i.e. restricted or prohibited for freedom camping) with respect to those values present on the area of land, access to the land and/or the health and safety of people who may visit the land.

The assessment included a desktop area-wide, multi-criteria geospatial assessment of all QLDC controlled and managed land, which produced mapping of the attributes present and the relative level of impacts of these attributes on freedom camping, and the adverse impacts of freedom camping on the land (including those values present on the area of land, access to the land and/or the health and safety of people who may visit the land). This was followed by a site-specific desktop assessment of select carpark areas to provide specific recommendations to QLDC on the suitability of these areas for freedom camping, including recommended controls to protect the values of the area, access, and the health and safety of people who may visit the land from the adverse impacts of freedom camping.

This report provides an overview of the technical assessment that has been undertaken, and the results of the site-specific assessments. In undertaking this work, we have considered the following 8 specialist SME areas:

- Ecology.
- Water quality and quantity, and water services.
- Māori/cultural values.



Figure i: Summary of assessment process.

- Noise (acoustics).
- Traffic and transport.
- Health and safety.
- Natural hazards.
- Heritage.

Summary of assessment approach

The flow chart presented in Figure i outlines the key steps we have undertaken in our expert assessment. These are outlined further in the following sections of the executive summary, with further detail and background provided in the main body of the full technical report. The results of the site-specific assessment are presented in Appendix E of the full report.

Area-wide assessment

Land assessed

The first step was to determine the land to be assessed. For the Queenstown Lakes District, freedom camping on land controlled or managed by QLDC, that is within 200 m of an area accessible by motor vehicle, formed road, or Great Walks track is regulated under the FCA and can be further regulated using a freedom camping bylaw. This land was required to be assessed. In addition, a small number of QLDC-selected Waka Kotahi New Zealand Transport Agency (NZTA) parcels were included within our assessment.

Land that falls under the above description was identified in collaboration with QLDC. This involved combining multiple geospatial datasets of both publicly available and QLDC-supplied information including title data and other land parcel information. To make sure all land that required assessment was captured, a wide net was cast initially, with the combined datasets also containing land that would not be regulated by the FCA. The combined dataset was checked with QLDC to confirm all relevant land was included. Following this, land not regulated under the FCA was removed from the combined dataset and excluded from the assessment.

Land excluded from this assessment includes all land not controlled or managed by QLDC. For example, this includes:

- Land owned by the Crown, or designated as LINZ land.
- Land owned by the Department of Conservation (DOC).
- Roads owned by NZTA (except for a small number of specific QLDC-selected NZTA land parcels).
- Private land or roads.

In some cases, removing every last piece of land not regulated under the FCA was not practicable or possible, and as such some of this land still remains within the GIS data provided to QLDC. However, for all intents and purposes, this land is not considered in our assessment and is not intended to be included in any draft bylaw.

Values and attributes of the land

Our SMEs first developed a set of values and/or attributes that could be present on the land included for assessment, across the 8 specialist SME areas that have been considered in our assessment. Geospatial data and relevant information for each SME area was sourced from a range of best available open and authoritative existing sources, with additional information provided by QLDC.

In developing their sets of attributes, our SMEs specifically considered things that could either have an adverse impact on freedom camping and campers (if it was to take place on an area), and adverse impacts that unrestricted freedom camping could have on relevant attributes. Attributes were included based on the above, and where they are considered relevant to the three key areas that can be considered for protection defined under section 11(2)(a) of the FCA:

- Protection of the area.
- Protection of the health and safety of people that visit the area (this includes freedom campers and others).
- Protection of access to the area.

A full list of attributes considered in the assessment is included in Section 5 of the full report for each SME area.

Adverse impacts of freedom camping

The adverse impacts of uncontrolled freedom camping (i.e. freedom camping as provided or under the FCA without any additional bylaw controls being present) were assessed by each SME in relation to the area, and its attributes, and in consideration of section 11 of the FCA (i.e. protection of the area, health and safety of people and access to the area). Adverse impacts on the area/attributes present for each SME area are detailed in Section 5 of the full report.

The FCA deals separately with camping in a self-contained vehicle, tent or other structure, and camping in a non-self-contained vehicle. Each SME considered the adverse impacts of freedom camping on their specialist area for both self-contained camping in vehicles and tents, and for non-self-contained vehicles.

The assessment of adverse impacts of freedom camping was supported by information supplied by QLDC. This included Request for Service (RFS) data on issues with freedom camping raised by the public, and the results of surveys of freedom campers undertaken across the 2024/2025 summer season.

Examples of attributes present:

- 1 A range of ecological attributes (e.g. bird or other fauna habitat), Māori/cultural and heritage attributes (e.g. Wāhi Tapu, archaeological sites of significance) were included as attributes that can be present on the land. Where present, these may require protection from the adverse impacts of freedom camping (i.e. protection of the area).
- 2 A range of natural hazards have been considered, and can exist as attributes present on a particular area. The presence of a natural hazard can have an adverse impact on the health and safety of people visiting the area, including freedom campers.
- 3 A number of QLDC controlled and managed areas (e.g. parks, reserves, carparking areas) have existing uses. If unrestricted freedom camping was to be allowed in these areas, access for other users could be adversely impacted.

Examples of adverse impacts of freedom camping:

- Inappropriate disposal of solid and human waste could have adverse impacts on attributes such as water quality and areas of ecological importance, and result in desecration of sites of Māori/cultural and heritage significance.
- Accidental damage, vandalism, 'trinket tourism'/fossicking could all result in damage to the environment, or Māori/cultural and heritage sites of significance.
- Excessive use of an area (for example a carpark, on-street parking in built up urban areas (i.e. residential/commercial/business/town centre streets) or an accessway) by freedom campers could result in reduced access for other users of the area and adverse impacts on the health and safety of freedom campers and other road users.

Assessment of adverse impacts and recommended mitigation and control measures

Following the development of attributes present on the land that could affect freedom camping, and the assessment of the adverse impacts of freedom camping on the land, an assessment of the relative severity of the related adverse impacts was undertaken. This assessment has used relative 'constraint' levels to rate the severity of adverse impacts, and therefore recommend an appropriate

level of consideration under a draft bylaw. The term 'constraint' was chosen to differentiate from other established terminology (such as the Resource Management Act 1991). The relative levels used in our assessment are outlined in Table i.

Each attribute was given a constraint level, based on the relative severity of the associated adverse impact on freedom camping, and/or the severity of the adverse impact of freedom camping on the attribute/land without the implementation of any additional mitigation or control measures. Constraints were determined relative to the three key areas for protection under section 11 of the FCA.

Table i: Rating system for assessing relative severity of adverse impacts and related constraint level to apply to an attribute.

#	Relative name	Description
3	Hard Constraint	Where the impact of an attribute present on freedom camping, or adverse impacts of freedom camping on the attribute/area, H&S or access are high to very high. Hard constraint = high adverse impact. Unlikely that restrictions, control or mitigation measures are sufficient to reduce the impact/protect the area, access and/or health and safety of people visiting the area. Freedom Camping is not recommended.
2	Consider Constraint	Where the impacts of an attribute present on freedom camping, or adverse impacts of freedom camping on the attribute/area, H&S or access are moderate to high. Consider constraint = moderate adverse impact. There are restrictions, control or mitigation measures, to manage the impact of the attributes present on freedom camping, or the adverse impacts of freedom camping on the attribute/area, access and/or health and safety of people visiting the area.
1	Noted Constraint	Where the impacts of an attribute present on freedom camping, or adverse impacts of freedom camping on the attribute/area, H&S or access are low to very low, but are still present and require noting. Noted constraint = low adverse impact. Attribute unlikely to adversely affect freedom camping, and freedom camping considered unlikely to adversely affect the attribute/land. Minor restrictions, control or mitigation measures may be recommended.
0	No properties	No attributes are present, hence no resulting impact.

Mitigation and control measures were then recommended by each of our SMEs to protect either the values of the area, health and safety of people in the area, or access to the area from the adverse impacts of freedom camping, and/or protect freedom campers from the adverse impacts of attributes present.

Examples of constraints and recommended mitigation and control measures for each of the three areas under the FCA include:

- 1 Examples to protect the area include:
 - a Set back distances between freedom camping and attributes such as water ways, heritage and cultural features of the land.
 - b Restricting freedom camping to formed surfaces (i.e. paved or gravel), in order to protect un-formed surfaces and sensitive ecological areas from damage.
- 2 Examples to protect health and safety include:
 - a A hard constraint on freedom camping in close proximity to roads with higher speed limits, and in built-up areas (i.e. urban residential/commercial/town centre locations),

where the presence of freedom campers presents a high adverse impact on health and safety, both to freedom campers and other road users.

- b Hard constraints in potentially high-risk natural hazard areas, and consider constraints with recommended signage identifying natural hazards in areas of moderate risk, to protect the health and safety of freedom campers.
- 3 Examples to protect access to the area include:
- a Restrictions on the number of freedom campers allowed at any one time, based on existing uses and occupancy, to protect access to the area for other users.
 - b Restrictions on freedom campers on or close to critical water, stormwater and wastewater infrastructure to maintain access for maintenance and effective/effective functioning of the infrastructure.

Transport

A key aspect of the area-wide assessment was transport considerations. This resulted in the following constraints, and related controls:

- Where the speed limit of a road is 70 km/h or higher, the transport SMEs determined a high potential adverse impact on the health and safety of freedom campers and the public. Therefore, a hard constraint is applied to these areas, and freedom camping is not recommended on or immediately beside any high-speed road, in order to protect health and safety.
- In built up urban areas (i.e. residential/commercial/business/town centre streets), where there are pedestrians and other road users present, freedom camping in marked and un-marked on-street and side-of-street carparking could cause a high level of adverse impact to the health and safety of campers and the general public. Based on this, freedom camping is not recommended on any on-street or side-of-street parking in built-up areas during peak times, in order to protect health and safety.
- In built up urban areas (i.e. residential/commercial/business/town centre streets), on-street and side-of-street parking is often used by residents overnight (i.e. outside of business/school hours). Allowing freedom camping in these areas would also result in a high adverse impact to access to this carparking for the public. Based on this, freedom camping is not recommended in residential areas overnight. Similarly in built-up areas such as town centres and industrial areas, on-street parking is used heavily during the day, and can be used for night time activity within town centre areas. Based on this, freedom camping is not recommended in these areas during high-use times, in order to protect access.
- Outside of built-up urban areas, where existing stopping areas and laybys exist (including within higher speed environments), such that freedom campers can safely park fully separated from the road corridor, the adverse impacts of freedom camping and on freedom campers may be sufficiently mitigated through appropriate control measures. These include:
 - Camping is only recommended on formed gravel or sealed surfaces, to protect the area.
 - Camping restricted to parking a minimum of 5 m separation from the nearest edge of the hard shoulder, to protect health and safety of campers and other road users.
 - Camping numbers should be limited and campers should park in a way, in which sufficient space is still available in the stopping area or layby for other road users to stop in case of an emergency, to protect health and safety and access to the area.

A hard constraint applies and freedom camping is not recommended where the stopping area or layby has insufficient room to accommodate the recommended control measures (to protect access and H&S), and/or where a stopping area or layby is being used for maintenance purposes (to protect access).

Area-wide multi-criteria geospatial analysis

The area-wide desktop assessment was undertaken utilising T+T's proprietary geospatial Site Selection Tool, to carry out a multi-criteria analysis of all land included in the assessment. The process involved:

- Import of geospatial information for the land to be assessed.
- Import of existing and available geospatial information for all attributes across each SME area determined relevant to freedom camping and the three considerations for protection under section 11 of the FCA.
- Application of the appropriate level of constraint as determined by our SMEs based on relative level of adverse impact on the three key areas under section 11 of the FCA, scored as outlined in Table i. These formed the 'multi-criteria' for the analysis.
- The multi-criteria analysis of all attributes and related constraint levels was then run across all land included in the assessment within the district. The results of the analysis provide every attribute and related level of constraint present on each area of land, and are mapped by showing the highest level of constraint present on any area or part-area shown. See example of this in Figure ii below.
- A detailed look at the first-pass results was then undertaken with each SME, in order to sense-check how attributes were mapped, and how constraints were being applied to the land. Due to the nature and accuracy of the geospatial data, some adjustments to the land included in the assessment, and the attributes and relative constraint levels were applied in order to arrive at the final set of attributes and constraints. This was an iterative process undertaken in consultation with QLDC and utilising their in-house knowledge of the district and local legislation.

The results of our area wide assessment are limited by the nature and quality of data available. Best efforts have been made to source geospatial data from a comprehensive range of open and authoritative sources, and we have assumed that the information and data used is fit for its intended purpose.

Results of area-wide assessment

The results of outputs from the area wide assessment are shown in Figure ii and Figure iii. Figure ii illustrates the mapping of attributes and related constraints across land parcels. Based on the extent of mapped attributes, land parcels were further divided into areas with different constraint levels. Figure iii shows an example of the area-wide assessment for the Queenstown area. The results across the full district are shown in the figures in Appendix B.

Table ii illustrates some statistics of the area-wide analysis, including the number of parcels and area of land included, how many sub-areas the land was divided into by the multi-criteria analysis, and the number of constraints applied. Overall, as shown in Table iii, the area-wide assessment resulted in approximately 56,000 ha of land with one or more hard constraints mapped, where freedom camping is not recommended, based on the assessed constraints, and in order to protect the area, health and safety and/or access to the area from adverse impacts. Approximately 2,200 ha of land has one or more consider constraints mapped (and no hard constraints present), and control and mitigation measures are recommended in order to protect the area, health and safety and/or access to the area from adverse impacts. Approximately 80 ha of land has no constraints mapped.

Table ii: Summary statistics of area-wide analysis.

Total # of parcels	~11,000*
Total area of land	~580,000,000 m ² (58,000 ha)*
Total number of sub-areas	~80,000*

*Values are approximate only, to illustrate the scale of the assessment undertaken.

Table iii: Summary of area by highest level of constraint.

Constraint level	Area
Hard constraint*	~56,000 ha
Consider constraint	~2,200 ha
No constraints	~80 ha

*Note: Hard constrained areas could also have considered constraints present.



Figure ii: Example of mapped attributes present on the land, with related constraints. Each parcel of land is subdivided into smaller areas based on where particular constraints are mapped as present.



Figure iii: Example area-wide assessment results for the Queenstown area. For full results of the area-wide assessment refer to Figures in Appendix B.

Site specific assessment

Following the area-wide, multi-criteria geospatial analysis of all QLDC controlled and managed land, a site-specific assessment was undertaken to confirm the presence and applicability of mapped attributes and related constraints, and recommend appropriate controls and mitigation measures considered necessary to protect the area, health and safety and access to the area from adverse impacts.

Due to the size and scale of area and number of parcels included in the area-wide assessment, it was not practical to undertake site-specific assessments across the whole district. As such, QLDC has provided direction on where to focus our site-specific assessment. QLDC instructed us to undertake site-specific assessments on a subset of mapped and un-mapped carparking areas within the district that have been included in our area-wide assessment and are on QLDC controlled or managed land. This included:

- Currently mapped carparking areas located outside of protected reserve land.
- A select number of additional carparking areas that included some previously un-mapped areas, and some carparking areas wholly or largely on protected reserve land, that QLDC wished to consider.
- Selected NZTA areas, as advised by QLDC.

A total of 122 carparking areas across the district have been included in the site-specific assessment based on the above criteria.

Transport assessment

A site-specific traffic and transport assessment was carried out on all 122 carparking areas first, to assess the practicality of allowing freedom camping from a transport perspective. This is because a number of the carparking areas assessed are not suitable for freedom camping for the following reasons:

- The mapped area is not actually a carparking area (e.g. road verge, accessways, areas with no actual formed carpark). Freedom camping is not considered appropriate for these in order to protect the area and protect access to the area.
- The mapped carparking area contains on-street parking, which is not considered suitable for freedom camping in order to protect the health and safety of campers and the general public in the area, from the regular activities of freedom campers (i.e., living in their vehicle and opening doors, carrying out camping activities within and in close proximity to the live traffic lane and footpath areas).

Relevant traffic and transport attributes were considered, along with the adverse impacts on these attributes of allowing unrestricted freedom camping. A recommendation to either prohibit freedom camping, allow with recommended restrictions, controls and mitigation measures, or allow unrestricted freedom camping was given for each carparking area, based on the relative level of adverse impacts and in order to protect the area, the health and safety of people using the area, and access to the area.

This resulted in 90 carparking areas where freedom camping is not recommended (i.e. should be prohibited), and 32 carparking areas where the effects of freedom camping from a traffic and transport perspective, could be managed. In general, the recommended transport restrictions include:

- Restrict the number of freedom campers to a suitable level in order to protect access to the carparking area for other users. This should be decided by QLDC, based on their knowledge of

the existing uses of a carparking area, and the overall occupancy. A rough guide of allowing camping across up to 10% of carparking spaces is provided, however this could go up or down based on the specific uses and occupancy on a case-by-case basis as determined by QLDC. In T+Ts view, this specific number of parking spaces $\pm 10\%$ will not give rise to any additional need to protect the area from freedom camping under section 11 of the Act.

- Restrict camping to off-peak hours, in order to protect access to the carparking area for other users during peak times. This should be decided by QLDC, based on their knowledge of the existing uses of a carparking area, and the overall occupancy.
- Where the adverse impacts of freedom camping would significantly impact the health and safety of both campers and the public, prohibition of freedom camping was recommended.

The above are general recommendations, as a full suite of occupancy data was not available to fully assess the impacts of freedom camping during peak and off-peak hours. T+T advise that QLDC can use their discretion to select appropriate numbers of campers and hours of camping to allow, based on their institutional and expert knowledge of the existing uses and occupancy rates of each carpark. The full results of the site-specific assessment are presented in Appendix E.

There were no carparking areas assessed where un-restricted freedom camping is considered feasible from a traffic and transport perspective.

Other SME areas

Following the traffic and transport site-specific assessment, the carparking areas recommended for restricted freedom camping were assessed one-by-one across the other SME areas. This involved the following steps:

- If there are no toilet facilities located within 75 m of the carparking area, the carpark is considered appropriate for self-contained vehicles only, as recommended by a number of our SMEs, in order to protect the area from waste.
- The attributes and related constraints developed by each SME and mapped as present on the carparking area from the area-wide assessment were noted.
- Where an attribute was mapped as present, this was reviewed in relation to its adverse impacts on freedom camping, or the adverse impacts of freedom camping on the attribute/area, in relation to protection of the area, health and safety of people, access to the area itself, or some combination of these.
- Where a mapped attribute was confirmed to apply to the carparking area, the recommended constraint level was reviewed to confirm it was appropriate to protect access, health and safety, the area, or some combination, in relation to the specific carpark.
- Following this, controls and mitigation measures have been recommended where necessary in order to adequately reduce the impact of the attribute, or adverse impacts of freedom camping, to protect access, health and safety and/or the area. Where a hard constraint is confirmed to apply, and controls or mitigation measures are not considered sufficient, the prohibition of freedom camping is recommended.

For the majority of carparking sites identified as feasible from a traffic and transport perspective, camping was considered possible with appropriate controls or mitigation measures put in place. The results of the site-specific assessment are presented in Appendix E of the main report.

Results of site-specific assessment

Of the 122 carparking areas assessed in our site specific assessment, 32 were recommended by our transport SMEs as appropriate for freedom camping, with appropriate restrictions in place. Transport-related restrictions generally involve restricting numbers of campers and the hours of the

day in which camping can occur, in order to reduce the adverse impacts of camping to protect access for other users. Of the 32 carparking areas:

- One area was subsequently recommended as not suitable for freedom camping, due to a number of natural hazard risks present that could not be adequately controlled.
- Two areas require site-specific natural hazard studies to confirm the extent of the natural hazard risk and whether health and safety can be suitably protected with appropriate controls, or should be prohibited.
- In total, 29 areas are regarded as suitable for freedom camping, with appropriate restrictions and controls in place:
 - 16 areas are regarded as suitable for freedom camping, with additional controls such as exclusion zones around water bodies and stormwater infrastructure, and signage highlighting the presence of natural hazards.
 - 13 had no additional recommended controls across the other SME areas outside of transport.

A number of the recommended freedom camping areas (carparks noted above) are within reserve land that falls under the Reserves Act 1977, have existing uses as indicated by their District Plan zoning designations, or have existing lease or license agreements that apply to the carpark or nearby land accessed by the carpark. These matters will require consideration by QLDC in relation to the adverse impacts of allowing freedom camping on the area, health and safety and access to the area to inform the development of the draft bylaw.

An example of one of the carparking areas recommended for camping with appropriate restrictions and controls is shown in Figure iv. The full results of the site-specific analysis are included in Appendix E of the main report.

Limitations

Our site-specific assessment is limited by the accuracy of the mapped carpark information supplied to us. Where the mapped area of a carpark does not align with the actual carparking areas provided (i.e. as may be viewed on Google Maps for example), we have attempted to consider the surrounding carparking area within the transport assessment where the intention of the mapped area is obvious. However, there are still a number of cases where this was not possible, and the site-specific assessment is limited to the mapped area. The mapped constraints that have been assessed by our other SMEs are those mapped as present on the mapped carparking area only. Any carparking area that is not mapped, or was not specifically requested by QLDC, has not been included in the site-specific assessment.



Figure iv: Example site-specific assessment for Flint St carparking area.

1 Introduction

This report outlines the analysis methodology and outcomes of multi-criteria assessments of land that is controlled or managed by Queenstown Lakes District Council (QLDC), and QLDC-selected NZTA land, to inform the development of a draft freedom camping bylaw, under the Freedom Camping Act (FCA) 2011.

Tonkin & Taylor Ltd (T+T) has undertaken an assessment of the values of and attributes on the land included in our assessment for a range of fields. We have assessed how those values and attributes affect the suitability of the land for freedom camping, and the adverse impacts of freedom camping on the land. The assessments were carried out by Subject Matter Experts (SMEs) from T+T in the following fields:

- Ecology.
- Water quality and quantity, and water services.
- Māori/cultural values.
- Noise (acoustics).
- Traffic and transport.
- Health and safety.
- Natural hazards.

Our assessment has relied on data and information supplied to T+T by QLDC, and existing publicly available data and information from authoritative sources. We have assumed that this information and data is fit for its intended purpose.

In addition, an assessment of freedom camping on archaeological and heritage values and attributes was carried out by Origin Heritage Ltd (Origin), as a sub-consultant to T+T.

2 Freedom Camping Act 2011

The Freedom Camping Act (FCA) 2011, Section 5 (1) defines freedom camping as:

“...to camp (other than at a camping ground) within 200 m of an area accessible by motor vehicle or within 200 m of the mean low-water springs line of any sea or harbour, or on or within 200 m of a formed road or great Walks Track, using either or both of the following:

- (a) a tent or other temporary structure:*
- (b) a motor vehicle.”*

Freedom camping on local authority land (that is not identified as reserve land under the Reserves Act 1977) in a tent or self-contained vehicle is allowed unless it is restricted or prohibited. The ability to restrict or prohibit freedom camping is via a bylaw or control on the maximum number of people allowed in a self-contained vehicle.

For non-self-contained vehicles freedom camping is permitted only if it is provided for within and in accordance with a freedom camping bylaw.

A local authority can make a bylaw that identifies areas in the district where freedom camping is restricted (and the restrictions that apply) or is prohibited.

Under Section 11(2)(a) of the FCA, in making a bylaw, council needs to satisfy itself that a freedom camping bylaw is necessary for one or more of the following reasons:

- To protect the area.
- To protect the health and safety of people that visit the area (including freedom campers and others).
- To protect access to the area.

In this context, “the area” is the piece of land on which we are considering freedom camping.

2.1 Self-contained and non-self-contained vehicles

In considering a bylaw under the FCA:

- Freedom camping in a self-contained vehicle and tent (or similar structure) is allowed without the need for a bylaw. A bylaw can only restrict or prohibit this “permissive right” subject to section 11 of the FCA.
- Freedom camping in a non-self-contained vehicle is only allowed if there is a bylaw in place that enables freedom camping in non-self-contained vehicles. The FCA in this regard is restrictive.

Updates to the Act have been enacted under the Self-contained Motor Vehicles Legislation Act 2023, which defines what is considered a ‘self-contained motor vehicle’ under the Act.

2.2 Offences under the Act

Subpart 1 of Part 3 of the FCA sets out offences, defences and penalties under the FCA. Under Section 20(1)(e), it is an offence to deposit waste in or on the area while freedom camping, other than into an appropriate waste receptacle. The Act defines waste as “*any kind of waste, including human waste*”.

2.3 Adverse Impacts of Freedom Camping

As part of our assessment, we have considered the adverse impacts of freedom camping on the values and attributes present on the land, without the implementation of any controls or mitigation measures. There are a range of adverse impacts that freedom camping could have on an area, and in general these have been considered by our SMEs within their area of expertise. This is outlined in the following sections 4.5 to 4.12 and the relevant attributes and levels of constraint outlined in Section 4.

Evidence provided by QLDC (as outlined in Sections 2.3.1 and 2.3.2 below) shows that if freedom camping is present in a particular area, certain behaviours and effects have been experienced that have not resulted in the protection of the area, health and safety and access to the area, and it is anticipated that these effects will continue to be experienced without appropriate intervention.

2.3.1 Request for Service data

Request for Service data¹ relevant to freedom camping or camping for the period between August 2022 and April 2025. This details over 1,000 requests for service by the public related to freedom camping. Some of the key themes relevant to our assessment were:

- Campers were staying in the same location for extended periods of time.

¹ QLDC (2025). Request for Service information. Provided as two spreadsheets to T+T “FC Requests in CI.tmp.xlsx” and “FC Requests in CIA.xlsx”.

- Safety and environmental concerns:
 - Residents feeling unsafe or unnerved by the presence of campers.
 - Campers using public facilities and leaving waste and rubbish, including human waste.
 - Hygiene and environmental degradation, especially near water sources and public parks.
- Obstruction and inconvenience, e.g. campers parking in ways that obstruct traffic or make it difficult for other vehicles to manoeuvre, such as blocking cul-de-sacs or parking on yellow lines etc., and occupying carparking spaces that are used by others.

In addition, there were common complaints around lack of action from Council, and more effective enforcement measures. There were also requests for more signage and better communication.

Although some requests relate to matters that cannot be considered under the FCA, this information has provided a general overview of the current issues and challenges faced by QLDC and the resident community in relation to freedom camping. It also provides information for some of our SMEs in regard to health and safety and environmental effects.

2.3.2 QLDC Responsible Camping survey data

QLDC completed a survey of campers over the 2024/2025 summer camping season to better understand freedom campers, their behaviours and experiences within the district. We have been provided results of 383 surveys that were carried out between 14 December 2024 and 27 April 2025.

The survey data showed that 317 campers were using what they described as a “Certified Self-Contained Vehicle”. However, only 293 of these 317 stated that their vehicle had a toilet onboard, indicating that there is some misunderstanding by those surveyed, on what constitutes a Certified Self-Contained Vehicle.

Responses to the survey make it clear that even with self-contained vehicles, campers prefer to use public facilities over their own:

- When asked if they used the toilet, 67% of campers that had a toilet in their vehicle responded ‘Never’ or ‘Only in Emergencies’. 21% responded ‘Occasionally’, and 12% responded ‘Always’ or ‘Frequently’².
- There was a significant reliance on the use of public litter bins for solid waste disposal, and the use of public facilities for washing or showering.

² It must be considered that this expressed preference for the use of public toilets could be a reflection of issues using and managing non-fixed portable toilets (which until 7 June 2026 may still be legal under the Plumbers, Gasfitters, and Drainlayers (Self-Contained Vehicles) Regulations 2023), rather than a preference to use public facilities per se.

3 Summary of Approach

3.1 Area-wide assessment

Land controlled or managed by QLDC that is within 200 m of an area accessible by motor vehicle, formed road, or Great Walks track was identified. Accessibility was assessed in accordance with Section 5 of the FCA by the Traffic and transport SMEs as physically safely and legally able to access land controlled and managed by QLDC.

Land that met these initial criteria formed the basis for evaluation by all other SMEs.

Each SME developed criteria for the assessment of freedom camping relative to their subject material, which involved the following:

- A description of the relevant values/attributes that may be present on any piece of land, and requiring consideration. Values and attributes were selected that could affect access to the land under consideration, affect the health and safety of people on that land, and/or are inherent properties of the land which require protecting from the adverse impacts of freedom camping.
- The identification of relevant existing datasets and supporting information required to support their assessment.
- The development of criteria and related constraints in relation to the adverse impact of attributes present on freedom camping, and the adverse impacts of freedom camping on the land/attributes present on the land. Constraints were developed to reflect the level of adverse impact a particular attribute, or freedom camping could have, in relation to either access to the land, the health and safety of people present, or the land itself prior to the implementation of any mitigation or control measures.
- Recommendations on appropriate controls and/or mitigation measures to protect the area, health and safety of people or access to the area (relevant to their specialist area) from the adverse impact of the particular attribute, or related adverse impacts of freedom camping.

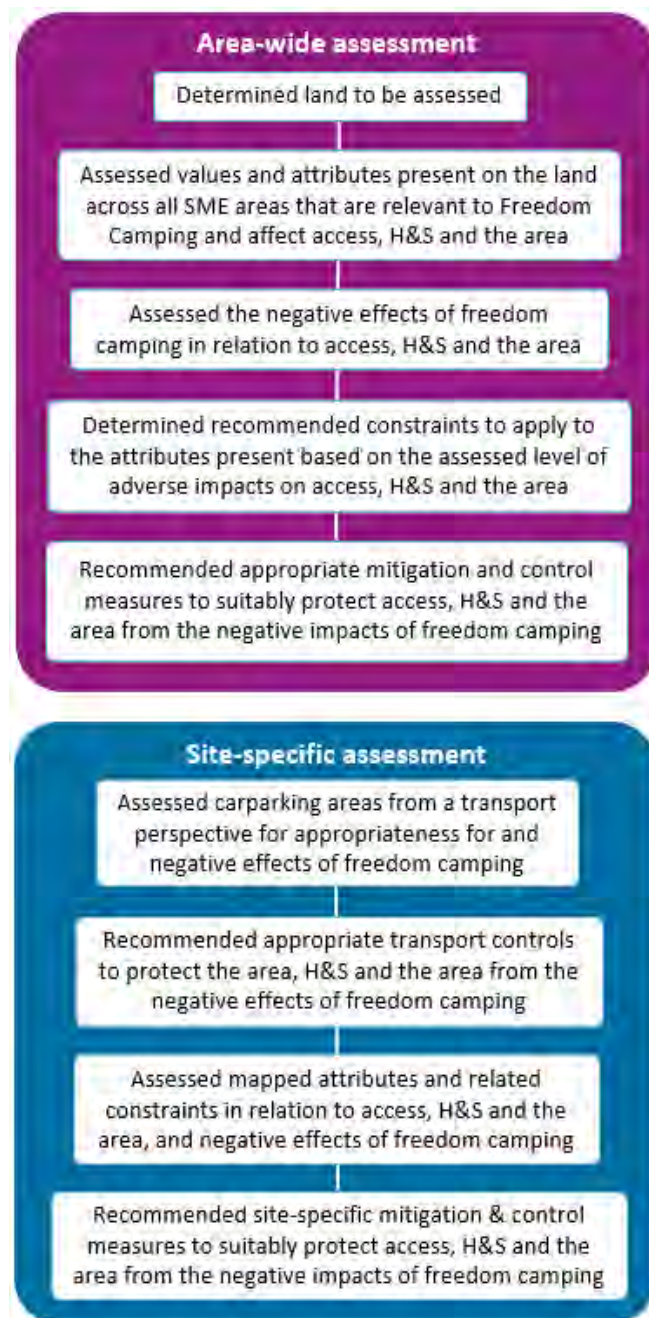


Figure 3.1: Summary of assessment process.

The attributes and assessed criteria were applied area-wide across the Queenstown Lakes District to all QLDC controlled and managed land, mapped as a series of constraints and applied to the GIS data using a T+T proprietary Site Selection Tool in a detailed multi-criteria analysis.

This initial phase also involved an assessment of the available data to identify any gaps or limitations in the data which may affect the analysis, allow clarification of some information supplied by QLDC, and update assessment criteria appropriately. Following this, a detailed assessment of the area-wide analysis was undertaken, to refine and update the assessment criteria, and develop a final set of constraints to apply to each land area across the Queenstown Lakes District. The final results of the area-wide assessment provide an overview of the adverse impacts related to freedom camping across the district (without controls or mitigation measures), on the land, access to the land and on the health and safety of people visiting the land. This then allows appropriate application of recommended control and mitigation measures to manage the identified adverse impacts.

3.2 Site-specific assessment

Our initial area-wide assessment was undertaken across the district on all land controlled and managed by QLDC. Because of the large area of land involved, the nature and extent of many of the constraints and the large number of sites, site-specific assessments for all land were not practicable. Due to this, QLDC instructed us to focus our site-specific assessments on a subset of car parking areas mapped or otherwise recorded by QLDC within the district.

Site-specific assessment was first undertaken by the traffic and transport SMEs to assess the practicality of allowing freedom camping from a transport perspective, and the adverse impacts that freedom camping would have on the area, access to the area and health and safety.

This is because a number of the carparking areas assessed are not suitable for freedom camping from a transport and traffic management perspective. For carparks deemed suitable from a transport perspective, restrictions and controls were recommended to mitigate the adverse impacts of freedom camping. These include restrictions on number of campers and hours in order to protect access to the area and health and safety.

Following the traffic and transport site-specific assessment, as outlined in Figure 3.1, the selected carparking areas were assessed one-by-one across the other SME areas. This used the results of our area-wide assessment, to first identify and then confirm the attributes present, the related constraints based on the assessed level of adverse impact on freedom camping, and/or adverse impacts of uncontrolled freedom camping on the land. Appropriate site-specific controls were then recommended for these selected areas, in order to mitigate the adverse impacts on the area, access and/or health and safety.

4 Area-wide assessment methodology

This section sets out the detailed methodological approach taken in the area-wide assessment, and for each specialist subject matter area. It also includes an outline of the definitions used in this assessment, values and criteria that have been applied and the scope of the assessment. It outlines in detail the approach taken for each of the following subject matter areas by our SMEs:

- Transport and traffic.
- Health and safety.
- Natural hazards.
- Ecology.
- Water quality and quantity, and water services.
- Noise (acoustics).
- Māori/cultural values.
- Heritage.

4.1 Land to be assessed

The first step was to determine the land to be assessed. For the Queenstown Lakes District, freedom camping on land controlled or managed by QLDC, that is within 200 m of an area accessible by motor vehicle, formed road, or Great Walks track is regulated under the FCA and can be further regulated using a freedom camping bylaw. This land was required to be assessed. In addition, a small number of QLDC-selected Waka Kotahi New Zealand Transport Agency (NZTA) parcels were included within our assessment.

Land that falls under the above description was identified in collaboration with QLDC. This involved combining multiple geospatial datasets of both publicly available and QLDC-supplied information including title data and other land parcel information. To make sure all land that required assessment was captured, a wide net was cast initially, with the combined datasets also containing land that is not controlled or managed by QLDC. The combined dataset was checked with QLDC to confirm all relevant land was included. Following this, land not controlled or managed by QLDC was removed from the combined dataset and excluded from the assessment.

Land not controlled or managed by QLDC that is excluded from this assessment includes:

- Land owned by the Crown, or designated as LINZ land.
- Land owned by the Department of Conservation (DOC).
- Roads owned by NZTA (except for a small number of specific QLDC-selected NZTA land parcels).
- Private land or roads.

In some cases, removing every last piece of land not controlled or managed by QLDC was not practicable or possible, and some of this land still remains in the GIS data provided to QLDC. However, for all intents and purposes, this land is not considered in our assessment and is not intended to be included in any draft bylaw.

4.2 Values and attributes of the land

Our SMEs first carried out an assessment of the “values and/or characteristics” (i.e. attributes) that are present on the land. In developing their sets of attributes, SMEs have considered things that could either have an adverse impact on freedom camping and campers, and the adverse impacts of unrestricted freedom camping on these “values/characteristics” of the land. Attributes were also

developed in consideration of their relevance to the three key areas that can be considered for protection defined under section 11(2)(a) of the FCA:

- Protection of the area.
- Protection of the health and safety of people that visit the area (this includes freedom campers and others).
- Protection of access to the area.

In our assessment, we have used the following specific terms:

- **Attribute/s:** is a characteristic present on the land in question as identified by each SME. It could be a particular natural hazard (landslide), an environmental feature such as a wetland or be located in a noisy area. An attribute can also be something that has a value or a range of values ascribed to it (such as a heritage or ecological value).
- **Value/s:** an inherent or intrinsic property of an attribute, that applies only to some SME areas (e.g. Māori and Heritage matters).

4.3 Assessment of adverse impacts

Following the development of attributes present on the land that could affect freedom camping, and the assessment of the adverse impacts of freedom camping on the land, an assessment of the relative severity of these adverse impacts was undertaken. This assessment has used relative 'constraint' levels, which are applied based on the relative adverse impact that the attribute would have on freedom camping and/or the adverse impact of freedom camping on the attribute/land. This term has been used to allow a more consistent definition across the range of expert areas assessed. This approach also avoids difficulties with some expert areas and established terminology that already have definitions for 'low, moderate and high' (e.g. natural hazards, the Resource Management Act 1991), which could lead to confusion.

The levels of constraints we have utilised in our assessment are outlined below:

- **Hard Constraint:** Areas where the adverse impact from an attribute present on freedom camping, or the adverse impact of freedom camping on the attribute/area are high to very high to the extent that the relevant SME would recommend that freedom camping is avoided in order to protect the health and safety of people who might visit the area, protect access to the area and/or to protect the area itself.
- **Consider Constraint:** Areas where the adverse impacts related to the attribute present are moderate to high, but could otherwise be maintained through appropriate control and mitigation measures.
- **Noted Constraint:** Adverse impacts related to the attribute that are low to very low and not considered to be necessary to weight in a prioritisation exercise, but are still present, and could be noted against the site area.
- **No Levels of Constraint:** There are no attributes present on a site, based on the criteria developed for our assessment, and the available data.

Table 4.1 outlines how the above constraints relate to the level of adverse impact. The following sections outline specific considerations for each SME area in the development of relevant attributes and the assessment of adverse impact and determination of appropriate levels of constraint. Details of the attributes and relative constraints are set out in Section 5 for each SME.

Table 4.1: Rating system for assessing relative severity of adverse impacts and related constraint level to apply to an attribute.

#	Relative name	Description
3	Hard Constraint	Where the impact of an attribute present on freedom camping, or adverse impact of freedom camping on the attribute/area, H&S or access are high to very high. Hard constraint = high adverse impact. Unlikely that restrictions, control or mitigation measures are sufficient to reduce the impact/protect the area, access to the area and/or health and safety of people in the area. Freedom Camping is not recommended.
2	Consider Constraint	Where the impacts of an attribute present on freedom camping, or adverse impacts of freedom camping on the attribute/area, H&S or access are moderate to high. Consider constraint = moderate adverse impact. There are restrictions, control or mitigation measures available to manage the impact of the attributes present on freedom camping, or the adverse impacts of freedom camping on the attribute/area, to protect the area, access to the area and/or health and safety of people in the area.
1	Noted Constraint	Where the impacts of an attribute present on freedom camping, or adverse impacts of freedom camping on the attribute/area, H&S or access are low to very low, but are still present and require noting. Noted constraint = low adverse impact. Attribute unlikely to adversely impact freedom camping, and freedom camping considered unlikely to adversely impact the attribute/land. Minor restrictions, control or mitigation measures may be recommended.
0	No properties	No attributes are present, hence no resulting impact.

Following the assessment of relative adverse impacts, and the application of appropriate constraint levels to each attribute, recommended mitigation and control measures were developed by each SME. Mitigation and control measures are recommended in order to adequately manage the adverse impacts of the attributes present on freedom camping, and of freedom camping on the attribute/area, to protect the area, health and safety and access to the area. These are detailed in Section 6 for each SME area.

4.4 Traffic and Transport Assessment

The transport assessment methodology uses geospatial analysis to identify roads, QLDC land and associated QLDC reserves, and defined NZTA areas that are legally and practicably accessible for freedom camping. It then prioritises areas based on criteria developed in consultation with QLDC.

4.4.1 Land assessed from a transport perspective

Transport was the first area considered in our assessment, as roads and related access matters form a key step in outlining the land to be included in the assessment, under the definition of freedom camping in section 5 of the FCA. Specifically, the transport assessment has considered what is covered by a “formed road”, whether an area is “accessible by vehicle” and what can be considered a “motor vehicle” under the FCA.

In assessing areas of land accessible by vehicle, transport SMEs have considered:

- **Legal limitations:** property and access rights.
- **Physical limitations:** including topography, existing infrastructure (i.e. fences or gates blocking access), environmental sensitivity, vehicle size and type, visibility.

The available geospatial data covering the land parcels to be assessed does not include information on the accessibility of land outside of public formed roads (e.g. information on the presence of fences, gates or other physical barriers to access).

Based on this, the area-wide assessment has included all QLDC controlled and managed land, which includes both formed and unformed roads (including ‘paper roads’) which may provide access to areas of land, such that they fall within the 200 m buffer outlined in section 5 of the FCA. Roads and land owned by NZTA, the Crown/LINZ, DOC and private land and roads are excluded from the assessment (except for a small number of QLDC-selected NZTA areas which have been assessed).

Initial results from the transport assessment were subsequently refined following an iterative process of consultations with QLDC, and collaboration with other SMEs.

4.4.1.1 Criteria used to define areas within scope

As mentioned, due to the information available, it has not been possible to confirm the accessibility of land outside of public formed roads on an area-wide basis. As such, all land has been included in the area-wide assessment. To identify land within the 200m buffer under section 5 of the FCA, a ‘hard constraint’, as described in Section 4.3 has been applied to land outside of this zone. The criteria used to apply this are summarised in Table 4.2 below.

Table 4.2: Summary table of areas within scope

Data	Data source	Hard constraint
Formed roads	QLDC	Must be within 200 m of an area accessible by motor vehicle, formed road, or Great Walks track (<i>Note: no QLDC land is within 200 m of a Great Walks track</i>)
Unformed roads	QLDC Operative District Plan QLDC Proposed District Plan <i>*Note: both sources are included as they differ slightly.</i>	
Reserve land	QLDC	Scope is limited to QLDC and select NZTA land.
NZTA Land	Select NZTA land parcels	

4.4.1.2 Criteria used to define areas accessible by a vehicle

A criterion that was used to evaluate whether an area could or should be accessed by vehicle is topography, as outlined in Table 4.3. Note other non-Transport criteria may still preclude some freedom campers (for example, natural hazards and ecology).

Table 4.3: Criteria defining areas accessible by a vehicle

Data	Data source	Adverse impact rankings	Impacts considered
<p>Topography (rise/run, in %).</p> <p>Intersecting with unformed road layers and centreline.</p> <p>Topography on formed roads assumed to be managed by individual judgement and responsibility.</p>	LINZ topography	<ul style="list-style-type: none"> None: $\leq 15\%$ (approximately the maximum driveway slope in QLDC³) Low: $\leq 20\%$ Medium: $\leq 25\%$ High: $> 30\%$ (increasingly unsuitable for all AWD) <p>Manual adjustment for unformed roads where due to geometric constraints not captured by GIS analysis – removing areas with unformed roads and gradients higher than 20% with no visible track.</p> <p>Thresholds are based on multiple online 4WD forums⁴, which largely state 30% - 45% as a maximum gradient depending on vehicle and surface.</p>	<p>Accessibility for road users, and safety of access.</p> <p>Topography has been considered as a factor that influences whether road users could, or should, access an area, where that area is not on a formed road. It is assumed that steeper topographies pose increasing safety risks due to the technical requirements of driving. They are also likely to be areas more exposed or vulnerable to extreme weather. Formed roads are likely to be regularly maintained by the road controlling authority, and do not pose the same risks in terms of accessibility and safety, so they are considered to have no adverse impact relating to this criteria i.e., they are deemed to be accessible by a vehicle.</p> <p>This assessment of topography ensures prioritisation of unformed roads which can be feasibly accessed by motor vehicles, along with land parcels surrounding them. Unformed roads which are deemed unsafe based on topography, should not be used to access their surrounding land parcels. Also refer Section 4.6 for the Natural Hazards assessment.</p> <p>Note: these assessments do not remove the need for individual road-user responsibility. It is also beyond the scope of this assessment to exclude all environments where individual freedom campers should exercise their own judgement for safety reasons.</p>

³ Queenstown Lakes Operative District Plan, Section 14 Transport, Transport – Rules, 14.2.4.2 Access, iii Maximum Gradient for Vehicle Access.

⁴ For example, Patrol 4x4, accessed April 2025 and retrieved from: <https://www.patrol4x4.com/threads/maximum-gradients.79478/#:~:text=Unless%20you're%20on%20a,on%20a%20long%20straight%20hill.>

4.4.2 Transport attributes

Following consideration of areas accessible by vehicle, and therefore to be included in the assessment, the transport assessment has considered transport attributes that are present on a site which have an effect on whether freedom camping is considered appropriate, and for the adverse impacts of freedom camping on these attributes. Assessment criteria was then established along with an appropriate level of constraint for these attributes, and appropriate restrictions and controls have been recommended based on the values associated with these attributes, in order to protect the area, protect access to the area, and protect the health and safety of people in an area.

The transport assessment has considered the following factors:

- Access to the area: whether allowing freedom camping would impact:
 - Transport access for local residents, businesses, industries, critical public services, or recreation purposes.
 - Access to parking spaces that are needed by others, especially during peak times.
- Health and Safety: whether transport attributes could have a negative health and safety impact on freedom campers, or if freedom camping could adversely impact the safety of others through a range of factors. These could include:
 - High-speed roads where traffic could present a health and safety risk to nearby campers or vice-versa.
 - Increasing traffic volumes.
 - Introducing potential vehicle/vehicle and vehicle/pedestrian conflicts.
 - The typical behaviour and activity of freedom campers, which includes living in and around their vehicles, and the creation of waste and rubbish, as evidenced in the QLDC Request for Service and Responsible Camping Survey information. These can present a health and safety hazard to other road users and the public, including pedestrians.
- Adverse impacts on the area: Whether freedom camping could result in an adverse impact on the area from a transport perspective, for example, parking and driving on un-formed/grassed surfaces that could result in damage, particularly during the winter season.

Refer to Section 5.1 for relevant transport attributes and related constraints. Recommended mitigation and control measures are included in Section 6.

4.5 Health and safety

Health and safety is a key consideration within our assessment, as protecting the health and safety of people who visit an area is one of the three key areas that a bylaw can address under section 11 of the FCA.

In general, recommended constraints to protect the health and safety of people who visit the area are addressed under the other separate SME areas, and particularly under Traffic and Transport, Natural Hazards and Water. These are outlined in Section 5, with each constraint identifying which of the three key areas it addresses (to protect the area, health and safety and/or access).

4.5.1 Crime

In addition, the prevalence of crime is a general consideration related to health and safety which is not covered by other subject matter areas. Data has been obtained through an Official Information Act request to the New Zealand (NZ) Police. They have provided anonymised data for the Queenstown Lakes District, broken down by Area Unit, and in the categories of Dishonesty, Disorder and Violence for the period of January 2019 to February 2025. This data has insufficient detail to apply at a detailed parcel level, and as such has not been included within our GIS analysis. However, some general conclusions can be made:

- Crime of all types is most prevalent in population centres (e.g. Wānaka, Frankton, Queenstown Suburbs).
- The most common type of crime is Dishonesty, within the population centres. This includes theft and related offences and fraud deception and related offences.
- There were no apparent trends suggesting any type of seasonality in the statistics, or in relation to freedom camping specifically.

Based on the available data, theft within population centres is considered the type of crime most likely to adversely impact freedom campers, however the data is not sufficient to support including a constraint limiting camping for this reason.

4.5.2 Adverse impacts of freedom camping

No detailed data is available on freedom-camping related crime within the Queenstown Lakes District. However, QLDC as a destination is popular, and based on anecdotal reports (including conversations with NZ Police, and request for service data) increased numbers of freedom campers (or anyone for that matter) in any one area is likely to lead to an increase in a range of activities and/or behaviours that could adversely impact safety and/or security.

Freedom campers could reasonably be expected to camp in a way that complies with the FCA, and other existing bylaws and laws relating to their behaviour. However, the available evidence (i.e. Request for Service data provided by QLDC, detailed in Section 2.3.1) suggests that this is not always the case, and that anywhere freedom camping is allowed, the following adverse impacts might be expected occur:

- An increase in anti-social behaviour or activities which could adversely impact the health and safety of other users of an area.
- An increase in littering and generation of waste which is an offense under section 20 of the FCA and results in damage to the area and a potential adverse impact to health and safety in the case of human and other noxious waste.

As such, allowing freedom campers in any area that isn't otherwise subject to constraints determined by other SMEs should be made with the knowledge that the above impacts from freedom camping could affect the area.

The following mitigation measures are recommended to address the above adverse impacts :

- Controls on number of campers (as addressed by Traffic and Transport and Water Services), to limit the total number of campers in any area based on occupancy and other uses of the area. This is recommended to reduce the impact of all adverse impacts outlined above.
- Controls on hours allowed for camping, based on the designated uses of any area. This will reduce the likelihood of campers interfacing with other users of the space, reducing the likelihood of negative interactions.
- Controls on number of days/nights that people can camp in any one spot. This will help ensure that any 'problem' campers do not stay in one spot for too long, reducing overall impacts on other campers, and other users of the area.

4.6 Natural Hazards Assessment

The Queenstown Lakes District is affected by a number of natural hazards, which vary in severity, the quality of their mapped data, and the impact that they are likely to have on freedom camping. In this assessment, we have considered a comprehensive list of natural hazards within the Queenstown Lakes District, noting there may be some natural hazards which could not practicably be assessed or may not be considered a natural hazard. There could be other hazards present that we are not aware of which have not been included in this assessment.

For each natural hazard, we considered the relevance to freedom camping under the definition outlined in Section 2. We have also considered whether a particular natural hazard can be reasonably assessed with the available public datasets provided by QLDC and other publicly accessible information. We have assessed available, existing and relevant data, and have not undertaken a site-specific Natural Hazards risk assessment, as that is beyond the scope of our work.

Table 4.4 outlines this natural hazard assessment with an explanation on the reasoning of the relevance to freedom camping and the availability of a particular dataset, noting each hazard could have multiple datasets, or no suitable data available.

Where a natural hazard is mapped as existing on an area of land considered in our assessment, we have taken this as a natural hazard attribute, and recommended an appropriate level of constraint to be applied, consistent with the approach outlined in Section 4.3. Natural hazard constraints are outlined in Section 5.2. The level of recommended constraint has also taken into account the nature and accuracy of some of the available natural hazards data, and the likelihood and severity of that hazard eventuating (where that information is available).

In general, the natural hazards considered in this assessment present attributes on the land which impact freedom camping and campers from a health and safety perspective. Freedom camping is generally not considered to have any significant impact on the presence, severity or likelihood of a natural hazard as they are currently mapped. As such the adverse impacts of freedom camping on the land have not been considered within the natural hazards assessment.

Table 4.4: A table breaking down the natural hazards considered, their relevance to freedom camping, and their ability to be quantitatively assessed

Natural Hazard	Relevant to Freedom Camping	Publicly available hazard dataset ¹	Notes/General Commentary
Flooding (Both lake and river flooding)	Yes	Yes	This can be assessed using multiple datasets described further in the table below.
Snow Avalanche	Yes	Yes, but historic (and could be considered out of date)	A snow avalanche dataset is available from 2003. However, this dataset does not intersect with any of the areas within scope. Therefore, this hazard is considered, but more work is required to rule out any avalanche risk on QLDC-controlled land.
Landslide/rockfall/debris flow	Yes	Yes	This can be assessed using multiple datasets described further in the table below.
Liquefaction	No	Yes	A vehicle or tent structure largely aligns with the definition of a “surface structure” - without a shallow foundation - from the MBIE canterbury guidance. This means during a seismically-induced liquefaction event, both structures are likely to behave as a single rigid structure, whilst also providing sufficient time for the occupant to escape reducing life safety risk. Additionally, due to both vehicles and tents not being considered a ‘structure’, there is not a seismic design/ liquefaction performance requirement.
Earthquake shaking	No	Yes	Earthquake shaking within a rigid structure such as a vehicle or a tent is unlikely to lead to life-threatening damage to either structure. Additionally, the modelled peak ground acceleration for the Queenstown Lake district does not have a large amount of variability between sites. This means the experienced shaking is unlikely to vary significantly between the assessed locations.
Fault surface rupture	No	Yes	A surface fault rupture impacting a vehicle or tent is unlikely to result in a life safety risk due to the ‘rigid’ performance of the structure.

Natural Hazard	Relevant to Freedom Camping	Publicly available hazard dataset ¹	Notes/General Commentary
Lake seiche (due to earthquake rupture/Wind effects)	Yes	Yes	There is not a publicly available dataset which models the lake seiche or tsunami effects within the Queenstown lakes district. However, a comprehensive review of historical tsunami, seismic seiches and other wave events has noted an Alpine Fault event (Mw 8.2) could cause a 4.0 m wave along lake Tekapo (noting the lakes within the Queenstown Lakes Region are significantly closer to the Alpine Fault) based on historical modelling. ⁵
Tsunami (landslide - driven)	Yes	Yes	Therefore on the basis of limited modelling information, we've suggested considering a 5.0 m elevation from a high lake level within a 500 m bounds of the lake boundary (also known as a 'bath-tub' model) to be an area to "consider" the effects of a Tsunami or Lake Seiche.
Tree Cover (falling branches)	Yes	No	A comprehensive tree dataset for the entire Queenstown Lake District is unavailable. We note the tree dataset provided on the QLDC GIS points out notable trees. However, some QLDC land is within native forest, which does not appear to include these high tree densities. Dense tree cover is expected to be self-limiting in terms of providing access to an area for freedom camping. The primary effects of falling tree branches is generally covered by other hazards, i.e. high winds and/or wildfire.
Wildfire	Yes	Yes	A QLDC wildfire assessment was completed in GIS. The results of this output have been provided to T+T. Polygons where the QLDC Fire Hazard exceeded a rating of 600 is to be considered included as a 'consider' constraint.
High Winds/Exposure	Yes	Yes, but historic (and could be considered out of date)	We have defined this as a consider constraint. The available dataset includes the annual average windspeed in 100 m x 100 m tiles throughout the country. A uniform 25 kph speed threshold has been applied. We do note this is derived from an environmental dataset from 1950 to 1980.
Extreme Temperatures - > Freezing temperatures -> Black ice/slippery road conditions	Yes	No	A comprehensive dataset identifying the number of frost-days throughout QLDC with spatial variability at a reasonably high resolution (to allow for variation between sites) has not been identified.

⁵ Benn, J. L. (2023). *Tsunamis, seismic seiches, and undetermined wave events on New Zealand lakes, 1846–2022: A review (Science for Conservation 338)*. Department of Conservation.

Natural Hazard	Relevant to Freedom Camping	Publicly available hazard dataset ¹	Notes/General Commentary
Snowfall - Access issues if not able to be addressed quickly	Yes	No	A comprehensive dataset identifying the quantity of snow on any given day or the permanent snow level throughout QLDC with spatial variability at a reasonably high resolution (to allow for variation between sites) has not been identified.
High sun exposure (UV)	No	No	A comprehensive dataset identifying sun exposure throughout the Queenstown Lakes District with spatial variability at a reasonably high resolution (to allow for variation between sites) has not been identified. We note that high sun exposure may also not be relevant for individuals protected from sun exposure by either a tent or vehicle.
lightning exposure (thunderstorms)	No	No	A comprehensive dataset identifying lightning/thunderstorm exposure throughout the Queenstown Lakes District with spatial variability at a reasonably high resolution (to allow for variation between sites) has not been identified. We note that this hazard could largely be mitigated for freedom campers within vehicles/tent structures.
Drought susceptibility	No	No	A comprehensive dataset identifying drought days/exposure in Queenstown Lakes District with spatial variability at a reasonably high resolution (to allow for variation between QLDC sites) has not been identified. We note that drought exposure may not be relevant as a water source could be provided by party undertaking freedom camping.
Animals (Farm - Bulls)	No	No	A comprehensive dataset identifying animal risk throughout the Queenstown Lakes District with spatial variability at a reasonably high resolution (to allow for variation between sites) has not been identified. We note that animal hazards may not be considered a natural hazard and are subject to conditions that may not be able to quantitatively be predicted (e.g. economic, weather, etc.).
Note: 1. A publicly available dataset could be something easily derived from an existing available dataset (e.g. topographic effects), or simple assumptions.			

4.6.1 Available datasets used in the assessment

We have applied natural hazard datasets that are publicly available or provided by QLDC to perform our assessment. These datasets are all weighted equally within our assessment criteria outlined in Section 5.2. We have provided a justification for each of the criteria within the comments outlined in Section 5.2. We note that most natural hazards presented are 'consider constraints'. This is due to the hazard's ability to be managed through signage and information at each freedom camping location. Due to the nature and accuracy of the data used in the assessment, and the related health and safety impacts of natural hazards, a site-specific assessment is generally recommended to confirm the applicability of a mapped hazard to freedom camping, the specific area, and recommended control and mitigation measures where required. In the site-specific assessment, where a mapped natural hazard attribute is present on a site, but the information available is not sufficient to confirm the appropriate recommended level of control, a site-specific natural hazard assessment has been recommended.

4.7 Ecology Assessment

A range of ecological attributes may be present within and / or adjacent to freedom camping areas. To understand how any freedom camping-related activities may affect ecological values within the area (e.g., via loss of protection of the area) the following approach was used.

4.7.1 Identification of ecological attributes

To assess whether freedom camping may be restricted due to ecological attributes with varying value being present within and/ or adjacent to an area (such that it intersects with the area being considered under the FCA), three ecological sub-categories were defined, these include:

- Waterbodies (streams/rivers, lakes, wetlands).
- Habitats (important habitats for fauna with a high conservation status).
- Fauna (species with high conservation status).

Each sub-category is made up of a range of ecological attributes (e.g., vegetation type, habitat, or fauna present) that were sourced from publicly available GIS layers. A description of the subcategories and the ecological feature GIS layers are provided in Section 5.3. An ecological value has been assigned for each ecological attribute. In its simplest form, the prescribed ecological values could be very high, high, moderate, low, or very low. To aid in determining ecological value the Ecological Impact Assessment Guidelines (EclAG; Roper-Lindsey et al., 2018) were used as a guide.

4.7.2 Adverse impacts of freedom camping

The primary consideration within this assessment from an ecological perspective, are the adverse impacts that freedom camping is likely to have to the value of the identified ecological attributes which are present on the land. Based on the known activities of freedom campers, and our review of the information supplied by QLDC regarding Requests for Service and their Responsible Camping survey, the likely adverse impacts of freedom camping that require consideration include:

- Increased use of vehicles that could destroy sensitive habitat. This includes 4WD vehicles in remote areas.
- An increased presence of people within an area can disturb sensitive ecological areas and fauna. Particularly as freedom camping is often undertaken during spring / summer/ autumn and can generally be observed to be restricted to periods outside of daytime hours. An increased presence during spring and summer coincides with the period of the year where native species are more “biologically” active (e.g., due breeding/ nesting, feeding, migrating). Additionally, an increased presence during night time hours can affect some bird, bat, and invertebrate species (and other nocturnal fauna).
- Increased waste, i.e. vehicle emissions (including oils and fuels), rubbish and/or organic waste, and personal waste left by campers, in way of an example:
 - Inorganic waste and vehicle emissions could pose a contamination and health risk to fauna and degrade habitats, or the ability for fauna to use habitats.
 - Organic and inorganic waste could be consumed by fauna leading to health issues.
 - Organic waste could attract pest species which could have an adverse effect on native fauna and habitat.

4.7.3 Constraints assessment

In the context of the FCA, constraints have been applied to areas where ecological attributes are present to protect the land from the adverse impacts of freedom camping.

To determine the level of constraint to apply (i.e., hard, consider/noted, or none as outlined in Section 4.3), the ecological attributes were linked to a constraint level based on the relative values of the attributes present, then the GIS model was run to understand whether freedom camping area intersects with the identified ecological attributes.⁶ Section 5.3 outlines the constraint level, ecological attribute and related value and a summary of how these were derived.

Some additional considerations are to be included during the detailed constraints assessment stage where appropriate. This may include:

- Where ecological attributes overlay part of or abut a land parcel, site-specific assessment is recommended to consider whether the attribute should apply to the whole land parcel or just the mapped attribute area. Initially, both have been presented as being a constraint, however, with further knowledge and assessment of the area this could change.
- Reassessing the ecological value and extent prescribed to the identified ecological attributes on a more site by site basis. Due to the way the assessment was completed (i.e., via desktop and existing GIS data), and the nature and accuracy of the GIS data, the specified ecological attributes and their extent may not accurately reflect what is presently on site. Therefore, in some locations where ecological attributes are mapped, a site-specific assessment may be required to appropriately determine ecological values and extent.
- Where ecological attributes are present in, on, over, or adjacent to a freedom camping area, there may be a requirement to actively manage these areas so that freedom camping can occur on that land parcel. For example, this may include providing a planted buffer, installing signage and / or fencing to identify any ecological features which have resulted in a hard or consider constraint. This is detailed further in Section 6.

⁶ Where ecological features may be present in, on, over, or adjacent to freedom camping land

4.8 Water quality and quantity assessment

This section addresses freedom camping on freshwater water quality and quantity, as well as water infrastructure (such as wastewater treatment plants, stormwater systems) on land that is within the scope of this assessment.

Freedom camping activities could result in the degradation of water as a result of site use and trafficking resulting in erosion and runoff, the inappropriate disposal of wastewater and solid waste, or overloading of existing public facilities, resulting in unsanitary conditions. Freedom camping also has the potential to be exposed to water based natural hazards that has the potential to put campers at risk. The provision of water services by QLDC could be affected by freedom camping, restricting access to critical infrastructure, or the infrastructure that provides these services could create a health and safety risk to people that are using the area.

In summary, the attributes related to water considered in this assessment include:

- **Natural hazards** - The effects of flooding, lake seiche and other water based natural hazards on the land covered by this assessment are addressed in the Natural Hazards evaluation.
- **Water infrastructure** - including water supply, stormwater and wastewater treatment and disposal, will require consideration. There will be a need to consider protecting land on which water infrastructure is located from the adverse impacts of freedom camping, for access and H&S reasons. This would include avoiding freedom camping in stormwater ponding areas and overland flow paths, areas in and around wastewater and water treatment plants (which are generally securely fenced) and in order to maintain suitable access at all times, and surface water supply catchments.
- **Water Quality** – the adverse impacts of freedom camping on surface water quality as described above can generally be managed through the provision of set-back distances.
- **Water Quantity** – apart from this being a natural hazard evaluation (and addressed separately) there are no reasonably foreseeable adverse impacts of freedom camping on water quantity.

There could be areas of land controlled and managed by QLDC that is otherwise covered with water. This land is identified and discounted, as any form of camping will obviously not occur in or on water, and subject to section 6(1)(a)(c) of the FCA, local areas that are permanently covered by water are out of scope of this assessment.

4.8.1 Analysis method and screening and evaluation criteria

For surface water bodies:

- Map all water bodies on land that is controlled or managed by QLDC including streams, rivers lakes and wetlands. Note this mapping is for context only, as due to the accuracy of the available data, the recommended controls that relate to protecting water quality are narrative, rather than specifically geographically constrained.
- Exclude land controlled / managed by QLDC that is permanently covered by water.

For water infrastructure:

- Map all non-buried QLDC water services. Include wastewater treatment plants and access roads, water treatment plants and access roads, stormwater overland flow paths, drainage reserves, stormwater ponding areas, and pump stations.

4.8.2 Controls

To protect water on land covered by this assessment we need to consider the following potential controls:

- **Natural hazards** - while this is addressed elsewhere in this report, controls to avoid freedom camping in a potentially high risk zone will most likely be required to avoid risks to health and safety.
- Controls would need to be in place on land where **water infrastructure** is located (water supply, wastewater treatment and disposal, stormwater) so that people are not putting themselves at risk from camping in hazardous areas (such as stormwater ponding areas, overland flow paths), or restricting access to critical infrastructure. Controls would be needed to avoid or restrict freedom camping on land where certain water infrastructure is located including wastewater and water treatment plants, reservoir sites and pumpstations and access roads or tracks.
- Controls that set back freedom camping activities from the edge of natural water bodies would likely be necessary to protect the land's natural values including **water quality**. Setback distances can be informed by regulations such as National Environmental Standards, Water Conservation Orders or similar, and regional plan rules. In this context the following controls are suggested to protect the land including surface water quality.
 - The National Environmental Standard – Freshwater Management requires a 10 m a setback threshold for activities including vegetation removal and earthworks near to water bodies. While these setback thresholds determine the activity status under the RMA and NES, they provide a useful way in which activities associated with freedom camping (trampling and wearing down of vegetation and exposure of soil to erosion, or similar damage from vehicle movements) could be managed.
 - Some waterbodies in the District are defined as Regionally Significant in the Otago Regional Plan. The reasons that they are significant relate to the ecological values. This is addressed in Section 4.7, which recommends greater set back distances to protect the ecological values of regionally significant waterbodies.
 - The Otago Regional Plan allows the discharge of stormwater as a permitted activity⁷. It would be difficult to justify a more stringent control in a freedom camping Bylaw for a level of activity (freedom camping) that is unlikely to generate stormwater or degrade surface water quality to the extent already permitted in the Region. In this regard controls on freedom camping to protect the land and surface water quality could be managed by the provision of setback distance of 10 m from any permanent water body. Geospatial data showing the location and extent of water bodies is variable and, in many cases, unreliable. The edge of water body will most likely change with time, due to factors such as lake seiche, rainfall (from hours to days), seasonally or inter-decadal climate changes. This poses a mapping challenge, and accordingly narrative controls are likely to be more practical to implement. For instance, from an enforcement point of view it would be straightforward for an enforcement officer to determine whether someone is camping within 10 m of the water's edge. With this practical constraint in mind a narrative control in a bylaw is likely to be more understood, and probably more likely enforceable (i.e. the bylaw should state a 10 m set back is required from the water's edge, rather than attempt to show this on a map or other visual aide). There may be special planning provisions designed to protect water quality, such as Water Conservation Orders. Water Conservation Orders appears to be folded into Rules

⁷ Rule 12.B.1.9 The discharge of stormwater from any road not connected to a reticulated stormwater system to water, or onto or into land.

in the Otago Regional Plan. Matters covered by specific legislation such as the Lake Wanaka Protection, and Resource Management (Waitaki Catchment) Amendment Act 2004, are either irrelevant to freedom camping or otherwise addressed in the Otago Regional Plan.

- Avoid contamination of water and protection of **water quality** from freedom camping activities (toileting in the open, littering etc). These relate to unacceptable activities which would need to rely on the offences section of the FCA or other enforcement provisions.
- The use of fords to cross waterways are generally permitted in the Otago Region under the Otago Regional Plan, subject to terms and conditions that protect **water quality**. It is unlikely that the crossing of waterways by freedom camping vehicles would degrade surface water quality to the extent already permitted in the Region, and accordingly no specific controls for crossing surface water bodies are recommended. However, there are ecological considerations and controls recommended to protect wildlife on riverbeds etc, as outlined in Section 4.7 to protect the land.
- For the provision of **water services** for freedom camping, such as access to potable water, toilet facilities, solid waste disposal, the Camping-Ground Regulations provide useful guidance. The Camping Ground Regulations require the following:
 - o Potable water supply no more than 25 m from any camping site.
 - o Providing ablution and sanitary facilities no more than 75 m from any camping site.
 - o Restrictions on the maximum number of people per toilet pan (12 people to 1 pan for females and 25 people to one pan for males).
 - o The provision of hand wash basins (1 to 25 people).
 - o The provision of refuse containers no more than 50 m from any camping site.

Inappropriate waste disposal (particularly human waste) has been a potential adverse impact identified by the ecology, water, Māori and Heritage experts. It has been raised as a concern as evidenced in RFS data. Given the potential impact of inappropriate or inadequate waste disposal across multiple values, we recommend a conservative approach is taken to management of waste disposal.

Recognising Camping Grounds provide a certain level of service on a commercial basis, and that the services provided are normally for the exclusive use of people using the Camping Ground, the following is suggested, in order to provide reasonable access to facilities for freedom camping to maintain sanitary conditions, and protect the land:

- Any area where freedom camping is to be allowed for is ideally to be located:
 - No more than 75 m from any potable water supply.
 - No more than 75 m from a public toilet (including long-drop or composting toilets in areas not reticulated).
 - The number of freedom campers restricted to no more than 12 people for every toilet pan.

4.9 Noise (acoustics) Assessment

4.9.1 Noise considerations

Excessive noise can disturb rest and relaxation; and depending on the hours of operations it can disrupt normal patterns of sleep.⁸ While high noise levels for extended periods of time can contribute to noise induced hearing loss which would represent an adverse health and safety impact, at the generally lower sound levels typically found outside houses, residents often report varying degrees of annoyance. The World Health Organization (WHO) defines noise annoyance as 'a feeling of displeasure evoked by a noise'. Under section 11 of the FCA, restrictions on freedom camping can only be placed in order to protect the health and safety of people in an area. Annoyance is not considered a suitably adverse impact that would require protection under the FCA.

Chapter 36 of the Queenstown Lakes Proposed District Plan (PDP) recognises that noise can cause adverse effects on amenity values and the health and wellbeing of people and communities. Adverse effects may arise where the location, character, frequency, duration, or timing of noise is inconsistent or incompatible with anticipated or reasonable noise levels.

The Chapter 36 noise limits are intended to protect permanent noise sensitive receivers, i.e. fixed residential units, and is less relevant to freedom campers who are likely to be in an area for a limited period of time. The noise limits are based on WHO guidance for the day time and night time periods. In the PDP, the night time period commences at 8 pm and ends at 8 am, and noise is assessed over a 15-minute period rather than the whole of the day time or night time period, as is the case for the WHO guidelines. A shorter time period has the advantage, especially at night, that short term elevated noise levels are taken into account. If a longer time averaging period was used then the significance of short term elevated noise levels would be diminished.

Different noise levels exist across the district depending on the zoning of the site. For residentially zoned sites and rural areas the following noise standards typically apply:

- 50 dB LAeq (15 min) 0800h to 2000h.
- 40 dB LAeq (15 min) 2000h to 0800h.

These noise standards apply at the noise sensitive location (either the site boundary or the notional boundary depending on the zone).

The main deciding factor for noise will be whether the soundscape of the location is suitable for camping and will campers wish to stay, which is likely to be self-limiting (i.e. if an area is too noisy, campers could move on), as opposed to restricting camping based on adverse health and safety impacts. This can be determined by reference to the above day time and night time noise levels. These levels apply to sources of permanent noise and for permanent structures, and a degree of variation would be expected as noted below.

4.9.2 Screening

The screening exercise only considers the likely impacts of existing sources of environmental noise on potential freedom camping sites. Sources of environmental noise are principally due to transportation noise sources. The NZTA has produced road-traffic noise contours for all state highways and major arterial roads across the country. Aircraft noise contours exist for the two main sources of aircraft noise within the district; Queenstown Airport and Wanaka Airport.

⁸ World Health Organisation – Community Noise Guidelines, 1999.

Locations exposed to noise levels greater than 55 dB LAeq would likely have a poor soundscape, as campers may be reluctant to camp due to noise disturbance, especially at night. To determine the acceptability of sites, three soundscape categories have been defined:

- 2 **High > 55 dB LAeq** – unlikely to be conducive to freedom camping; disturbance likely.
- 3 **Moderate 50 – 55 dB LAeq** – suitable for freedom camping but recognising that some disturbance may occur.
- 4 **Good < 50 dB LAeq** – conducive to freedom camping – tranquil area.

Notwithstanding the above soundscape categorisation, freedom campers do have the choice to move away from a site if environmental noise levels cause disturbance. As the above screening levels do not represent an acute health and safety impact to campers, these have been applied as a noted constraint, as outlined in Section 4.3. i.e. the attribute is present on the land, but does not require specific controls to protect health and safety.

The screening considerations do not include noise that may be generated by freedom campers – for example if an impromptu party is held on a camping site which may disturb other campers. Although such instances may occur, there is no available data we can use to adequately estimate the regularity or severity of such an activity. In addition, there is an existing complaints process and enforcement options for noise disturbance which may be created by freedom campers, which are supported by the Resource Management Act and exist outside of the FCA. The FCA also only allows us to consider impacts on the land that is to be used for camping, and in relation to the protection of health and safety under section 11, meaning that disturbance of neighbours to the land cannot be considered in a bylaw under the FCA. As such, the noise effects of freedom camping on the land have not been considered in this assessment.

4.10 Māori/cultural values

This assessment has considered a number of Māori/cultural attributes that are present on the land within the Queenstown Lakes District, forming characteristics of the land. These attributes have associated cultural values which Māori place importance on, and therefore require protection of the land from the adverse impacts of freedom camping, under section 11 of the FCA.

A number of key Ngai Tahu documents have been reviewed (Te Tangi A Tauria: The Cry of the People and Āpiti Hono Tātai Hono: Ngā Whenua o Ngāi Tahu ki Murihiku) in order to better appreciate their perspective in undertaking the assessment of Māori attributes and values. We have also consulted Te Ao Marama Inc. (TAMI), who represents the local Ngai Tahu Runanga for Iwi input into our assessment, in acknowledgement of their partnership with QLDC, and in line with QLDC's policies of working alongside mana whenua. TAMI have provided guidance and local context to the assessment and development of attributes and associated values. Several conversations between T+T and the TAMI representative have occurred, and a summary of the following Māori principles form the basis on which our assessment and recommendations are based (refer to Appendix F for a full explanation of these principles):

- i **Ki uta ki tai** (from mountains to the sea) is advanced as the overarching environmental management principle for Ngai Tahu ki Murihiku.
- ii **Rakatirataka**, the right of Ngai Tahu to be self-determining over their own affairs is directly linked to the Treaty partnership principle (QLDC OP).
- iii **Tikaka** refers to the cultural systems and guidelines associated with spiritual, scientific and practical knowledge. **Kawa (rules) and ritenga (protocols, rituals and practices)** are integral components of tikaka. This body of knowledge provides a template for environmental management with regard to what may determine as appropriate when making decisions across social, economic, environmental and cultural outcomes for Ngai Tahu.
- iv Ngai Tahu hold **ahikāroa** (long undisturbed occupation) rights and interests as mana whenua of the rohe. **Haere Whakamua** refers to a future focussed approach to environmental management.
- v **Kaitiakitanga** is concerned with enabling the inherited rights and responsibility of Ngai Tahu to protect their people, resources, culture, language and all that is important to them on behalf of future generations.
- vi **Whanaukataka** is directly concerned with ensuring support for those activities that enhance the socio-cultural collective nature of whanau growth and wellbeing.
- vii **Manaakitaka** refers to the demonstrating behaviours that acknowledges others through the expression of hospitality and generosity.
- viii **Mahinga kai** – which relates to mahi ngā kai – the activities associated with food (harvesting, collection of resources). Mahinga kai is a principle environmental indicator in natural systems.

4.10.1 Methods and Data Sources

The key methods adopted for this assessment include the following:

- **Initial Engagement:** Key engagement meetings with TAMI to develop relevant attributes and values of the land.
- **Review:** Key Ngai Tahu reports reviewed for background on attributes and values in the area.
- **Data collation and mapping:** Collation and mapping of data related to attributes (data sources outlined in Table 4.5 below).
- **Analysis** Data analysis meetings with T+T GIS expert, TAMI.

A purposeful approach was applied whereby the initial analysis by other workstreams was completed, before the Te Ao Māori analysis was applied, to consider the presence of relevant attributes on land most appropriate for freedom camping, assess the relative level of adverse impact of freedom camping on the attributes, and agree recommended levels of constraint and associated mitigation and control measures to apply. This gave an opportunity for a focussed analysis process.

- **Share:** T+T share collated data maps (QLDC data) with TAMI to provide opportunity for mana whenua to reconcile data against their own data records of attributes present on the land. For TAMI, a specific focus on waterways, wāhi tapu, wāhi taoka, kaitiakitanga, mahinga kai, mauri, proximity of freedom camping to sites of significance on QLDC controlled and managed land, and potential of campers to pollute and/or disturb and/or disrupt breeding/harvesting, regeneration, and access of mana whenua to sites/taoka was observed. TAMI advice was integrated into the assessment.
- **Draft Report:** Report outcomes discussed with TAMI, draft wording reviewed by TAMI representative (Appendix F).
- **Final Report:** final report developed.

Table 4.5 outlines the data sources collated for this assessment. Much of the data was sourced from QLDC, with some supplementary data sourced from Te Tangi a Tauria: The Cry of the People (2019), and Āpiti Hono Tātai Hono: Ngā Whenua o Ngai Tahu ki Murihiku. TAMI were also engaged to check the T+T maps against their own internal GIS maps. The purpose of this process was to ensure that any publicly unmapped culturally important sites would be identified.

Table 4.5: Sources used for Māori/cultural assessment

Attribute	Data source	Comments on data
Wāhi Tapu, Wāhi Taoka, Other Taoka	QLDC, Te Ao Marama Inc.	Not all sites and areas of significance to Ngāi Tahu ki Murihiku are publicly available. Where appropriate sites have been captured by QLDC, TAMI have cross checked the publicly available information with internal knowledge and made additional recommendations where necessary.
Taoka Species	Te Tangi a Tauria: The Cry of the People (2019), Āpiti Hono Tātai Hono, Te Ao Marama Inc.	Key taoka species lists were provided to the T+T ecology SME to consider.
Mahinga Kai	Te Ao Marama Inc.	Not all sites and areas are identified and mapped. As per comments above TAMI have checked these internally.
Water	QLDC, Te Tangi a Tauria, Āpiti Hono Tātai Hono; Te Ao Marama Inc.	Waterways/rivers/streams are mapped. TAMI has been consulted. Where freedom camping is proposed near waterways, a site-specific deep dive will be completed.

4.10.2 Assessment of values and constraints

In developing relevant Māori/cultural attributes, assessing adverse impacts and related constraints, the following key areas for protection have been considered under section 11 of the FCA, and discussed with TAMI:

- *Protection of the area:*
 - The protection of wāhi tapu/wāhi taoka and taoka species (habitats for flora and fauna, breeding seasons, movement) and the land where these are present from the adverse

impacts of freedom camping has been considered. TAMI has expressed a desire to be consulted where freedom camping is proposed within 200 m of wāhi tapu and wāhi taoka. Mana whenua also place a high value on waterbodies. Given the nature and limitations of the data used in the desktop analysis, TAMI has suggested a case-by-case assessment for camping within 200 m of a water body.

- The extent to which freedom camping could adversely impact Māori attributes and related values in relation to sustainability principles. For example, causing pollution to an area through dumping of waste, disruption to natural habitats, disruption to waterways and habitats during breeding periods and at times when species are moving. Freedom campers disturbing wāhi tapu/wāhi taoka was also considered.
- Ensuring the protection of Taoka species is a priority for Ngai Tahu ki Murihiku. The adverse impacts of freedom camping on sites that are significant to taoka species has been considered.
- *Protection of access to the area:*
 - Kaitiakitanga and Mahinga Kai - to ensure that mana whenua can fulfil their kaitiaki responsibilities and actively engage in mahinga kai practices, and where the presence of freedom camping may have adverse impacts on these principles, protection of access has been considered.
 - Access to sites by Kaitiaki and mana whenua has a high value for Ngai Tahu ki Murihiku. Specifically, ensuring that Kaitiakitanga could be enabled. This was pertinent to protection being afforded by Kaitiaki to sites, species and other taoka and the enablement of access by mana whenua to cultural sites and taoka, where freedom camping may adversely impact this access.

The four levels of constraints, as outlined in Table 4.1 in Section 4.3 have been applied within this assessment. These have been interpreted in the following way in relation to Māori values and attributes present on the land:

- **Hard Constraint:** *Areas where cultural attributes (i.e. areas of significance such as wāhi tapu/wāhi taoka) is considered to be at risk from the adverse impacts of freedom camping.*
- **Consider Constraint:** *Areas where cultural attributes could be considered further, and a prioritisation criterion could be set to weight the appropriateness of freedom camping.*
- **Noted Constraint:** *Freedom camping is generally considered to be ok. There are no wāhi tapu/wāhi taoka within the vicinity. There may be minor conditions recommended.*
- **No attributes:** *Areas/categories not considered to be necessary to weight in a prioritisation exercise but could be noted against the site area.*

Refer to Section 5.6 for the full list of Māori/cultural attributes and constraints.

4.11 Archaeology and heritage

Origin Heritage Ltd (Origin) was engaged as a sub-consultant to T+T to provide expert input on areas of Archaeological and Heritage significance within the Queenstown Lakes District. Their full report is included in Appendix G, and key aspects of this are included in the body of this report.

4.11.1 Legislative background

There are two main pieces of legislation that provide heritage with statutory protection: the Resource Management Act 1991 and the Heritage New Zealand Pouhere Taonga Act 2014. Various other Acts, including the Reserves Act 1977, and the Local Government Act 2002, also contain provisions addressing heritage protection. For further detail, refer to the Origin report in Appendix G.

4.11.2 Identification of Heritage sites

Heritage values are defined, identified, and recorded in many different ways and according to different statutory criteria. Origin's first step was to identify land with heritage attributes and to locate data sources that contained this information. The sources which have been consulted to identify possible heritage attributes are outlined in Table 4.6.

Table 4.6: Data sources identifying heritage attributes of land

Data Source	Description	Notes on Data Quality
QLDC Proposed District Plan	Heritage sites and areas recorded in the Proposed District Plan: 26.7 – Heritage precincts 26.8 – Inventory of listed heritage features 26.10 – Heritage overlay areas 26.11 – Sites protected by Heritage Orders 26.12 – Inventory of archaeological sites Arrowtown Residential Historic Management Zone	GIS data does not fully incorporate relevant aspects of the district plan schedules or other important details. For example, no site type, origin/ethnicity, or heritage significance, has been recorded. Additionally, heritage features are only recorded as single points, meaning the full extent of sites spread across multiple land parcels is not clear. Where further detail about each heritage site/area is required, this information can be sourced from the QLDC Proposed District Plan and/or the QLDC Heritage Inventory Register (dated June 2016).
Heritage New Zealand Pouhere Taonga List	Historic places and areas included on the Heritage New Zealand Pouhere Taonga List/Rarangi Korero, according to the statutory criteria outlined above. HNZPT also has the ability to enter into covenants providing for the protection of heritage values with land owners.	Like QLDC, GIS data provided by HNZPT recorded listed places and areas as single points. Identification of their full extent was not possible through GIS data. As above, where further detail about historic places/areas is required, this information is available from HNZPT. No data for heritage covenants was available. The title of each HNZPT Listed site on QLDC-controlled land was reviewed manually to identify heritage covenants.
ArchSite	Archaeological sites recorded by the New Zealand Archaeological Association. These sites are of archaeological significance and may contain archaeological artefacts, subsurface or otherwise.	Archaeological site records are primarily designed and used to document the location and details of individual sites and the data is currently not suited to large-scale analyses. The data has been entered on an ad hoc basis by a wide range of users over the past 70 years as archaeological research or investigations are undertaken on particular sites or sets of sites. Geographic coverage

Data Source	Description	Notes on Data Quality
		and the detail of information associated with entries is uneven across the platform. Data definitions (e.g., what exactly constitutes a 'Mining' site type) and formatting is inconsistent for most fields. Legacy data is still attached to some sites as scanned paper forms and is not represented in database fields. The accuracy of site locations varies greatly from records noting a general area to precise site extents based on land parcel boundaries. Site ethnicity (Māori or Non-Māori) is generally accurate.
Reserves	Reserves designated under the Reserves Act – historic and local purpose.	Accurate data available from LINZ, though there is the potential for cemeteries to exist outside cemetery reserves (e.g., Arrowtown Cemetery).

The following data sources recording heritage attributes were also considered:

- Tohu Whenua – A visitor programme run by DOC and HNZPT that promotes New Zealand’s most significant heritage sites: Arrowtown has been identified as a Tohu Whenua. No defined area is identified as regarding as forming the ‘Tohu Whenua.’ Including Tohu Whenua as a heritage attribute would cover the entirety of Arrowtown with little justification of heritage values. As such, in our opinion, the heritage values of Arrowtown would be best considered as individual sites or smaller collections of sites which have defined townscape value (e.g. heritage precincts protected under the QLDC Proposed District Plan).

4.11.2.1 Adverse impacts of freedom camping on heritage

Following the identification of heritage attributes, Origin considered how freedom camping might adversely impact the heritage values of these identified sites. Although there are existing protection mechanisms within the FCA (i.e. offences to inappropriately deposit waste) to protect areas that might be used by freedom campers, there is evidence that freedom campers carry out these behaviours regardless of these being illegal and the adverse impacts of these behaviours on heritage attributes can be irreversible.

The risks of freedom camping and impacts on heritage attributes are outlined in Table 4.7. Some identified risks are not specific to heritage sites, and some are not unique to freedom camping. Some risks are considered to be more likely than others based on what is known about freedom camping behaviours.

Table 4.7: Risks and impacts to heritage sites associated with freedom camping

Risk of Freedom Camping	Description	Source (if applicable)	Impacts on Heritage
Accidental damage	Ground disturbance associated with camping, setting up tents, vehicle use and driving, and potential for damage by vehicle movements.	Historic Environment Scotland (n.d.); QLDC (2022) ⁹	Damage to heritage sites can be irreversible. Some sites, e.g. archaeology or ruins, will be more vulnerable to damage.
Effluent disposal and human waste	Inappropriate disposal of effluent and human waste. Although freedom camping can be undertaken in self-contained vehicles, there is evidence that freedom campers choose not to use these facilities.	DIA (2011); Angus & Associates (2017); QLDC (2022) ¹⁰ ; QLDC (2024) ¹¹	Potential irreversible effects with the desecration of sites with heritage significance.
Vandalism	Deliberate destruction, defacing, or graffiti.	Historic Environment Scotland (n.d.); QLDC (2024) ¹²	As above, damage to heritage sites can be irreversible.

⁹ See: FC21/0076.

¹⁰ See: FC22/0008, FC22/0014, FC22/0035.

¹¹ See: FC24/0377, FC24/0324, FC24/0311, FC24/0156, FC24/0153, FC24/0133, FC24/0076, FC24/0050, FC24/0033, FC24/0027, FC23/0161, FC23/0159, FC23/0040.

¹² See: FC24/0385.

Risk of Freedom Camping	Description	Source (if applicable)	Impacts on Heritage
Trinket tourism/ fossicking	Taking small keepsakes of heritage sites (e.g. archaeological artefacts).	DOC (n.d.)	Loss of heritage fabric or archaeological artefacts where these are removed from the site.
Fire risk	Fire risk is heightened depending on site type, vulnerability, and isolation.	Loneragan (2020); HNZPT (2022); also see <i>Stuff</i> (2018); QLDC (2022) ¹³ ; QLDC (2024) ¹⁴	As above, fire damage to heritage sites can be irreversible.
Waste disposal and litter	Irresponsible disposal of waste and littering.	DIA (2011); Angus & Associates (2017); QLDC (2022) ¹⁵ ; QLDC (2024) ¹⁶	As above, potential desecration of sites with heritage significance.
Degraded integrity of heritage sites and areas	An increased number of freedom campers (and associated infrastructure) to a heritage site or area or freedom campers staying for an extended period of time.	See QLDC (2022) ¹⁷ and QLDC (2024) ¹⁸ for examples of freedom campers affecting viewshafts or staying for extended periods of time	Potential to adversely impact access, aesthetics, and appreciation of heritage sites (e.g. blocking significant viewshafts or restricting access), adversely impacting its heritage value. When viewed in isolation, one freedom camper could have a small, temporary impact, but where there is ongoing camping (by different people), this could become permanent.
Inappropriate behaviour	Activities associated with freedom camping (e.g. hanging out washing and cooking) can be inconsistent with the etiquette expected at heritage sites.	See QLDC (2022) ¹⁹ and QLDC (2024) ²⁰ for examples of freedom camping activities	Potential to adversely impact experiential character (i.e. expectations of how heritage sites and spaces are used and appreciated) of heritage sites, adversely impacting its heritage value.

It is difficult to quantify impacts of freedom camping on the intangible values of heritage sites, identified in the last two rows in the table above. While freedom camping risks some physical impact on heritage sites (e.g. accidental damage, fire, vandalism, etc.), most significantly, freedom camping has been associated with behaviours that are inherently incompatible with expectations of how people should interact with heritage sites. There is evidence that freedom camping is associated with hanging out washing, cooking/cleaning dishes, and ablutions which do not align with the etiquette that may be expected at some heritage sites (e.g. cemeteries or civic buildings); however,

¹³ See: FC21/0071, FC21/0072, FC22/0009.

¹⁴ See: FC24/0281, FC24/0275, FC24/0268, FC24/0262, FC24/0179, FC23/0089, FC23/0016.

¹⁵ See: FC22/0019, FC22/0022, FC22/0038.

¹⁶ See: FC24/0370, FC24/0361, FC24/0343, FC24/0340, FC24/0285, FC24/0283, FC24/0216, FC24/0206, FC24/0179, FC24/0158, FC24/0075, FC24/0028, FC24/0027, FC24/0014.

¹⁷ See: FC22/0020.

¹⁸ See: FC24/0381, FC24/0310, FC24/0174, FC24/0241, FC24/0205, FC24/0201, FC24/0200, FC24/0199, FC24/0196, FC24/0194, FC24/0192, FC24/0186, FC24/0181, FC24/0088, FC24/0087, FC24/0075, FC24/0036, FC23/0247, FC23/0088.

¹⁹ See: FC22/0010, FC22/0014, FC22/0049.

²⁰ See: FC24/0232, FC24/0228, FC24/0210, FC24/0181, FC24/0051, FC24/0026, FC23/0245, FC23/0211, FC23/0209, FC23/0075, FC23/0053, FC23/0008, FC22/0120.

this is not to say that these behaviours are not expected at all heritage sites (e.g. sites which are active camping sites). This is dependent on context.

4.11.3 Development of Heritage Assessment Criteria

The application of constraints to heritage sites is interesting: On one hand, freedom camping provides opportunities to encourage visitors to lesser known heritage sites and, on the other hand, it brings risks to the heritage values of these sites (see Table 4.7 above). Hard constraints are sites that we consider freedom camping would have an adverse and irreversible impact on heritage attributes. Consider constraints are sites where freedom camping may or may not be possible, where possible adverse impacts on heritage attributes can be mitigated or managed. Mitigating and management recommendations are outlined in Section 6.1. The heritage constraints and criteria developed are summarised in Section 5.7.

It is important to note that a consider constraint on a heritage site may not mean that freedom camping will be associated with adverse impacts on that site. In response to the data constraints, we have proposed a conservative approach to heritage attributes. Few attributes have been identified as 'hard' constraints, with the remainder identified as 'consider' constraints, which may allow for freedom camping where adverse impacts on heritage values could be managed or mitigated by the recommendations in Section 6.1.

4.11.4 Application of assessment criteria to data

Following the development of the assessment framework outlined above, and its use by T+T to create a preliminary map of areas for restricting freedom camping, a quality assurance process was undertaken. This assessed accuracy of the risks identified and the appropriateness of the constraints proposed. A random sample of 5% each of the total number of archaeological sites (n=25) and QLDC heritage sites and areas (n=5) within QLDC-managed land was made. The level of constraint associated with each site was identified, and the site accuracy, vehicle access, and potential risks were assessed. This was undertaken in lieu of site visits.

Overall, the quality assurance process helped understand the range of risks identified and supported the proposed constraints. On its own, the potential physical risk to heritage sites did not seem to reasonably warrant the prohibition of freedom camping. However, there is a likelihood that intangible values could be adversely affected given the behaviours that have been associated with freedom camping. The data available is also not accurate enough to try and refine any constraints associated with certain site types beyond ethnicity. For more detail on this process, refer to Appendix G.

4.11.5 Recommendations

Origin have identified hard constraints as areas where freedom camping should not be permitted due to a real risk of an irreversible adverse impact on the heritage values of the attribute. These sites include cemeteries and archaeological sites of Māori origin. Consider constraints are areas where freedom camping may be provided for (from a solely heritage perspective), where the identified risks to the heritage attributes of the area can be mitigated/managed according to the recommendations in Section 6.1.

As noted above, while there are regulatory mechanisms in place within the FCA 2011 and HNZPTA 2014 (i.e. offences) to protect areas, these current regulatory controls are insufficient to protect heritage attributes from the adverse impacts of freedom camping. There is evidence that freedom campers undertake illegal behaviours regardless of these being illegal (see Table 4.7 above). Similarly, despite a freedom camping vehicle being self-contained, there is evidence that campers choose not to use these onboard facilities and human waste is disposed of inappropriately (QLDC,

2022; QLDC, 2024; QLDC, December 2024; also see Table 4.7 above). The impact of these behaviours on heritage attributes is irreversible and can desecrate heritage sites. Furthermore, the risk of accidental damage to heritage attributes remains and many people may not be aware of the provisions of the HNZPTA 2014 relating to archaeology. As such, additional controls need to be in place to mitigate and manage risks to heritage attributes by encouraging and enabling freedom camping behaviours that will protect heritage attributes. For recommendations on specific mitigation and management options to specific heritage attributes, refer to Section 6.1.

4.12 GIS methodology and data

The area-wide desktop assessment was undertaken with a detailed geospatial analysis, utilising T+T's proprietary geospatial Site Selection Tool, to support the multi-criteria analysis of all land included in the assessment.

The assessment has relied on spatial data sourced from a range of open and authoritative sources, including Land Information New Zealand (LINZ), the Ministry for the Environment (MfE), Queenstown Lakes District Council's (QLDC) GIS viewers and non-geospatial information, and other publicly available datasets. Additional layers were manually digitised from technical reports or generated through geospatial analysis (for example, the derivation of slope from digital elevation models).

Input datasets underwent a rigorous preparation process, including data cleansing, projection standardisation, and geometry correction to ensure suitability for spatial analysis. In cases where individual datasets did not provide full spatial coverage or sufficient resolution for the assessment needs, multiple sources were synthesised to form composite layers. For example, transport infrastructure, including carparks and roads, was compiled from various datasets to address gaps in individual sources. Where datasets were determined by technical specialists to lack sufficient detail or spatial accuracy, they were excluded from the assessment, and the constraint model was adjusted accordingly. All known data limitations were documented, and the methodology was updated as needed to ensure the robustness of the outputs.

Identification of the land to be assessed under the FCA required careful analysis due to misalignments between legal parcel boundaries, ownership records, and the operational extents of QLDC-managed land. LINZ parcel and title data were analysed alongside QLDC's property and asset data to delineate relevant land. Reserves and open spaces often spanned multiple parcels, requiring manual reconciliation to accurately represent management boundaries. Similarly, road corridors frequently lacked clearly defined spatial extents in the cadastral data, necessitating supplementary interpretation using aerial imagery and council datasets to map formed road locations and usage areas.

Once the relevant land parcels were established, a spatial model was developed to apply constraint attributes provided by subject matter experts (SMEs) across key domains, including ecology, water, heritage and Māori cultural values, natural hazards, health and safety, noise, and transport. Each of the constraint datasets were spatially overlaid with the assessed land, and intersections were calculated to determine the presence and level of constraints. The multi-criteria analysis of all attributes and related constraint levels was run across all land included in the assessment within the district. The results of the analysis provide every attribute and related level of constraint present on each area of land, and were mapped by showing the highest level of constraint present on any area or part-area shown. See example of this in Figure 4.1 below.

Additional SME input was incorporated to refine the scoring where spatial data alone was insufficient or where expert interpretation added necessary context. The model was run iteratively to integrate updated datasets and feedback from SMEs and QLDC, and final results were validated to ensure internal consistency and alignment with the overall assessment framework.



Figure 4.1: Example of mapped attributes present on the land, with related constraints. Each parcel of land is subdivided into smaller areas based on where particular constraints are mapped as present.

4.12.1 GIS data and limitations

Our assessment has been based on the following data. Refer to Appendix A for specific data sources:

- GIS data and related information supplied by QLDC identifying QLDC-controlled and managed land, and QLDC-selected NZTA parcels. This information was supplied in a number of GIS layers, each of which included subsets of the full package of land to be assessed, with some land parcels included in multiple layers. T+T combined all the supplied data into our Site Selection Tool, so that all parcels requiring assessment were included. This has then been refined by cutting out known land parcels which are not relevant to our assessment (i.e. land not controlled or managed by QLDC), as advised by QLDC.
- We have sourced pre-existing, publicly-available data as requested by our SMEs, to inform the values, characteristics and criteria to be included in their assessments.
- Select information provided by QLDC regarding details of specific land features, including, but not limited to:
 - Information on the common uses and designations for parks and reserves.
 - License and lease holders for select QLDC-controlled and managed land, including parks and reserves.

- Reserves governed under the Reserves Act 1977.
- Details on carparking available within the region.

Our assessment is limited by the quality and availability of the data used. Due to limitations of the available data, where a particular attribute is mapped as present on an area, it may not be applicable, either due to the accuracy of mapping of the attribute or the area, or the nature of attribute itself not being relevant to the area in question. For example:

- Accessibility information on land outside of 200 m from an existing formed road is not available, and hence the assessment has been undertaken on all land. E.g. a large park, where vehicle access is available, but not mapped, or where access is blocked by a fence/gate onto an area of land is not available in the data used in the assessment.
- A heritage zone is mapped as an attribute on an area, however the area is a formed road or carparking area, and as such, freedom camping on that area would not adversely impact the attribute.

Best efforts have been made to gather the most relevant and accurate data available, to ensure a full and robust assessment of all QLDC-controlled and managed land has been undertaken. All data sources, as outlined above, are detailed in Appendix A.

4.13 Parks and Reserves

Our assessment has included approximately 226 parks, reserves and other spaces that are controlled and/or managed by QLDC and have specific existing uses. This includes the presence of council and community buildings and facilities, sports fields and associated infrastructure, playgrounds, general recreation spaces and reserves. These spaces are categorised under the QLDC District Plan (both Operative and Proposed), which indicate their general uses, and they have a number of specific values and uses which are important to the community.

We have included these areas as attributes within our assessment, utilising the relevant ODP and PDP zones as a way to represent the different values and uses of the facilities. Constraints have been applied to these areas based on their existing uses, value and importance to the community, as advised by QLDC, in order to protect these areas, and protect access to them. In general, hard or consider constraints have been applied to the relevant PDP zones, which have been used as a proxy for the different types of area and access that require protection. These criteria were developed by QLDC, and are detailed in Section 5.8.

4.13.1 Licenses and Leases

Approximately 142 licenses and leases exist for various uses within the parks and reserves included for assessment. Some of these apply to whole land parcels, and some to a specific building or area within a land parcel. These licenses/leases provide a range of legal rights to the holders, and provide further indication of existing uses of spaces that may make it inappropriate for freedom camping to occur, or require protection from the adverse impacts of freedom camping. QLDC have provided the following direction regarding licenses and leases:

- Leases provide the holder with exclusive use rights to the area of land and/or building covered by the lease. In these circumstances, the part of the land or building covered by the lease may not be said to be controlled by QLDC. As such, these areas are excluded from our analysis. Further details are provided in Section 5.8.1.
- Licenses provide the holder with a right to use a particular area of land and/or building but this right is not exclusive. As such, QLDC retain control over the land or building and these remain within the scope of section 11 of the FCA. These areas have been included in our analysis. Further details are provided in Section 5.8.1.

The available data provided on licenses and leases has some limitations in that not all specific areas or buildings that the license or lease applies to are mapped. Where these are mapped, the assessment criteria and appropriate constraints have been applied to the GIS data. Where these are not mapped, the assessment criteria and constraints still apply where a license or lease exists, but require specific assessment to confirm the extent of the license or lease. In addition, existing licenses and leases could cease, or new licenses and leases could be brought into effect in the future. By their nature, this information is not included in our analysis, however the assessment criteria are still considered relevant and can be applied, or updated, for future changes to licenses or leases as required with respect to the future management of freedom camping on the land.

4.13.2 Buildings

Where they are mapped within the available GIS data, hard constraints have been applied to any building or structure located on land that is included in our assessments, as camping is not possible in such structures, and in order to protect the structure, and access to the structure. Some buildings and structures are also affected by a license or lease, as detailed in Section 4.13.1.

4.13.3 Sports fields/playgrounds

A hard constraint has been applied to actual sports fields/courts/playgrounds/associated facilities, where available GIS data for these facilities exists. This hard constraint is in order to protect these areas and protect access to these areas. Constraints to the areas surrounding these facilities have been applied in accordance with the general parks and reserves use criteria developed by QLDC. Here consideration includes recommendations to protect access to the sports fields and to protect the area (i.e. from vehicles).

4.13.4 The Reserves Act 1977

The Reserves Act 1977 takes a different approach to camping from the FCA. On all reserves (as defined under section 2 of the Reserves Act), permanent or temporary accommodation (including freedom camping) is prohibited, except where explicitly allowed within a freedom camping bylaw and/or in accordance with section 44 of the Reserves Act. While this restricts freedom camping on reserves, QLDC land contains some parks and reserves that are not covered by the Reserves Act, and as such, QLDC wishes to understand the results of our assessment for all their parks and reserves regardless of its status under the Reserves Act 1977.

Following the base presumption in the Reserves Act 1977 that freedom camping is prohibited on reserve land, QLDC has instructed us to apply a hard constraint to any reserves that fall under the Reserves Act, based on the GIS data provided to us. This approach allows all reserve land controlled and managed by QLDC to be included in our area-wide assessment, with the hard constraint indicating the default position of the Reserves Act. We understand that QLDC may consider providing for freedom camping on a small selection of reserves, and as such we have included these areas in our assessment.

4.13.5 Carparking areas

Following our multi-criteria assessment, a significant amount of land across numerous land parcels was mapped with either no or consider constraints. While freedom camping could conceivably occur with appropriate recommended controls in place, the size and scale of the area and number of parcels means that it was not practical to undertake site-specific assessments across the whole district. As such, QLDC has provided direction on where to focus our site-specific assessment.

QLDC instructed us to undertake site-specific assessments on a subset of carparking areas within the district that have been included in our area-wide assessment and are on QLDC controlled or managed land. . Carparks to be included in this detailed assessment included all mapped carparking areas controlled and managed by QLDC that are not located within reserves managed under the Reserves Act, and a select number of carparking areas that are located on reserves that QLDC wished to consider. We have assessed these carparking area by undertaking a site-specific desktop assessment based on the results of our area-wide multi-criteria analysis. Specific consideration was given to whether freedom camping could be allowed for, considering the attributes present, relevant constraints, and the adverse impacts of freedom camping. This assessment is detailed in Section 7.

5 Assessment Criteria

5.1 Traffic and Transport

The attributes outlined below were selected for their relevance to freedom camping in relation to traffic and transport impacts, and the effects primarily on access to an area and/or the health and safety of people in that area. The criteria and related constraints outlined below rank the adverse impacts on a scale of “none” adverse impact, “low” adverse impact, “medium” adverse impact, and “high” adverse impact.

The reasoning for each constraint is provided in the table below.

As outlined in Section 4.4, when put into practice within the GIS analysis, these corresponded to the following conditions which were assigned to assessed areas:

- None: no constraint
- Low: Noted constraint
- Medium: Consider constraint
- High: Hard constraint

This approach ensures that the transport assessment was consistent with the other geospatial analyses.

Table 5.1: Criteria used for Traffic and Transport prioritisation

Traffic and Transport Attribute	Details	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
One Network Road Classification (ONRC)	Classifications	To protect the health and safety of: <ul style="list-style-type: none"> • Freedom campers • Other road users To protect access to the area related to: <ul style="list-style-type: none"> • Impact on traffic movements 	<ul style="list-style-type: none"> • None: off-road • Low (noted constraint): Access • Medium (consider constraint): Secondary Collector, Primary Collector • High (hard constraint): Arterial, Regional, National (except in off-road rest areas and laybys, see below) 	Data source: QLDC Note the ONRC was nationally superseded by the One Network Framework (ONF) in 2023, however this is the best data currently available for GIS processing and is indicative of the same considerations.

Traffic and Transport Attribute	Details	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
		<ul style="list-style-type: none"> Impact on level of service for key transport corridors 	<p>Constraints are recommended in relation to camping within or in close proximity to the road corridor, in order to protect health and safety and access.</p> <p>The higher the road classification, the more traffic is generally expected, and therefore there is a higher chance that the presence of a freedom camper parked within or in close proximity to the road corridor will create a health and safety hazard, or have an adverse impact on traffic movements and therefore access.</p>	
Speed	Speed limits	<p>To protect the health and safety of:</p> <ul style="list-style-type: none"> Freedom campers Other road users <p>(Note this is not an accessibility assessment)</p>	<ul style="list-style-type: none"> None: Within off-road reserve areas, 10 km/h speed limit Low (noted constraint): 30 km/h speed limit Medium (consider constraint): 50 km/h speed limit High (hard constraint): 70 km/h and higher speed limits (except in off-road rest areas and laybys, see below) <p>Constraints are recommended in relation to camping within or in close proximity to the road corridor (within 5 m of the nearest edge of the road hard shoulder (where provided) or edge of seal (where no hard shoulder)), in order to protect health and safety.</p> <p>I.e. camping on the side of the street on a high-speed road presents a high health and safety risk to campers and other road users who are driving past with campers living in and around their cars. Therefore, a hard constraint is applied.</p>	<p>Data source: QLDC</p> <p>As speed increases:</p> <ul style="list-style-type: none"> The distance you need in order to stop increases You have less time to react There is a greater chance other road users will misjudge how fast you are travelling

Traffic and Transport Attribute	Details	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			<p>The severity of injuries resulting from a crash is directly related to the impact speed of the vehicle – whether or not speeding was a factor in the crash</p> <p>The internationally accepted speed to greatly reduce the chances of a pedestrian being killed or seriously injured is 30km/h. The probability of being killed subsequently doubles every additional 10 km/h.²²</p> <p>Similarly, the threshold for vehicle-vehicle 90° crashes is approximately 50km/h, and vehicle-vehicle face-on crashes is 70 km/h.</p> <p>While 10 km/h and 20 km/h pose a small chance of adverse impact to safety, these are considered to be of a magnitude on par to off-road areas, as the safe system speed for pedestrian safety has not been exceeded.</p>	
Car parking	Marked and un-marked on-street and side-of-street carparking	<p>To protect the health and safety of:</p> <ul style="list-style-type: none"> • Freedom campers • Other road users • Pedestrians <p>To protect access to the area for:</p> <ul style="list-style-type: none"> • Other road users 	<p>Hard constraint:</p> <ul style="list-style-type: none"> • In built-up areas (i.e. residential, town centre and commercial areas), during peak hours (i.e. during the day), the presence of freedom campers living in and around their cars presents a health and safety risk to campers, pedestrians and other road users from activities in the live traffic lane and on footpaths. This presents a high adverse effect, and a hard constraint is recommended to protect the health and safety of both campers and other road users. • During off-peak hours, in built-up residential areas, on-street parking is likely to be heavily used by residents (noting that this is assumed in the absence of any detailed occupancy data). 	Includes side-of-street angled and parallel carparking.

²² NZTA. (2025). Retrieved: <https://www.nzta.govt.nz/safety/driving-safely/speed/>

Traffic and Transport Attribute	Details	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			<p>Hard constraint is recommended to protect access to the area. In town centre areas, higher traffic volumes can be expected during off-peak hours, and on-street parking is used by people carrying out night-time activities (noting that this is assumed in the absence of any detailed occupancy data). Therefore both health and safety and access to the area require protection and a hard constraint applies.</p> <p>In commercial areas, 'peak hours' can extend to early in the morning, and in the evening, either side of regular business hours. On-street parking is likely to be heavily used by workers and visitors to the area (noting that this is assumed in the absence of any detailed occupancy data). Hard constraint is recommended to protect access to the area.</p>	
	Stopping areas and laybys	To protect health and safety and access to the area	<p>Hard constraint:</p> <ul style="list-style-type: none"> • Where stopping areas are in built-up areas that may have high use, • Where a stopping area is being utilised for another purpose (i.e. road maintenance), • Where a stopping area is of insufficient size, or located in a position such that recommended controls cannot be applied. <p>Consider constraint:</p> <p>Outside of built-up areas (i.e. on rural roads), where existing stopping areas and laybys exist for the main purpose of allowing safe stopping off the road in an emergency or other situation. In these areas, where freedom campers can safely park fully separated from the road corridor, the adverse impacts of</p>	<p>Refer to control measures in Section 6</p> <p>For freedom camping on existing formed (gravel or sealed surfaces), there is no anticipated material change to existing surface water drainage.</p>

Traffic and Transport Attribute	Details	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			freedom camping may be sufficiently mitigated through appropriate control measures.	
	Mapped car parks within QLDC land	To protect access to the area, protect health and safety and to protect the area	<p>Hard constraint:</p> <ul style="list-style-type: none"> Un-formed/grassed carparking areas where the increased traffic from the presence of freedom campers may have adverse impacts on the un-formed surface, in order to protect the area. <p>Consider constraint:</p> <ul style="list-style-type: none"> Formed carparking areas (i.e. gravel or paved) that are fully separated from the road, the adverse impacts of freedom camping may be suitably mitigated with appropriate recommended restrictions and control measures. Site-specific assessment recommended. Refer to Section 6. 	<p>Refer to control measures in Section 6</p> <p>For freedom camping on existing formed (gravel or sealed surfaces), there is no anticipated material change to existing surface water drainage.</p>

5.2 Natural Hazards

The following table contains natural hazard attributes considered to be relevant to freedom camping:

Table 5.2: Criteria used for Natural Hazard prioritisation

Natural Hazard Sub Category/ Attribute	Data source/ hazard detail	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
Flood	2021 ORC Flood	To protect health and safety:	<ul style="list-style-type: none"> Moderate (consider constraint) if inside area 	<p>This dataset is an aggregation of all observed and modelled flooding in the Otago Region.</p> <p>The frequency of flooding is not consistent and the dataset is relatively sparse. Therefore we recommend a consider constraint with a</p>

Natural Hazard Sub Category/ Attribute	Data source/ hazard detail	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
		<ul style="list-style-type: none"> Safety for freedom camping Safety/resource spread of response team 		management plan where appropriate (e.g. sign posted on safe evacuation routes).
	Wanaka Flood Hazard 100 Year		<ul style="list-style-type: none"> High (hard constraint) for all areas considered H2 and above Low (noted constraint) for H1 	H1 is considered that the area becomes saturated when wet, but a freedom camper would be able to evacuate as needed. Note, this is a more conservative approach under a 100 year flood event.
	Return Period of Flood Events (Queenstown)		<ul style="list-style-type: none"> Moderate (consider constraint) if inside (between polyline and lake) 	This only applies for 100 year flood event. We note this is limited to the lakeshore around Queenstown Lakes and can be managed with the same criterion as the 2021 ORC-Flood Hazard areas.
Debris Flow	Alluvial Fan High Hazard Investigations - Hazard Area		<ul style="list-style-type: none"> Moderate (consider constraint) for all areas in this zone. 	High hazard areas cover broad areas and may not be in the zone of an active channel. QLDC to decide if this should be considered a hard constraint.
	Alluvial Fan - ORC		<ul style="list-style-type: none"> Fan active bed – High (hard constraint) Fan recently active – Moderate (consider constraint) Fan less recently active – Low (notable constraint) 	Areas where an active bed exists are noted as high-risk zones and should not allow freedom camping. This is based on the very limited warning and high destruction that can occur during these debris flow events. A consider constraint has been applied to areas of less active peripheries of the active channels. This can be managed through the use of signs and early warning systems.
Landslide	Landslide Areas		<ul style="list-style-type: none"> High (hard constraint): <ul style="list-style-type: none"> Debris Flow Rockfall Moderate (consider constraint): <ul style="list-style-type: none"> Active Pre-existing Schist Debris Landslides 	The debris flow and rockfall determination is based on observations from Christchurch and other zones along the West Coast. We note landslides are unlikely to be a life safety threat, but could require ongoing maintenance with future development (e.g. establishment of toilets).

Natural Hazard Sub Category/ Attribute	Data source/ hazard detail	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			<ul style="list-style-type: none"> ○ Pre-existing Schist Debris Landslides (Activity Unknown) ○ Shallow Slips and Debris Flows in Colluvium ○ Slope Failure Hazard in Superficial Deposits ○ Pre-existing or Potential Failure in Lake Sediments or Tertiary Sediments ○ Piping potential in the Artesian Zone of the Wanaka Aquifer • All other areas – Low (noted constraint) 	
	Landslide Areas - non verified/outside priority areas		<ul style="list-style-type: none"> • All areas within unverified landslides are Moderate (consider constraint) 	Landslides determined within this dataset are sourced from geological maps and may not be active. These landslides have also not been classified. This classification is outside the scope of this study. Therefore, a 'consider' has been applied. A site-specific sign posting could be applied. However, this would require further investigation of the site area which is beyond the scope of this assessment.
Avalanche	Avalanche Areas - 2003 Aggregation		No overlapping areas.	There are not any overlapping areas, so the dataset will not be required.
Wind Exposure	NZEnvDS_Mean annual windspeed v1.0		<ul style="list-style-type: none"> • Areas in upper 25% of average wind speed for QLDC are Low (notable constraint) 	The upper 25% average wind speed is defined as 25 kph based on the average annual windspeed definition. This is derived from data from 1950 to 1980. ²³

²³ McCarthy, J. K., Leathwick, J. R., Roudier, P., Barringer, J. R. F., Etherington, T. R., Morgan, F. J., Odgers, N. P., Price, R. H., Wisser, S. K., & Richardson, S. J. (2021). New Zealand Environmental Data Stack (NZEnvDS): A standardised collection of spatial layers for environmental modelling and site characterisation. New Zealand Journal of Ecology , 45 (2), 3440 <https://dx.doi.org/10.20417/nzj ecol.45.31>

Natural Hazard Sub Category/ Attribute	Data source/ hazard detail	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
Lake Seiche/Lake Tsunami	NZ 8m Digital Elevation Model (2012) and QLDC long-term lake levels:		<ul style="list-style-type: none"> Areas within a seiche/lake tsunami zone fall within a Moderate (consider constraint) 	A combination of the NZ digital elevation model and the lake boundary has been used to generate a lake seiche/lake tsunami 'bath tub' model to be considered based on the 5 m elevation/500 metre runout zone of a lake seiche/tsunami.
Wildfire	QLDC WTA (2019) ²⁴		<ul style="list-style-type: none"> Areas above 600 wildfire threat are Moderate (consider constraint) All other areas are not considered 	<p>We understand the QLDC Wildfire Threat Assessment is comprised of the following components:</p> <p>a. Risk – <i>This is essentially the potential for ignition and the ability for a fire to spread for any given area/location.</i></p> <p>b. Hazard – <i>This is the potential fire behaviour and considers fuel load and weather i.e., areas of high hazard will have a high level of flammable vegetation fuel such as scrub, tussock, wilding pines etc and have a dry and/or windy climate.</i></p> <p>c. Values – <i>These are the values threatened by a wildfire and include such things as, LIFE, property and areas of aesthetic, recreation, conservation, historic or cultural significance.</i></p> <p>Parcels of land with a value greater than 600 are considered to have high threat levels.</p>

²⁴ Queenstown Lakes District Council (November 2022) Wildfire Threat Assessment, Queenstown Lakes District Council Reserves.

5.3 Ecology

The following table contains ecology attributes considered to be relevant to freedom camping, where they are mapped on land controlled or managed by QLDC:

Table 5.3: Criteria used for Ecology prioritisation

Ecology Sub Category	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
Waterbodies on land controlled or managed by QLDC	River, stream, lake	To protect the area	<p>Consider constraint: A 10 m buffer is applied to the surface water body. Avoid areas where FC activities intersect directly with rivers, streams, lakes (inclusive of the 10 m buffer). Site-specific assessment required to confirm presence and extent of constraints.</p>	<p>Low – very high ecological value.</p> <p>Broadly, rivers and streams, and lakes have varying ecological values. Higher ecological value rivers include braided rivers and springs fed streams. While lower ecological value streams may include small, modified streams flowing through urban and/or agricultural land.</p> <p>Access to any river / lake bed (on land controlled or managed by QLDC) via a freedom camping area should be restricted to specified and determined access points. Waterbodies which support species with a high conservation status are covered under that habitat sub-category.</p>
	Wetlands	To protect the area	<p>Consider constraint: Apply a 10 m buffer to the wetlands. Avoid areas where FC activities may intersect directly with wetlands (inclusive of the 10 m buffer). Habitat specific assessments may be required to determine value of wetland</p>	<p>Moderate – very high ecological value:</p> <p>Wetland habitats are rare and / or threatened, they support species with a high conservation status, and are afforded national / regional priority for protection.</p>

Ecology Sub Category	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			Site-specific assessment required to confirm presence and extent of constraints.	<p>Regionally significant wetlands are of very high ecological value due to rarity of vegetation, habitats, species and species assemblages, natural diversity, ecological context.</p> <p>Damage to all wetland types through freedom camping activities may be irreversible or have large wide-reaching effects.</p> <p>Where wetland presence intersects with a freedom camping area, delineation of wetland extent and value may be required to understand how it potentially impacts freedom camping area availability.</p>
	Regionally significant wetlands	To protect the area	<p>Hard constraint:</p> <p>Apply a 30 m buffer to the regionally significant wetlands. Increase of buffer size as these may provide habitat for at risk or threatened flora and fauna.</p> <p>Avoid areas where FC activities may intersect directly with wetlands (inclusive of the 30 m buffer).</p> <p>Site-specific assessment required to confirm presence and extent of constraints.</p>	
Habitats	Regionally significant rivers	To protect the area	<p>Consider constraint:</p> <p>Apply a 10 m buffer to the significant river.</p> <p>Avoid areas where FC activities may intersect directly with significant river (inclusive of the 10 m buffer).</p> <p>Site-specific assessment required to confirm presence and extent of constraints.</p>	<p>High – very high ecological value.</p> <p>These areas have high ecological value and access to the river beds should be restricted to specified and determined access points.</p>
	Significant bat habitat	To protect the area	<p>Hard Constraint:</p> <p>Apply a 50 m buffer around significant bat habitat where this is on land controlled or managed by QLDC.</p> <p>Avoid areas where FC activities may intersect directly with bat habitat (inclusive of the 50 m buffer).</p>	<p>High – very high ecological value.</p> <p>Habitats support species with a high conservation status, national / regional priority for protection. These areas are of regionally / nationally significant</p>

Ecology Sub Category	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			Site-specific assessment required to confirm presence and extent of constraints.	ecological value due to rarity of bat species. Freedom camping activities may be restricted around specific seasons, or through signage, buffering (via fencing and/ or planting) around identified habitat, restrictions to lighting and sound.
	Significant invertebrate areas	To protect the area	Hard Constraint: If area directly intersects with a FC area should be avoided. Site-specific assessment required to confirm presence and extent of constraints.	High – very high ecological value. Habitats support species with a high conservation status, national / regional priority for protection. These areas are of regionally / nationally significant ecological value due to rarity of invertebrate species. Freedom camping activities may be restricted around specific seasons, or through signage, buffering (via fencing and/ or planting) around identified habitat, restrictions to lighting and disturbance.
	Forest bird areas	To protect the area	Consider constraint: Apply a 10 m buffer of the forest bird habitat where this is on an area controlled or managed by QLDC.	Low – very high ecological value. All native birds are protected under the Wildlife Act (1953).

Ecology Sub Category	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			<p>Avoid areas where FC activities may intersect directly with habitat (inclusive of the 10 m buffer).</p> <p>Site-specific assessment required to confirm presence and extent of constraints.</p>	<p>Habitats may support species with a high conservation status, regional priority for protection.</p> <p>Freedom camping activities may be restricted around specific seasons, or through signage, buffering (via fencing and/ or planting) around identified habitat, restrict sound effects.</p>
Fauna	Specific important bird layers	To protect the area	<p>Consider or hard constraint:</p> <p>Apply a 10 m buffer of the bird layer where this is on an area controlled or managed by QLDC.</p> <p>Avoid areas where FC activities may intersect directly habitat (inclusive of the 10 m buffer).</p> <p>Species specific criteria were assessed</p> <p>Site-specific assessment required to confirm presence and extent of constraints.</p>	<p>High – very high ecological value.</p> <p>All native birds are protected under the Wildlife Act (1953).</p> <p>Habitats support species with a high conservation status, regional priority for protection.</p> <p>These areas are of regionally significant ecological value due to rarity of bird species.</p> <p>Freedom camping activities may be restricted around specific seasons, or through signage, buffering (via fencing and/ or planting) around identified habitat, restriction of sound effects.</p>
	Herpetofauna database	To protect the area	<p>Consider or hard constraint:</p> <p>Dependant on species present and will need an assessment of risk to species.</p>	<p>High – very high ecological value.</p> <p>Lizards are protected under the Wildlife Act (1953), have a high conservation status</p>

Ecology Sub Category	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
			Site-specific assessment required to confirm presence and extent of constraints.	<p>due to declining species numbers. QLDC has substantial areas of habitat that can support lizard populations.</p> <p>Where lizard presence intersects with a freedom camping area, an assessment will be required to understand what species is potentially impacted by freedom camping.</p>

5.4 Water Quality and Quantity and Water Services

The following table contains water-related attributes considered to be relevant to freedom camping:

Table 5.4: Criteria used for Water Quality prioritisation

Water Sub Category/ Attribute	Reference Name	Relevance to FCA 2011	Sub category assessments/constraints	Comments
Natural Hazards	Refer to Hazards Sub-category	To protect health and safety	Refer to Hazards Sub-category	Refer to Table 5.2 for an assessment of water related natural hazards (Flood, Seiche etc) that apply to Water Subcategory.
Water Infrastructure	Water supply treatment and storage, stormwater management, wastewater treatment and disposal	To protect health and safety and protect access to the area.	<p>Hard Constraint: Apply hard constraint over all identified water and wastewater treatment plants, wastewater pumping stations, water supply reservoirs, and access roads.</p> <p>Apply hard constraint on all above ground stormwater infrastructure as described in Data Source under Three Waters / Water.</p>	<p>Water infrastructure (water supply, stormwater wastewater treatment and disposal).</p> <p>There will be a need to protect land on which water infrastructure is located from the adverse impacts of freedom camping. This is to protect the land, protect access to land where infrastructure is located,</p>

Water Sub Category/ Attribute	Reference Name	Relevance to FCA 2011	Sub category assessments/constraints	Comments
				<p>and protect the H&S of people working on these sites.</p> <p>Freedom camping would also need to avoid land on which water infrastructure is located to protect the health and safety of freedom campers. This could include avoiding freedom camping in stormwater ponding areas and overland flow paths, areas in and around WWTP and WTP (generally securely fenced), and surface water supply catchments.</p>
Council facilities	Toilet blocks	Protect health and safety and protect access to the area.	<p>Note presence / absence of toilet block. For those sites where number of male/female pans are known record number of pans.</p> <p>Consider Constraint:</p> <p>For those sites where toilet block has been identified, provide a 75 m radius from centre point.</p> <p>Restrict number to less than 12 people per toilet pan.</p>	<p>Source - QLDC</p> <p>Several controls can be considered to manage access to public toilets and other sanitary facilities. To ensure that sanitary facilities are available and are not overloaded.</p>
Waterbodies	River, stream, lake	Protect the area	<p>Hard Constraint:</p> <p>Exclude all QLDC land covered by surface water.</p> <p>Consider Constraint:</p> <p>Apply a 10 m buffer to the surface water body on QLDC land.</p>	<p>Source – Ministry for the Environment</p> <p>The proposed 10 m buffer from surface water bodies will manage potential effects on water.</p> <p>Note: A narrative statement to control freedom camping within 10 m of a water body on QLDC land would be sufficient to</p>

Water Sub Category/ Attribute	Reference Name	Relevance to FCA 2011	Sub category assessments/constraints	Comments
				inform a bylaw and this would be enforceable. Where freedom camping is allowed for on existing formed (gravel or sealed surfaces), there is no anticipated material change to existing surface water drainage.
	Regionally significant wetlands and rivers	Protect the area	Hard Constraint: Exclude land accessible for FC activities that is covered by a river, streams or lake. Consider Constraint: refer to the controls set out in Section 5.3.	Source – Ministry for the Environment and Otago Regional Council Refer to recommended controls in Section 5.3 to protect regionally significant water bodies. Where freedom camping is allowed for on existing formed (gravel or sealed surfaces), there is no anticipated material change to existing surface water drainage.

5.5 Noise (acoustics)

The following table contains noise and acoustics attributes considered to be relevant to freedom camping:

Table 5.5: Criteria used for Noise (acoustics) prioritisation

Noise Sub Category/ Attribute	Details	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
Day time disturbance	Daytime amenity values, e.g. relaxation, aural	Not applicable	Noted constraint only	Recognising that sites with noise exposure greater than 55 dB LAeq may not be

	enjoyment of a natural area (soundscape)			desirable for freedom camping – disturbance likely.
Night time disturbance - sleeping	Primarily sleep disturbance effects	Sleep quality is a health consideration	Noted constraint only	Recognising that sites with noise exposure greater than 55 dB LAeq may not be desirable for freedom camping – disturbance likely.

5.6 Māori/cultural values

The following table outlines the key attributes and related levels of constraint that have been developed in consideration of Māori/cultural values in relation to the FCA. This is framed in the context of the partnership that QLDC has with Ngāi Tahu ki Murihiku. Key cultural constructs that inform the relationships that local iwi have with the environment, including what may be considered in cultural terms to be a priority are outlined in column one. An explanation of these principles is outlined in Section 4.10. Refer to Appendix F for additional information. The outlined values (column one) are integral to all attributes considered (column two).

Table 5.6: Criteria used for Māori/cultural prioritisation

Māori/cultural Values	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
Ira Atua Tangata Atua Rakatiraka Ki uta ki tai Tikaka, Ritenga Mauri Mana Tapu/noa Kaitiakitanga Mahinga Kai Whanaungataka Manaakitaka	<i>Wāhi Tapu/Wāhi Taoka Sites</i>	To protect the area, including wāhi tapu/ wāhi taoka, and to protect access to the area by Kaitiaki and takata whenua.	Hard constraint Applied to Archaeological sites of Māori origin, mapped on ArchSite. As covered under the Heritage assessment. Consider constraint To protect key sites of cultural significance from the adverse impacts of freedom camping. Key forms of legislation and Ngai Tahu ki Murihiku strategic direction considered , as outlined in Section 4.10 .	Prohibit freedom camping on Māori sites of significance, in consultation with Te Ao Marama Inc. (TAMI). Disturbance/vandalism to site (walking over, vehicle running over, fire, animal disturbance to the site, fossicking by campers looking for keep sakes). TAMI have requested site-specific assessment and consultation for sites within 200 m of a site of significance where this is on QLDC land.
	<i>Taoka Species</i>	To protect the area, support re-generative strategies and	Consider constraint Covered in detail in ecology assessment	Breeding seasons, movement of species and regenerative practices observed. This

Māori/cultural Values	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
		practices, and to support sustainability of resources.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction considered, as outlined in Section 4.10.	is particularly relevant near water bodies and areas where there exist relevant/supporting habitats. Refer to ecology assessment in Section 5.3 for details.
	<i>Mahinga kai</i>	To protect the area, and access to the area for these activities.	Consider constraint Key forms of legislation and Ngai Tahu ki Murihiku strategic direction considered, as outlined in Section 4.10.	Ensuring access and protection of mahinga kai (kai, trees for carving, rongoa, plants, birds, lake species, sea species) where these are present on QLDC controlled and managed land. Constraints are generally covered under the Water quality and Ecology assessments, with additional assessment by TAMI on a case-by-case basis. Risk to pollution of space, degradation of habitat and disturbance of habitat. Possible impact on breeding (seasonal). Recognises QLDC's obligation to ensure Ngai Tahu ki Murihiku's rights and interests are observed.
	<i>Kaitiakitanga</i>	To protect access to the area: For takata whenua's access to resources and their rights to ensure the sustainability of natural resources.	Consider constraint Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	Assessment by TAMI on a case-by-case basis. Ensure access to resources, seasonable collection and growth cycles of species and protection of resources. Ensure mana whenua are included in decision making as Te Tiriti Partners.
	<i>Water</i>	To protect the area: From pollution of waterways, disturbance during breeding season (taoka species).	Hard constraint Applies to water bodies on QLDC land (refer to Water assessment).	Refer to Water assessment in Section 5.4 for hard constraints. Te Ao Marama Inc (TAMI) requested that freedom camping in close proximity to

Māori/cultural Values	Attributes	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments/other details
		To protect access to the area: For Kaitiaki (Kaitiakitanga), protection against impact on Ngai Tahu ki Murihiku values.	Consider constraint Where freedom camping is in close proximity to water bodies on QLDC land Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	waterways on QLDC land will be assessed on a case by case basis to confirm any site-specific recommendations. Key concerns relate to pollution of waterways, access of takata whenua to mahinga kai sites, ensuring Kaitiaki can undertake their cultural roles, to protection of taoka species, their habitats, breeding seasons and movements etc. Recognises QLDC's legislative obligations.

5.7 Archaeology and Heritage

The following table contains heritage attributes considered to be relevant to freedom camping:

Table 5.7: Criteria used for Archaeology and Heritage prioritisation

Attributes	Description	Data Source	Constraint	Relevance to the FCA 2011
Built heritage	Building, monument, cemetery, ruin, other	QLDC PDP HNZPT ArchSite	Consider/Hard – Different site types may be impacted differently by freedom camping, e.g. archaeological sites and ruins are more vulnerable to physical damage. Some site types (e.g. cemeteries) may be hard constraints.	To protect the area; to protect access to the area; to protect health and safety (where site involves ruin or dilapidated building).
Archaeological site	Archaeological sites of pre-1900 origin	QLDC PDP HNZPT ArchSite	Consider – It is an offence to modify or damage an archaeological site without an archaeological authority from HNZPT so activities on archaeological sites (recorded or otherwise) will need to be managed accordingly.	To protect the area; to protect access to the area.
Site of Māori origin	Archaeological sites of Māori origin	ArchSite	Hard – Irreversible adverse effect on intangible values. In consultation with the Cultural stream, a 200 m buffer has been applied on QLDC-controlled land around these sites. Little is known about archaeological sites of Māori origin recorded on ArchSite.	To protect the area.

Attributes	Description	Data Source	Constraint	Relevance to the FCA 2011
Heritage area	Heritage precincts, areas, and landscapes	QLDC PDP HNZPT	Consider – Possible adverse impacts on contextual/group value of connected sites.	To protect the area
Historic reserve	Historic reserve under the Reserves Act	LINZ	Consider – Camping is only permitted in some circumstances (see section 44).	To protect the area; to protect access to the area
Heritage Order	Site protected by a heritage order, a provision in a district plan to protect the heritage qualities of a particular place or structure (section 188, RMA)	QLDC PDP	N/A – The description of the Heritage Order may control how the site can be used and developed making this a hard constraint or requiring conditions to allow for freedom camping. No Heritage Orders have been identified on QLDC-managed land, with all Heritage Orders within the Queenstown Lakes District are located on privately controlled land.	To protect the area
Heritage Covenant	Agreement between a landowner and HNZPT to protect heritage values of a site and can control how a site is used or developed	HNZPT	N/A – As above, the details of the covenant may control how the site can be used and developed or requiring conditions to allow for freedom camping. No HNZPT covenants have been identified on QLDC-managed land. The title of every HNZPT Listed site on QLDC-managed land has been review via LINZ Land Record Search.	To protect the area

5.7.1 Other options considered

- Origin considered whether heritage areas/precincts should be a hard constraint due to the possible impact of freedom camping on the areas contextual/group value by creating a disconnect between connected sites. This approach would have been too general as some heritage areas are large (e.g. the QLDC Proposed District Plan Macetown Heritage Overlay Area) and could accommodate some level of freedom camping before contextual value would be impacted.
- Origin also considered whether freedom camping could be constrained on the basis of the defined heritage value of each site (e.g. high, moderate, and low). There is also no agreed manner of assessing heritage significance in New Zealand, with different criteria adopted in the RMA 1991 and HNZPT 2014. Adopting this approach would require reconciling different ways of assessing heritage value, and some sites have no criteria to assess heritage value (e.g. historic reserves).

5.8 Parks and Reserves

As outlined in Section 4.13, QLDC have provided the following criteria in Table 5.8 to apply to the specified zones within the QLDC Proposed District Plan Chapter 38 Open Space and Recreation Zone, in order to protect the area, and access to the area for parks and reserves within the district.

Table 5.8: Parks and Reserves assessment criteria and constraints

Proposed District Plan: Chapter 38 Open Space and Recreation Zone	Relevance to FCA 2011	Related constraints	Comments/other details
Nature Conservation Zone	<ul style="list-style-type: none"> To protect the area To protect access to the area 	<p>Hard constraint applied to all areas, except: Consider constraint applied to:</p> <ul style="list-style-type: none"> Car parks on land within the Zone. Immediately adjoining on-street parking areas, included within the Zone. Areas within the Zone which are within an appropriate buffer of toilet and disposal facilities (as per water quality and quantity criteria). 	<p>Data source: QLDC</p> <p>For recommendations on appropriate constraints applied to carparks, refer to Traffic and Transport advice.</p>
Active Sport and Recreation Zone			
Civic Spaces Zone			
Community Purposes Zone			
Informal Recreation Zone		<p>Consider constraint to apply to all land within the Zone, and to the following:</p> <ul style="list-style-type: none"> Car parks on land within the Zone. Immediately adjoining on-street parking areas, included within the Zone. <p>Areas within the Zone which are within an appropriate buffer of toilet and waste disposal facilities (as per water quality and quantity criteria).</p>	

5.8.1 Licenses and Leases

As outlined in Section 4.13.1, QLDC have provided the following criteria in Table 5.9 to apply to areas and structures/buildings which are subject to a license or lease.

Table 5.9: Licenses and Leases assessment criteria and constraints

License/Lease	License or Lease applies to	Relevance to FCA 2011	Related condition and/or constraints	Comments/other details
License (non-exclusive right to use)	Whole of land parcel	<ul style="list-style-type: none"> To protect the area To protect access to the area 	Consider constraint applied to whole parcel.	Data source: QLDC Details of the license will dictate appropriate controls and whether freedom camping is suitable.
	Part of land parcel		Consider constraint to apply the area of land covered by the license.	
	In a building		Building to be excluded from analysis or Hard constraint applied.	
	Building and land (whole or part)		Building to be excluded from analysis or Hard constraint applied. Consider constraint to apply to the area of land covered by the license.	
Lease (exclusive right to use)	Whole of land parcel		Whole parcel to be excluded from analysis, or Hard constraint applied.	Data source: QLDC Details of the lease will dictate appropriate controls and whether freedom camping is suitable.
	Part of land parcel		Area of land where lease applies to be excluded from analysis, or Hard constraint applied. Consider constraint to be applied to the remaining land within the land parcel.	
	In a building		Building to be excluded from analysis or Hard constraint applied.	
	Building and land (whole or part)		Building to be excluded from analysis or Hard constraint applied. Area of land where lease applies to be excluded from analysis, or Hard constraint applied.	

6 Recommendations for Mitigation and Control Measures

The following tables provide recommended mitigation and control measures that could be applied to a range of attributes and related constraints that are present on QLDC-controlled and managed land. The mitigation and control measures outlined in the following tables are recommended to protect either access to the area, the health and safety of users of that area, the area itself, or some combination of these, from the adverse impacts of the attribute present, and/or the adverse impacts of freedom camping.

The mitigation and control measures outlined in this section should be considered generic, and due to the nature and accuracy of the data, site-specific review is recommended to confirm the extent of attributes and recommended constraints that apply to a site where freedom camping is proposed, and to confirm any recommended mitigation and control measures for the constraints present.

Table 6.1: Recommended traffic and transport mitigation and control measures

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Designated/marked -out on street parking	Hard constraint To protect safety and access.	<ul style="list-style-type: none"> Prohibited – from a safety perspective not generally considered appropriate for freedom camping due to proximity to the road and other road users.
Existing stopping areas, rest areas and laybys adjacent to roads outside of built-up areas	<p>Hard constraint – where the stopping area or layby has insufficient room to accommodate the recommended control measures (to protect access and H&S), and/or where a stopping area or layby is being used for maintenance purposes (to protect access).</p> <p>Consider constraint – where the recommended control measures can be implemented.</p> <p>To protect the area, health and safety and access to stopping areas.</p>	<ul style="list-style-type: none"> Camping is only recommended on formed gravel or sealed surfaces, to protect the area and to avoid unsafe manoeuvres in wet conditions. Camping restricted to parking a minimum of 5 m separation from the nearest edge of the road hard shoulder (where provided) or edge of seal (where no hard shoulder), to protect health and safety of campers and other road users. Camping numbers should be limited, and campers should park in a way in which sufficient space is still available in the stopping area or layby for other road users to stop in case of an emergency, to protect health and safety and access to the area.
Parking – car parking lots that are off the road and operated by QLDC	<p>Consider constraint</p> <p>To protect safety and access to off street car parks.</p>	<p>Selected car parking areas have been assessed individually and recommendations made to either prohibit freedom camping or consider with restrictions.</p> <ul style="list-style-type: none"> All proposed restrictions are recommendations only, and may be subject to non-transport-related considerations, evolving site contexts, or further insight. Due to insufficient occupancy data for all relevant time periods (daytime peaks and nighttime peaks), impacts on carpark availability and relevant restrictions are based on desktop investigation and known site context only.

Criteria/sub category	Constraints	Recommended Mitigations and Controls
		<ul style="list-style-type: none"> Sites with less than 5 spaces are automatically recommended as inappropriate for freedom camping due to spatial constraints compared with likely sizes of motorhomes. All sites deemed inappropriate (e.g., "Overall assessment : No") for camping in self-contained vehicles are proposed to have a "Prohibited at all times" status. Parking lots may already have existing restrictions to be adhered to. <p>Sites assessed as inappropriate for freedom camping are recommended to have a "Prohibited at all times" status.</p> <p>Other sites are "Consider only with restrictions". Of these a general maximum number of vehicles allowed is recommended at 10% capacity. The specific numbers allowed may vary up or down from this, based on site-specific assessment subject to other non-transport considerations.</p> <p>Off-peak or seasonal restrictions are proposed on a site-by-site basis.</p> <p>Recommend signage to indicate appropriate carparking spaces suitable for freedom camping.</p>
Parking – residential areas	<p>Hard constraint To protect safety and access to parking for local residents. Prevents freedom camping within QLDC Proposed District Plan defined residential zones which may adversely impact local residents.</p>	<ul style="list-style-type: none"> Subject to existing parking restrictions. <p>Additionally:</p> <ul style="list-style-type: none"> Freedom camping not permitted on roads in Proposed District Plan Residential zones including: <ul style="list-style-type: none"> Large lot residential A, Large lot residential B, Settlement Zones, Lower Density Suburban Residential, Medium Density Residential, and High Density Residential. Freedom camping not permitted on roads in Operational District Plan Residential zones not covered in the PDP including: <ul style="list-style-type: none"> Penrith Park, Northlake, Shotover Country special zone, Meadow Park, Arrowtown South, Quail Rise, Bendemeer, Kingston Village, Mt Cardrona Station, Frankton Flats (a and b) and Remarkables Park.
Parking – resort areas	<p>Hard constraint To protect safety, access and parking resort businesses and visitors. Prevents freedom camping within QLDC Proposed District Plan</p>	<ul style="list-style-type: none"> Subject to existing parking restrictions. <p>Additionally:</p> <ul style="list-style-type: none"> Freedom camping not permitted on roads in Proposed District Plan Resort zones including:

Criteria/sub category	Constraints	Recommended Mitigations and Controls
	defined resort zones which may adversely impact businesses, residents and visitors.	<ul style="list-style-type: none"> – Gibbston Resort, Hogans Gully Resort, Jacks Point Resort, Millbrook Resort, The Hills Resort, and Waterfall Park Resort Zones.
Parking – town centre areas	Hard constraint To protect safety, access, and parking for town centre businesses and visitors. Prevents freedom camping within QLDC Proposed District Plan defined town centre zones which may adversely impact businesses and visitors.	<ul style="list-style-type: none"> • Subject to existing parking restrictions. Additionally: <ul style="list-style-type: none"> • Freedom camping not permitted on roads in Proposed District Plan Town Centre zones including: <ul style="list-style-type: none"> – Town Centre Zones in Queenstown, Arrowtown, and Wanaka.
Parking – commercial areas	Hard constraint To protect safety, access, and parking for commercial businesses and visitors. Prevents freedom camping within QLDC Proposed District Plan defined commercial zones which may adversely impact businesses and visitors.	<ul style="list-style-type: none"> • Subject to existing parking restrictions. Additionally: <ul style="list-style-type: none"> • Freedom camping not permitted on roads in Proposed District Plan Commercial zones including: <ul style="list-style-type: none"> – Business Mixed Use, General Industrial and Service, Coneburn Industrial, Three Parks Business, Three Parks Commercial Zones.
Parking – areas where there are already licences or leases	Hard/Consider constraint To protect safety and access for carpark and road users. These may include parks and recreation areas which are controlled by QLDC, and used for parking as part of a license/lease.	Hard constraint where lease includes carpark, as advised by QLDC. Otherwise, consider: <ul style="list-style-type: none"> • Subject to prioritisation and parking conditions above where applicable. • Site-specific assessment would supersede the generalised assessment if good justification can be provided on whether more or less than 10% of carparking capacity is suitable.

Table 6.2: Recommended natural hazard mitigation and control measures

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Flood Hazard Layers (2021 ORC Flood, Wanaka Flood Hazard 100 year, Return Period Flood Events)	Hard constraint: Potential for high consequence flooding. Consider constraint: Potential flood risk for freedom campers and response teams. Noted constraint (H1) – saturation but easy evacuation. To protect health & safety.	For hard constraint areas: Freedom camping prohibited. For consider constraint areas: Sign posting to inform of flood hazard boundaries and maintain clear evacuation routes. Weather watching.

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Debris Flow (Alluvial Fan High Hazard, Alluvial Fan – ORC)	<p>Hard constraint (fan active bed).</p> <p>Consider constraint: Broad hazard, sometimes outside active channel.</p> <p>Noted constraint: (fan less recently active). To protect health & safety.</p>	<p>For hard constraint areas: Freedom camping prohibited.</p> <p>For consider constraint areas: Sign posting to inform of debris flow hazard boundaries and maintain clear evacuation routes.</p> <p>Weather watching.</p>
Landslide (Verified Landslide Area, Non Verified Landslide areas)	<p>Hard constraint: Debris flow/rockfall.</p> <p>Consider constraints: Schist debris, shallow slips, slope failures, piping; active or unknown type. To protect health & safety.</p>	<p>For hard constraint areas: Freedom camping prohibited.</p> <p>For consider constraint areas: Sign posting to inform of landslide hazard boundaries and maintain clear evacuation routes.</p> <p>Weather watching.</p>
Lake Seiche/Lake Tsunami	<p>Consider constraint: Within mapped seiche/tsunami hazard zone. To protect health & safety.</p>	Sign posting of the risk related to a lake seiche and related messaging (as for a tsunami).
Wildfire	<p>Consider constraint Threat >600 rating (risk/hazard/values). To protect health & safety.</p>	Sign posting, weather watching.

Table 6.3: Recommended ecology mitigation and control measures

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Waterbodies (wetlands, rivers, streams, lakes)	<p>Consider – hard constraints: To protect the area</p>	<ul style="list-style-type: none"> • Site-specific assessment required to confirm presence and extent of constraints. • Sign posting. • Delineating of access points to river and/ or lake beds. • Avoiding wetland extents. • Adequate waste disposal.
Habitats (e.g., for bat, bird, fish, and invertebrate)	<p>Consider – hard constraints: To protect the area</p>	<ul style="list-style-type: none"> • Site-specific assessment required to confirm presence and extent of constraints. • Sign posting. • Delineating of access points to river and/ or lake beds, and vegetated areas (not incl. wetlands). • Seasonal site access restrictions, and/ or buffer zones (via fencing and/ or planting) around actual assessed and identified habitats of importance. • Restrictions to lighting and sound. • Adequate waste disposal.
Fauna (e.g., bird and lizards)	<p>Consider – hard constraints:</p>	<ul style="list-style-type: none"> • Site-specific assessment required to confirm presence and extent of constraints.

Criteria/sub category	Constraints	Recommended Mitigations and Controls
	To protect the area	<ul style="list-style-type: none"> • Sign posting. • Delineating of access points to river and/ or lake beds, and vegetated areas (not incl. wetlands). • Seasonal site access restrictions, and/ or buffer zones (via fencing and/ or planting) around actual assessed and identified fauna presence or potential presence (e.g., includes fauna that temporary use area). • Restrictions to lighting and sound. • Adequate waste disposal.

Table 6.4: Recommended water quality, quantity and services mitigation and control measures

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Water infrastructure	Hard constraint To protect health and safety and access to the area.	Freedom camping prohibited over all identified water and wastewater treatment plants, pumping stations, reservoirs and access roads. Freedom camping prohibited on all above ground stormwater infrastructure.
Council facilities (i.e. toilet blocks)	Presence of toilet facilities noted. Consider constraint.	Consider restricting numbers of freedom campers to less than 12 people per toilet pan. Consider toilet facilities are located within 75 m if camping is to be allowed for.
Waterbodies	Hard constraint (regionally significant water bodies). Consider constraint (rivers, lakes, streams).	For hard constraint, prohibit freedom camping on land where a water body is present. For consider constraint, restrict camping to outside of 10 m from a water body.

Table 6.5: Recommended noise/acoustics mitigation and control measures

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Day time noise disturbance	Daytime amenity values	Not recommended within 55 dB LAeq/Ldn transport noise contours.
Night time noise disturbance	Adverse sleep disturbance	Not recommended within 55 dB LAeq/Ldn transport noise contours.

Table 6.6: Recommended Māori/cultural mitigation and control measures

Criteria/sub category	Constraints	Recommended Mitigations and Controls
Wāhi Tapu/Wāhi Taoka sites	Consider constraint To protect the area.	Site-specific assessment recommended if site is located within 200 m of a site of significance that is present on QLDC land. Consider appropriate signage to highlight and educate on key Māori/cultural principles and values.
Waterways, Mahinga Kai, Kaitaikitanga	Consider constraint To protect the area and access to the area.	Site-specific assessment recommended if site is located within 200 m of a water body that is present on QLDC land.

		<p>Appropriate management of waste generation and stormwater runoff required. Recommend restricting freedom camping to formed surfaces where stormwater runoff is managed.</p> <p>Consider access requirements for Mahinga kai and Kaitiakitanga.</p> <p>Consider appropriate signage to highlight and educate on key Māori/cultural principles and values.</p>
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6.1 Heritage

The following table provides an outline of how the mitigating and management recommendations could be applied to heritage attributes in QLDC-controlled and managed land. This table applies the mitigating and management recommendations as discussed in Section 4.11. Please note that not all mitigation/management recommendations need to be applied and that these are best applied on a case-by-case basis, due to the accuracy of the data, rather than a generic one-size-fits-all approach.

Site Type/sub-category	Mitigation/Management Recommendations
Built heritage – building	<ul style="list-style-type: none"> Recommend provision of toilet and waste disposal facilities. Signage – interpretative and advisory (if relevant)²⁵. Restricted hours – e.g. overnight only if site has daily operating hours (i.e. open to public access during the day). Buffer zone/setback or defined camping/parking sites to protect building from physical damage and health and safety of visitors to the site if a dilapidated building.
Built heritage – monument	<ul style="list-style-type: none"> Recommend provision of toilet and waste disposal facilities. Signage – interpretative and advisory, if relevant. Restricted hours – e.g. overnight only to protect public access. Buffer zone/setback or defined camping/parking sites to protect building from physical damage or viewshafts.
Built heritage – cemetery	N/A – identified as hard constraint. Freedom camping is not recommended within cemeteries.
Built heritage – ruin	<ul style="list-style-type: none"> Recommend provision of toilet and waste disposal facilities. Signage – interpretative and advisory (if relevant). Restricted hours – e.g. overnight only if site has daily operating hours (i.e. open to public access during the day). Buffer zone/setback or defined camping/parking areas to protect ruin from physical damage and to protect health and safety of visitors to the site.
Built heritage – other	<ul style="list-style-type: none"> Recommend provision of toilet and waste disposal facilities. Signage – interpretative and advisory (if relevant). Restricted hours – overnight only if site has daily operating hours. Buffer zone/setback or defined camping/parking areas.
Archaeological site (European)	<ul style="list-style-type: none"> Recommended provision of toilet and waste disposal facilities. Signage – interpretative and advisory of the potential for archaeology in the area.

²⁵ Some built heritage will have associated archaeology, which may be subsurface, subject to the provisions of the HNZPTA 2014.

Site Type/sub-category	Mitigation/Management Recommendations
	<ul style="list-style-type: none"> • Buffer zone/setback or defined camping/parking areas to protect site from physical damage and to protect health and safety of visitors to the site.
Archaeological site (Māori origin)	N/A – identified as hard constraint. Freedom camping is not recommended on sites of Māori origin.
Heritage area/precinct – collection of built heritage features	<ul style="list-style-type: none"> • Recommend provision of toilet and waste disposal facilities. • Restricted hours – overnight only to protect integrity of the area during the day. • Defined camping/parking sites to protect significant viewshafts from within QLDC-controlled land.
Historic reserve	<ul style="list-style-type: none"> • Recommend provision of toilet and waste disposal facilities. • Signage – interpretative and advisory (if relevant). • Restricted hours – e.g. overnight only if a site has daily operating hours (i.e. open to public access during the day). • Defined camping/parking areas to protect access to the area.
Heritage Order	<ul style="list-style-type: none"> • Mitigating/management recommendations to be determined by the provisions of the Heritage Order. <p>Nb. No heritage covenants were identified within QLDC-managed land.</p>
Heritage Covenant	<ul style="list-style-type: none"> • Mitigating/management recommendations to be determined by the provisions of the covenant. <p>Nb. No heritage covenants were identified within QLDC-managed land.</p>

7 Site-specific assessment

Following the area-wide, multi-criteria geospatial analysis of all QLDC controlled and managed land, a site-specific assessment was undertaken to confirm the presence and applicability of mapped attributes and related constraints. Where attributes and related recommended constraints are confirmed as present, the site-specific assessment has also confirmed appropriate recommended controls and mitigation measures considered necessary to protect the area, health and safety and access to the area from adverse impacts.

Due to the size and scale of area and number of parcels included in the area-wide assessment, it was not practical to undertake site-specific assessments across the whole district. As such, QLDC has provided direction on where to focus our site-specific assessment. QLDC instructed us to undertake site-specific assessments on a subset of mapped and un-mapped carparking areas within the district that have been included in our area-wide assessment and are on QLDC controlled or managed land. This has included:

- Currently mapped carparking areas located outside of protected reserve land.
- A select number of additional carparking areas that included some previously un-mapped areas, and some carparking areas wholly or largely on protected reserve land, that QLDC wished to consider.
- Selected NZTA areas, as advised by QLDC.

A total of 122 carparking areas across the district have been included in our site-specific assessment based on the above criteria.

7.1 Traffic and Transport site-specific assessment

As with the area-wide assessment, our traffic and transport SMEs first carried out a site-specific assessment of each of the 122 carparking areas. This is because a number of the mapped carparking areas are not suitable for freedom camping for a number of reasons, including:

- The mapped area is not actually a carparking area (e.g. road verge, accessways, areas with no actual formed carpark). Freedom camping is not considered appropriate for these in order to protect the area and protect access to the area.
- The mapped carparking area contains on-street parking, which is not considered suitable for freedom camping in built-up areas, in order to protect the health and safety of campers and the general public in the area, from the regular activities of freedom campers (i.e., living in their vehicle and opening doors, carrying out camping activities within and in close proximity to the live traffic lane and footpath areas).

Relevant traffic and transport attributes were considered, along with the adverse impacts on these attributes of allowing unrestricted freedom camping. A recommendation to either prohibit freedom camping, allow with recommended restrictions, controls and mitigation measures, or allow unrestricted freedom camping was given for each carparking area, based on the relative level of adverse impacts and in order to protect the area, the health and safety of people using the area, and access to the area.

This resulted in 90 carparking areas where freedom camping is not recommended (i.e. should be prohibited), and 32 carparking areas where the effects of freedom camping from a traffic and transport perspective, could be managed. In general, the recommended transport restrictions include:

- Restrict the number of freedom campers to a suitable level in order to protect access to the carparking area for other users. This should be decided by QLDC, based on their knowledge of the existing uses of a carparking area, and the overall occupancy. A rough guide of allowing camping across up to 10% of carparking spaces is provided, however this could go up or down based on the specific uses and occupancy on a case-by-case basis as determined by QLDC. This specific number of parking spaces $\pm 10\%$ will not give rise to any additional need to protect the area from freedom camping under section 11 of the FCA.
- Restrict camping to off-peak hours, in order to protect access to the carparking area for other users during peak times. This should be decided by QLDC, based on their knowledge of the existing uses of a carparking area, and the overall occupancy.
- Where the adverse impacts of freedom camping would significantly impact the health and safety of both campers and the public, prohibition of freedom camping was recommended.

The above are general recommendations, as a full suite of occupancy data was not available to fully assess the impacts of freedom camping during peak and off-peak hours. T+T advise that QLDC can use their discretion to select appropriate numbers of campers and hours of camping to allow, based on their institutional and expert knowledge of the existing uses and occupancy rates of each carpark. The full results of the site-specific assessment are presented in Appendix E.

There were no carparking areas assessed where un-restricted freedom camping is considered feasible from a traffic and transport perspective.

7.2 Site-specific assessment – other SMEs

Following the traffic and transport site-specific assessment, the carparking areas recommended for restricted freedom camping were assessed one-by-one across the other SME areas. This involved the following steps:

- The attributes and related constraints developed by each SME and mapped as present on the carparking area from the area-wide assessment were noted.
- Where an attribute was mapped as present, this was reviewed in relation to its adverse impacts on freedom camping, or the adverse impacts of freedom camping on the attribute/area, in relation to protection of the area, health and safety of people, access to the area itself, or some combination of these.
- Where a mapped attribute was confirmed to apply to the carparking area, the recommended constraint level was reviewed to confirm it was appropriate to protect access, health and safety, the area, or some combination, in relation to the specific carpark.
- Following this, controls and mitigation measures have been recommended where necessary in order to adequately reduce the impact of the attribute, or adverse impacts of freedom camping, to protect access, health and safety and/or the area. Where a hard constraint is confirmed to apply, and controls or mitigation measures are not considered sufficient, the prohibition of freedom camping is recommended.

For the majority of carparking sites identified as feasible from a traffic and transport perspective, camping was considered possible with appropriate controls or mitigation measures put in place. The results of the site-specific assessment are presented in Appendix E, and discussed further in Section 8.2.

7.3 Limitations

The site-specific assessment is limited by the accuracy of the mapped carpark information supplied to us. Where the mapped area of a carpark does not align with the actual carparking areas provided (i.e. as may be viewed on Google Maps for example), we have attempted to consider the surrounding carparking area within the transport assessment where the intention of the mapped area is obvious. However, there are a number of cases where this was not possible, and the site-specific assessment is limited to the mapped area. The mapped constraints that have been assessed by our other SMEs are those mapped as present on the mapped carparking area only. Any carparking area that is not mapped, or was not specifically requested by QLDC, has not been included in the site-specific assessment.

7.4 Final decision process

The area-wide assessment of freedom camping and its adverse impacts on all QLDC controlled and managed land, and the subsequent site-specific assessment of carparking areas, has been carried out in order to support QLDC in the development of their draft freedom camping bylaw. The final decision either to prohibit, or allow restricted or un-restricted freedom camping lies with QLDC. This is due to the complexities of the assessment, and the additional institutional and expert knowledge QLDC has about the uses and importance of land under their control.

For example, a number of the carparking areas recommended for freedom camping are within reserve land that falls under the Reserves Act 1977, have existing uses as indicated by their District Plan zoning designations, or have existing lease or license agreements that apply to the carpark or nearby land accessed by the carpark. These matters will require consideration by QLDC in relation to the adverse impacts of allowing freedom camping on the area, health and safety and access to the area to inform the development of the draft bylaw.

The decision matrix shown below is provided as a framework to apply to the recommendations in our assessment, the outputs of our multi-criteria assessment, and the results of the site-specific assessments we have undertaken on select car parking areas. This can be used to determine if freedom camping should be allowed, restricted or prohibited within an area in the proposed bylaw under the FCA 2011.

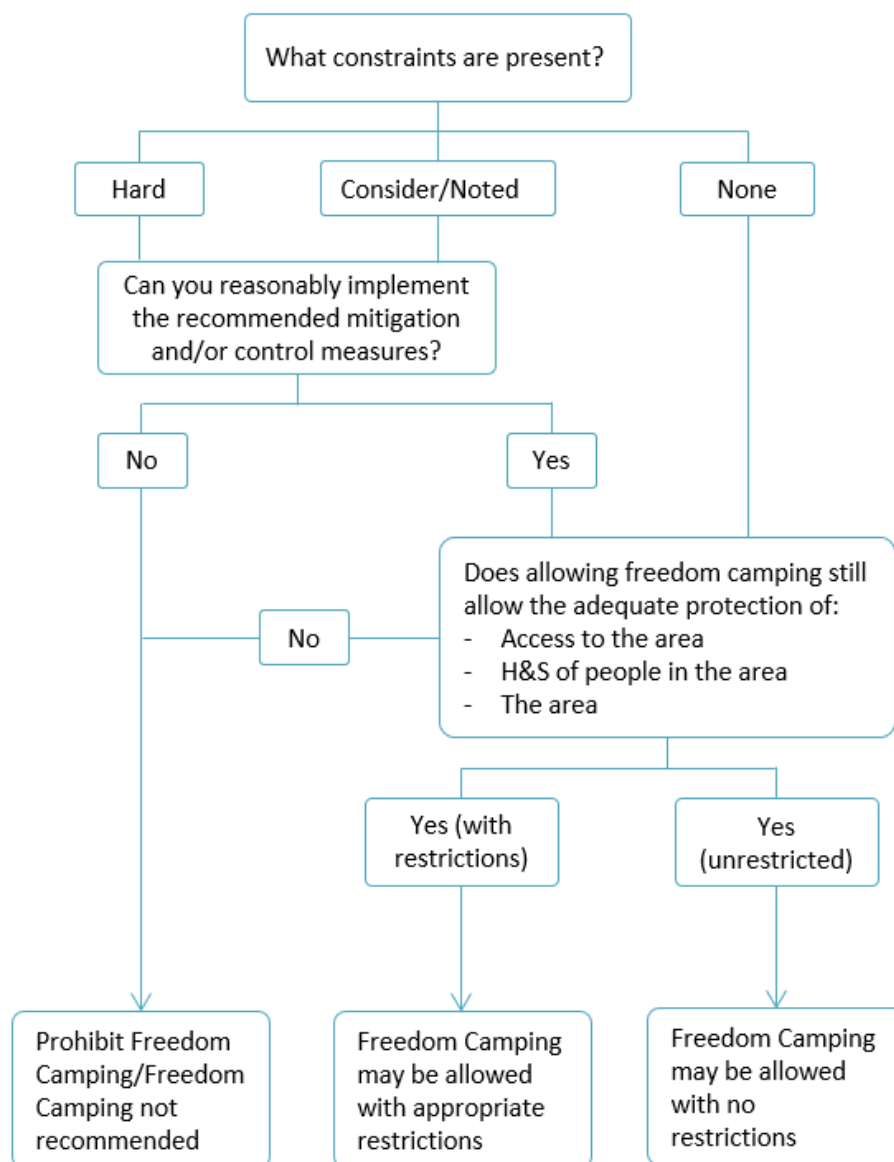


Figure 7.1: Framework to apply the results of the site-specific assessment.

8 Results

8.1 Area-wide assessment

The results of our area-wide assessment are summarised in the maps presented in Appendix B. A GIS data export of the detailed analysis results has been provided to QLDC to allow detailed interrogation of the assessment data, and to support the formation of maps to inform the draft bylaw.

Table 8.1 illustrates some statistics from the area-wide analysis, including the number of parcels and area of land included, and how many sub-areas the land was divided into by the multi-criteria analysis. Overall, as shown in Table 8.2, the area-wide assessment resulted in approximately 56,000 ha of land with one or more hard constraints mapped, where freedom camping is not recommended, in order to protect the area, health and safety and/or access to the area from adverse impacts. Approximately 2,200 ha of land has one or more consider constraints mapped (and no hard constraints present), and control and mitigation measures are recommended in order to

protect the area, health and safety and/or access to the area from adverse impacts. Approximately 80 ha of land has no constraints mapped, where freedom camping could conceivably occur without the need for controls to protect the area, health and safety or access to the area (subject to the consideration of land uses by QLDC). While freedom camping could conceivably occur in those places, the size and scale of the area and number of parcels means that it was not practical to undertake site-specific assessments across the whole district to confirm the attributes and relative constraints present. In addition, a number of areas within the total 80 ha where no constraints are mapped, are small sub-areas of larger parcels, where consider and/or hard constraints are mapped on the remainder of the area, such that allowing freedom camping just within the non-constrained area is not practicable.

Table 8.1: Summary statistics of area-wide analysis

Total # of parcels	~11,000*
Total area of land	~580,000,000 m ² (58,000 ha)*
Total number of sub-areas	~80,000*

*Values are approximate only, to illustrate the scale of the assessment undertaken.

Table 8.2: Summary of area by highest level of constraint

Constraint level	Area
Hard constraint*	~56,000 ha
Consider constraint	~2,200 ha
No constraints	~80 ha

*Note: Hard constrained areas could also have considered constraints present.

8.2 Site-specific assessment

Of the 122 carparking areas included in our site specific assessment, 32 were recommended by our transport SMEs as appropriate for freedom camping, with appropriate restrictions in place. Transport-related restrictions generally involve restricting numbers of campers and the hours of the day in which camping can occur, in order to reduce the adverse impacts of camping to protect access for other users. Following the site-specific assessment of these 32 carparking areas by the other SMEs:

- One area was subsequently recommended as not suitable for freedom camping, due to a number of natural hazard risks present that could not be adequately controlled.
- Two areas require site-specific natural hazard studies to confirm the extent of the natural hazard risk and whether health and safety can be suitably protected with appropriate controls, or should be prohibited.
- In total, 29 areas are regarded as suitable for freedom camping, with appropriate restrictions and controls in place:
 - 16 areas are regarded as suitable for freedom camping, with additional controls such as exclusion zones around water bodies and stormwater infrastructure, and signage highlighting the presence of natural hazards.
 - 13 had no additional recommended controls across the other SME areas outside of transport.

As outlined in Section 7.3, this final list of carparking areas regarded as suitable for freedom camping may be refined further by QLDC in the drafting of the bylaw based on their internal and expert

knowledge of the existing uses and occupancy of these carparks, and in relation to protecting the area, health and safety and access to the area from adverse impacts. Maps of these areas are included in Appendix C.

9 Summary and Conclusions

We have undertaken a desktop multi-criteria assessment of the values and attributes present on land that is controlled or managed by QLDC, and QLDC-selected NZTA land, for a range of subject matter areas. We have assessed how those values and attributes affect the suitability of the land for freedom camping, and the adverse impacts of freedom camping on the land. Based on this assessment, we developed appropriate constraints, and recommended mitigation and control measures in consultation with QLDC.

We first carried out an area-wide assessment, where the values, attributes, and associated constraints were applied to all QLDC controlled and managed land utilising our GIS-based Site Selection Tool. Following this, a detailed assessment was undertaken to refine and update the assessment criteria and constraints.

As instructed by QLDC, we then undertook a site-specific assessment on 122 selected carparking areas within the district. Each carpark was assessed individually by our SMEs, in order to provide site-specific recommendations on the appropriateness for freedom camping from a traffic and transport perspective, and confirm the recommended controls and mitigation measures based on the mapped values and attributes present.

The site-specific assessment resulted in 29no. car parking areas recommended as potentially appropriate for freedom camping, assuming appropriate transport restrictions are applied, and appropriate controls and mitigations are implemented.

10 Applicability

This report has been prepared for the exclusive use of our client Queenstown Lakes District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

Authorised for Tonkin & Taylor Ltd by:



Duncan Henderson
Project Manager



Peter Cochrane
Project Director

Subject Matter Expert input to this report has been provided by:

Subject Matter area	Content by	Expert input and/or review by:
Traffic and transport	Dilys Fong	Colin Shields
Health and safety	Duncan Henderson	Jacques Goldie
Natural Hazards	Miles Buob	Mike Jacka
Ecology	Patrick Lees	Partick Lees
Water quality and quantity and services	Peter Cochrane	Peter Cochrane
Noise (acoustics)	Martyn Chambers	Darran Humpheson
Māori/cultural values	Marie McCarthy	Marie McCarthy
Archaeology and Heritage	Origin Heritage Ltd	Origin Heritage Ltd

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Appendix A Data sources

T+T Freedom Camping Assessment:
Data Sources

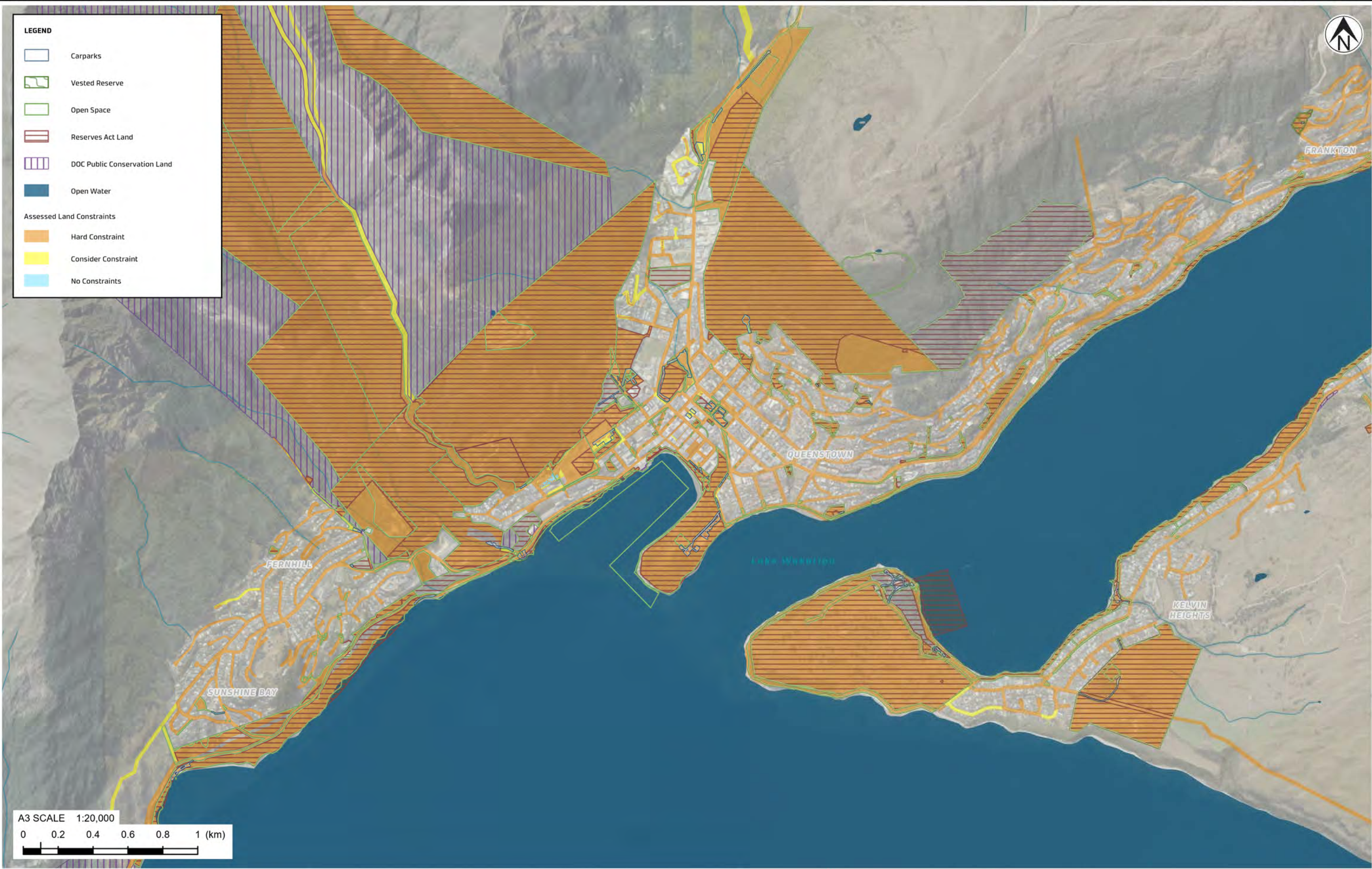
Fields	Source	Comments
ReserveOpenSpaceName	QLDC Open Spaces and Vested Reserves	Names of the Open Spaces that intersect with the primary parcel. Not the open space footprint.
owners	LINZ Property Titles	Any owners with titles that intersect the parcel. Not the title footprint.
id	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
affected_surveys	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
topology_type	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
statutory_actions	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
land_district	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
parcel_intent	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
titles	LINZ Primary Parcels	https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Primary_Parcels/FeatureServer
Ward_Name	Stats NZ Wards	https://datafinder.stats.govt.nz/layer/120957-ward-2025/services/wfs/
AirportNoise	Queenstown Airport Noise Contour Maps	Digitised by TT from PDF maps https://www.queenstownairport.co.nz/media/File%20Resource/Noise%20contour%20map.pdf
FireHazard	Developed by TT	A QLDC wildfire assessment was completed in GIS. The results of this output have been provided to T+T. Polygons where the QLDC Fire Hazard exceeded a rating of 600 is to be considered included as a 'consider' constraint.
AlluvialFan	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Hazards/MapServer/15
LandslideAreas	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Hazards/MapServer/5
LandslideAreas_NonVerified	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Hazards/MapServer/7
AlluvialFanHighHaz	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Hazards/MapServer/15
AvalancheArea	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Other_Land_Hazards/FeatureServer/0
LakeSeicheExtent	Developed by TT	There is not a publicly available dataset which models the lake seiche or tsunami effects within the Queenstown lake district. However, a comprehensive review of historical tsunami, seismic seiches and other wave events has noted an Alpine Fault event (Mw 8.2) could cause a 4.0m wave along lake Tekapo based on historical modelling. Therefore, we've considered a 5.0m elevation from a high lake level within a 1km bounds of the lake boundary to be an area to "Consider" the effects of a Tsunami or Lake Seiche.
ORCFloodHazardArea	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Flooding/FeatureServer/3
WanakaFloodHazard_100yr	QLDC Natural Hazards	https://gis.qldc.govt.nz/server/rest/services/Hazards/Flooding/FeatureServer/9
ReturnPeriodFloodEvents	Developed by TT	The QLDC line feature service was converted to a polygon extent. Feature service source - https://gis.qldc.govt.nz/server/rest/services/Hazards/Flooding/FeatureServer/0
Wind	High Speed Wind Zones	We have defined this as a consider constraint. The available dataset includes the annual average windspeed in 100 m x 100 m tiles throughout the country. A uniform 25 kph speed threshold has been applied. We do note this is derived from an environmental dataset from 1950 to 1980.
Slope	Developed by TT	Created using the most recent relevant digital elevation models sourced from the LINZ Data Service
Water	Developed by TT	Created using a combination of sources of open water information. This included the LINZ river lines and polygons, the LINZ lake polygons, the FENZ lakes polygon and filtered REC river lines. A 10 m buffer was applied to these features.
CurrentWetland	MFE Current Wetland Extent 2013	https://data.mfe.govt.nz/layer/52676-current-wetland-extent-2013/ with additional buffers
SigWetland	ORC Regionally Significant Wetlands	www.orc.govt.nz/regionally-significant-wetlands with additional buffers
FreshwaterEco	MFE	Derived from various freshwater ecosystem layers including lakes, rivers and wetlands. https://data.mfe.govt.nz/
SigRiver_RegionalCode	ORC Regionally Significant Rivers	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
WaterInfra	QDLC	Derived from 3 waters infrastructure sources from QDLC. Buffers around water and wastewater treatment plants, wastewater pumping stations, water supply reservoirs, and above ground stormwater infrastructure.
SignificantInvertebrates	ORC	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer
LCDB	Landcare Research	Landcover database v5.0. https://lris.scinfo.org.nz/layer/104400-lcdb-v50-land-cover-database-version-50-mainland-new-zealand/
BatHabitat	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
RockWren	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
Kaka_Yellowhead	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
BlueDuckHabitat	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
BitternHabitat	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
CrestedGrebe	ORC Ecosystems and Habitats	Contains management recommendations from TT
ForestBirds	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
Fernbird	ORC Ecosystems and Habitats	https://maps.orc.govt.nz/arcgis/rest/services/OtagoEcosystemsAndHabitats/MapServer with additional buffers
ArcSiteName	Arc Site Point and Polygon Locations	These locations have had additional buffers applied depending on criteria
ArcSiteSummary	Arc Site Point and Polygon Locations	These locations have had additional buffers applied depending on criteria
ArcSiteMaoriBuffer	Arc Site Point and Polygon Locations	These locations have had additional buffers applied depending on criteria
ArcSiteQLDC	Arc Site Point and Polygon Locations	These locations have had additional buffers applied depending on criteria
ArcSiteEthnicity	Arc Site Point and Polygon Locations	These locations have had additional buffers applied depending on criteria
PlanOverlayType9	QLDC Plan Overlay Polygons	https://gis.qldc.govt.nz/server/rest/services/DistrictPlan/PDP_Stage_1_2_3_Decisions/FeatureServer/20 Filtered to just type 9
HeritageZonesfromPDP	QLDC PDP Heritage Zones	https://gis.qldc.govt.nz/server/rest/services/DistrictPlan/PDP_Stage_1_2_3_Decisions/FeatureServer


Fields	Source	Comments
HNZPT_Name	Heritage New Zealand Pouhere Taonga Locations	Digitized by TT based on Heritage New Zealand Pouhere Taonga (HPNZ) list locations
HNZPT_ExtentOfListEntry	Heritage New Zealand Pouhere Taonga Locations	Digitized by TT based on Heritage New Zealand Pouhere Taonga (HPNZ) list locations
PlanOverlayPointType1_3	QLDC Plan Overlay Points	https://gis.qldc.govt.nz/server/rest/services/DistrictPlan/PDP_Stage_1_2_3_Decisions/FeatureServer/13 . Filtered to just types 1 and 3 and then spatially joined to the parcel.
GreaterThan200mFromRoad	Developed by TT	This was created using roads from multiple sources including LINZ Primary Parcels with the parcel intent of road, a buffer of the LINZ Road Addressing. Missing roads were supplemented with a buffer of various QLDC road data sets including https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer , https://gis.qldc.govt.nz/server/rest/services/Cadastre/Addressing_Roads/FeatureServer and https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/RAMM_Carriageways_Basic/FeatureServer
RoadNoise	Road Noise Contours NZTA	Road traffic noise contours from NZTA
RoadsONLY_Speed_Limit	QLDC Ramm Data	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_RoadClass	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_Private	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_FULLNAME	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_OWNER	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_MAINTAINED	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_Width	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_PavementType	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_ReserveWidth	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_Terrain	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_AssetOwner	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_RoadType	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_ONRC_CLASS	QLDC Just Roads	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/JustRoads/FeatureServer
RoadsONLY_Bus_Route	QLDC Bus Routes	It is noted that these centrelines do not align with the LINZ road parcels. Spatial joins were done to assign these attributes to the road parcels, however due to data limitations there are sections of road parcels that have no attribution or land parcels that have extra attribution. https://services1.arcgis.com/9YyqaQtDdDR8tupG/ArcGIS/rest/services/ORBUSroutes_Stage1/FeatureServer
RoadsONLY_Avg_Slope	Developed by TT	Created using the most recent relevant digital elevation models sourced from the LINZ Data Service https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/32 and https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/31
ReserveType	QLDC Open Spaces and Vested Reserves	

Fields	Source	Comments
		https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/14, https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/11 and https://services.arcgis.com/xdsHlIkuCWByZiCB/arcgis/rest/services/LINZ_NZ_Building_Outlines/FeatureServer/0
AssetFootprint	LINZ Building Footprints, QLDC Reserves Playground and Sport Fields	
RESERVES_Site_Name	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Open_Spaces_Type	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_High_Profile_Assets	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Open_Spaces_Assets	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Asset_Status	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Tracks_and_Trails	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Field_Team_Assets	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Zone	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Topography_Site	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Space_for_Tents	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Reasonable_Access	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Visibility	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Community_Interest	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Values_	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Toilets	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Asset_Owner	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Maintained_By	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_BBQs	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Contract	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Playgrounds	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Sports_Areas	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Asset_Name	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Asset_Type	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Surface	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Service_Level	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Service_Level_Description	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Parking	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Parking_Capacity	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Carpark_Type	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Services	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Service_Subtype	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
RESERVES_Additional_Comments	Developed by TT from reserves spreadsheet provided by QLDC	Where able data was joined based on Asset ID or reserve name. The additional locations were geocoded and joined to parcels and open spaces.
ProtectedAreasLINZ	LINZ Protected Area	https://data.linz.govt.nz/layer/53564-protected-areas/
DocReserveType	DOC Reserves	https://services1.arcgis.com/3JjYDyG3oajxU6HO/ArcGIS/rest/services/DOC_Public_Conservation_Land/FeatureServer
DocReserveName	DOC Reserves	https://services1.arcgis.com/3JjYDyG3oajxU6HO/ArcGIS/rest/services/DOC_Public_Conservation_Land/FeatureServer
DOCFCCampsite	DOC Freedom Camping Campsites	https://services1.arcgis.com/3JjYDyG3oajxU6HO/ArcGIS/rest/services/DOC_Campsites/FeatureServer
Lease_Property	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Area	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Usage	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Type_BuildingLand	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Type	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Area_WholePartial	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Notes	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Tenancy	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
Lease_Constraint	Developed by TT from leases spreadsheet provided by QLDC	Locations were geocoded and joined to parcels and open spaces.
CarparkOnlyInReserve	QLDC Open Spaces and Vested Reserves	https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/32 and https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/31
CarparkOnlyAssetID	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
AssetID	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
CarparkOnlyParkingCap	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
CarparkOnlySiteName	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
CarparkOnlyDistancetoToilets	Developed by TT	Near analysis based on QLDC toilet locations. https://gis.qldc.govt.nz/server/rest/services/OpenSpaces/Parks_and_Open_Spaces_VIEWER/FeatureServer/26
CarparkOnlyDistancetoWasteBin	Developed by TT	Near analysis based on QLDC waste bin locations. Provided by QLDC

Fields	Source	Comments
CarparkOnlyProtectedLand	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
CarparkOnly_ParkingCapacity	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
CarparkOnly_Notes	Developed by TT based on QLDC RAMM Carparks and Reserves Carparks	
CarparkOnly_TTID	Developed by TT	
Structure_Plan_desc	QLDC Structure Plan	These were altered by TT as several polygons overlapped.
PrecinctType	QLDC Precinct Type	
ProtectedLand	Developed by TT based on the two protected rest services.	https://services1.arcgis.com/9YyqaQtDdDR8tupG/arcgis/rest/services/QLDC_Reserves_Protected/FeatureServer and https://services1.arcgis.com/9YyqaQtDdDR8tupG/arcgis/rest/services/Reserves_Act_Protected_Land/FeatureServer
Is_it_a_Road	Added by TT	Based on assessment criteria in the WHYLandAssessed Column. Parcels with road intent as well as buffered zones of roads that were missing.
PDPZone_desc	QLDC PDP Zones	The zones have been manipulated to remove the roading zones. Roads with residential, commercial etc zones needed to be identified so the road parcels were spatial joined to the closets zone. This was also supplemented with the ODP zones where the PDP zone was not available. https://gis.qldc.govt.nz/server/rest/services/DistrictPlan/Combined_District_Plan/FeatureServer/54 and https://gis.qldc.govt.nz/server/rest/services/DistrictPlan/Combined_District_Plan/FeatureServer/37

Appendix B Suburb-level maps





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NOTES:
Basemap NZ Topographic - Basemap Only: Eagle, LINZ, StatsNZ, OSM. NZ Light Grey Canvas - Basemap Only: . World Hillshade:
Esri, NASA, NGA, USGS. NZ Imagery: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors. NZ
Topographic - Reference Labels: Eagle, OSM

0	First version	JORB	DSMI	28/05/25
REV	DESCRIPTION	GIS	CHK	DATE



PROJECT No. 1097310

DESIGNED	JORB	JUN.25
DRAWN	JORB	JUN.25
CHECKED	DSMI	JUN.25

P. Pedersen

13/6/25

CLIENT QUEENSTOWN LAKES DISTRICT COUNCIL

PROJECT QLDC FREEDOM CAMPING BYLAW DEVELOPMENT

TITLE AREA-WIDE ASSESSMENT MAPPED CONSTRAINTS - QUEENSTOWN

SCALE (A3) 1:20,000 FIG No. FIGURE 1.1 REV 0





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NOTES:
Basemap NZ Topographic - Basemap Only: Eagle, LINZ, StatsNZ, OSM. NZ Light Grey Canvas - Basemap Only: World Hillshade: Esri, NASA, NGA, USGS. NZ Imagery: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors. NZ Topographic - Reference Labels: Eagle, OSM

REV	DESCRIPTION	GIS	CHK	DATE
0	First version	JORB	DSMI	28/05/25

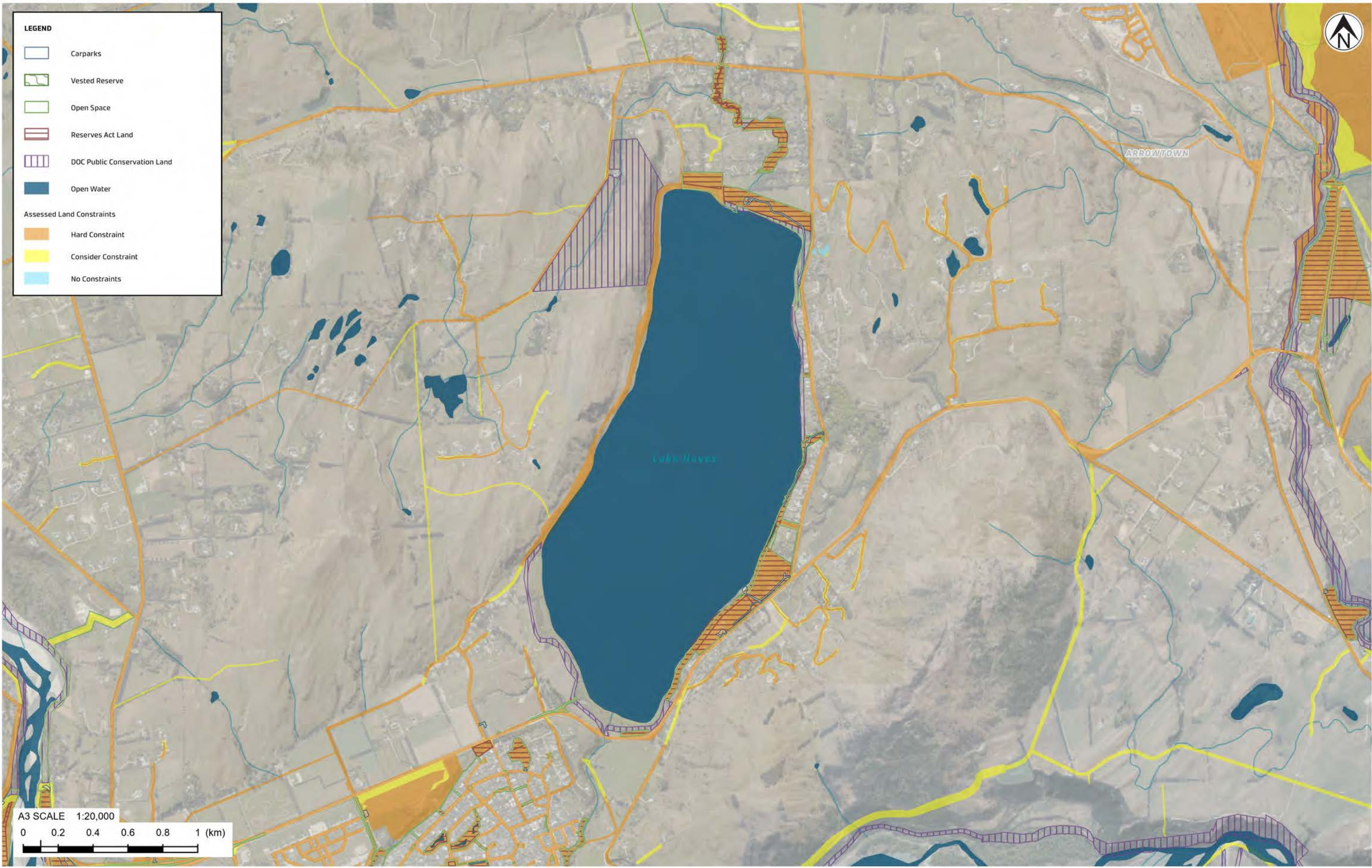


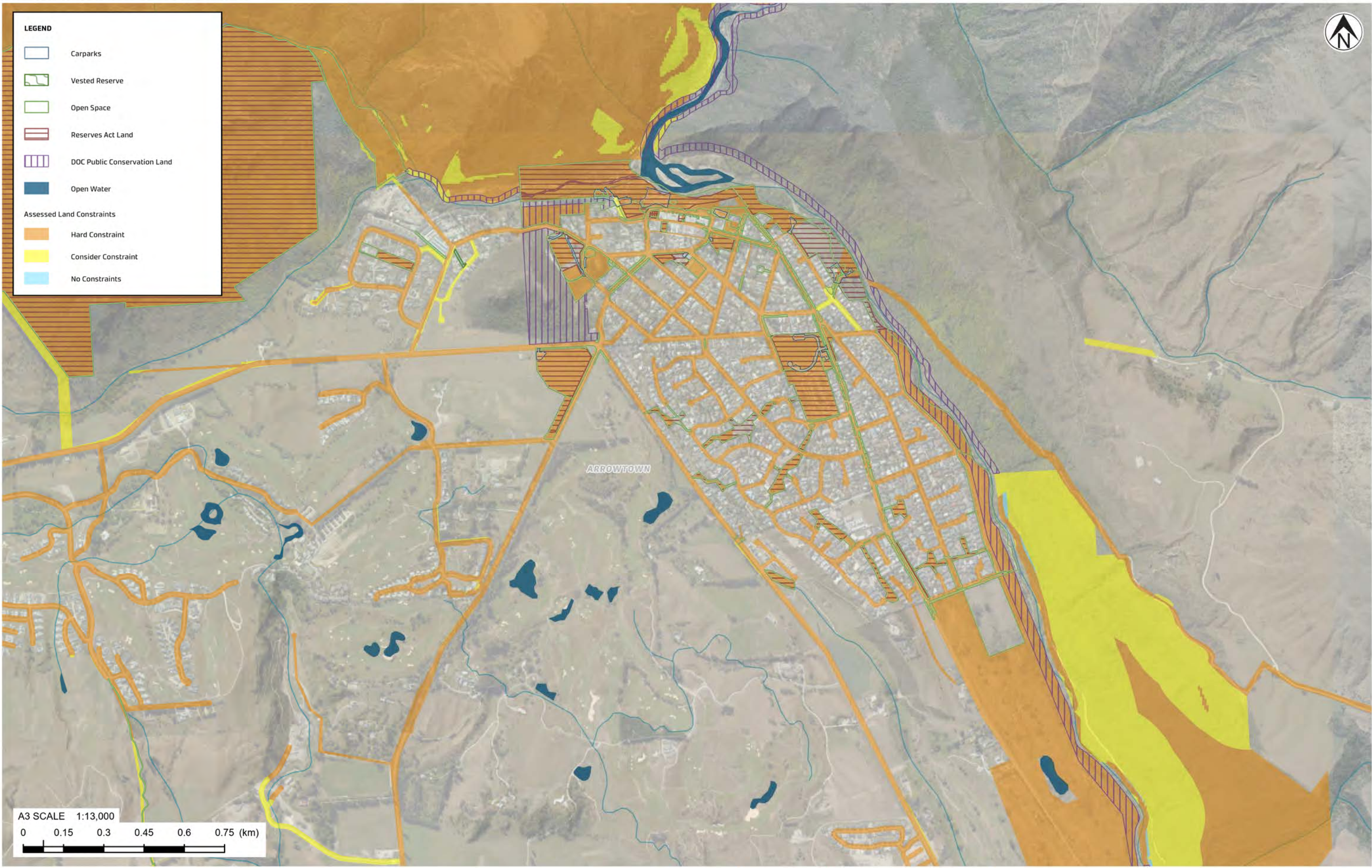
Queenstown

PROJECT No.		1097310	
DESIGNED	JORB	JUN.25	
DRAWN	JORB	JUN.25	
CHECKED	DSMI	JUN.25	
<i>P. Sedmore</i>		13/6/25	
APPROVED		DATE	

CLIENT	PROJECT	TITLE
QUEENSTOWN LAKES DISTRICT COUNCIL	QLDC FREEDOM CAMPING BYLAW DEVELOPMENT	AREA-WIDE ASSESSMENT MAPPED CONSTRAINTS - FRANKTON

SCALE (A3)	FIG No.	REV
1:20,000	FIGURE 1.2	0











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NOTES:
Basemap NZ Topographic - Basemap Only: Eagle, LINZ, StatsNZ, OSM. NZ Light Grey Canvas - Basemap Only: World Hillshade: Esri, NASA, NGA, USGS. NZ Imagery: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors. NZ Topographic - Reference Labels: Eagle, OSM

0	First version	JORB	DSMI	28/05/25
REV	DESCRIPTION	GIS	CHK	DATE




PROJECT No.	1097310	
DESIGNED	JORB	JUN.25
DRAWN	JORB	JUN.25
CHECKED	DSMI	JUN.25
<i>P. Sedmore</i>		13/6/25
APPROVED	DATE	

CLIENT	QUEENSTOWN LAKES DISTRICT COUNCIL	
PROJECT	QLDC FREEDOM CAMPING BYLAW DEVELOPMENT	
TITLE	AREA-WIDE ASSESSMENT MAPPED CONSTRAINTS - NORTH WANAKA	
SCALE (A3)	1:20,000	FIG No. FIGURE 1.6
REV	0	







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NOTES:
Basemap NZ Topographic - Basemap Only: Eagle, LINZ, StatsNZ, OSM. NZ Light Grey Canvas - Basemap Only: World Hillshade: Esri, NASA, NGA, USGS. NZ Imagery: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors. NZ Topographic - Reference Labels: Eagle, OSM

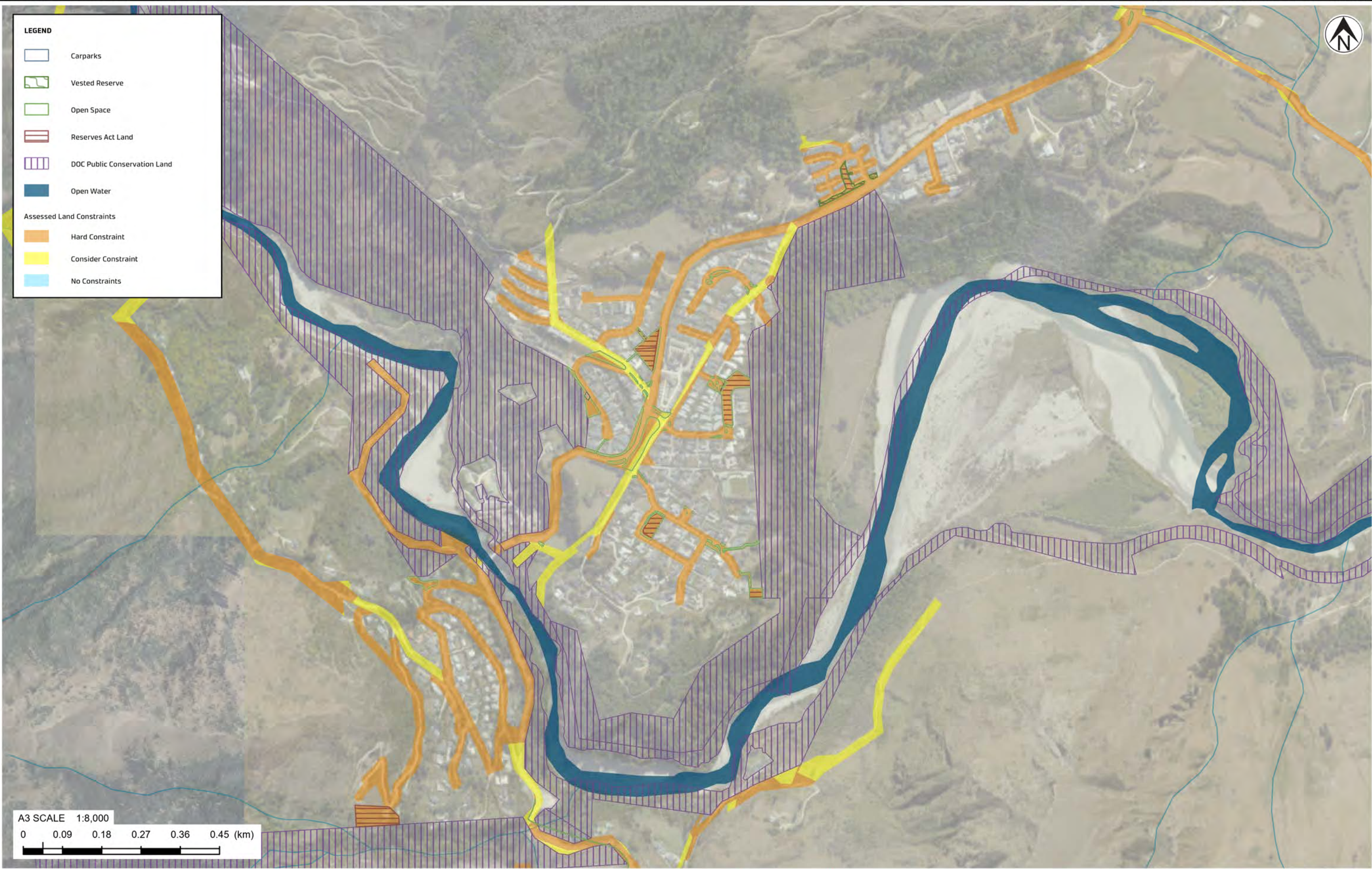
0	First version	JORB	DSMI	28/05/25
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PROJECT No.		1097310	
DESIGNED	JORB	JUN.25	
DRAWN	JORB	JUN.25	
CHECKED	DSMI	JUN.25	
<i>P. Bellmore</i>		13/6/25	

CLIENT		QUEENSTOWN LAKES DISTRICT COUNCIL	
PROJECT		QLDC FREEDOM CAMPING BYLAW DEVELOPMENT	
TITLE		AREA-WIDE ASSESSMENT MAPPED CONSTRAINTS - GLENORCHY	
SCALE (A3)	1:10,000	FIG No.	FIGURE 1.8
REV	0		







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NOTES:
Basemap NZ Topographic - Basemap Only: Eagle, LINZ, StatsNZ, OSM, NZ Light Grey Canvas - Basemap Only: World Hillshade: Esri, NASA, NGA, USGS, NZ Imagery: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, NZ Topographic - Reference Labels: Eagle, OSM

0	First version	JORB	DSMI	28/05/25
REV	DESCRIPTION	GIS	CHK	DATE

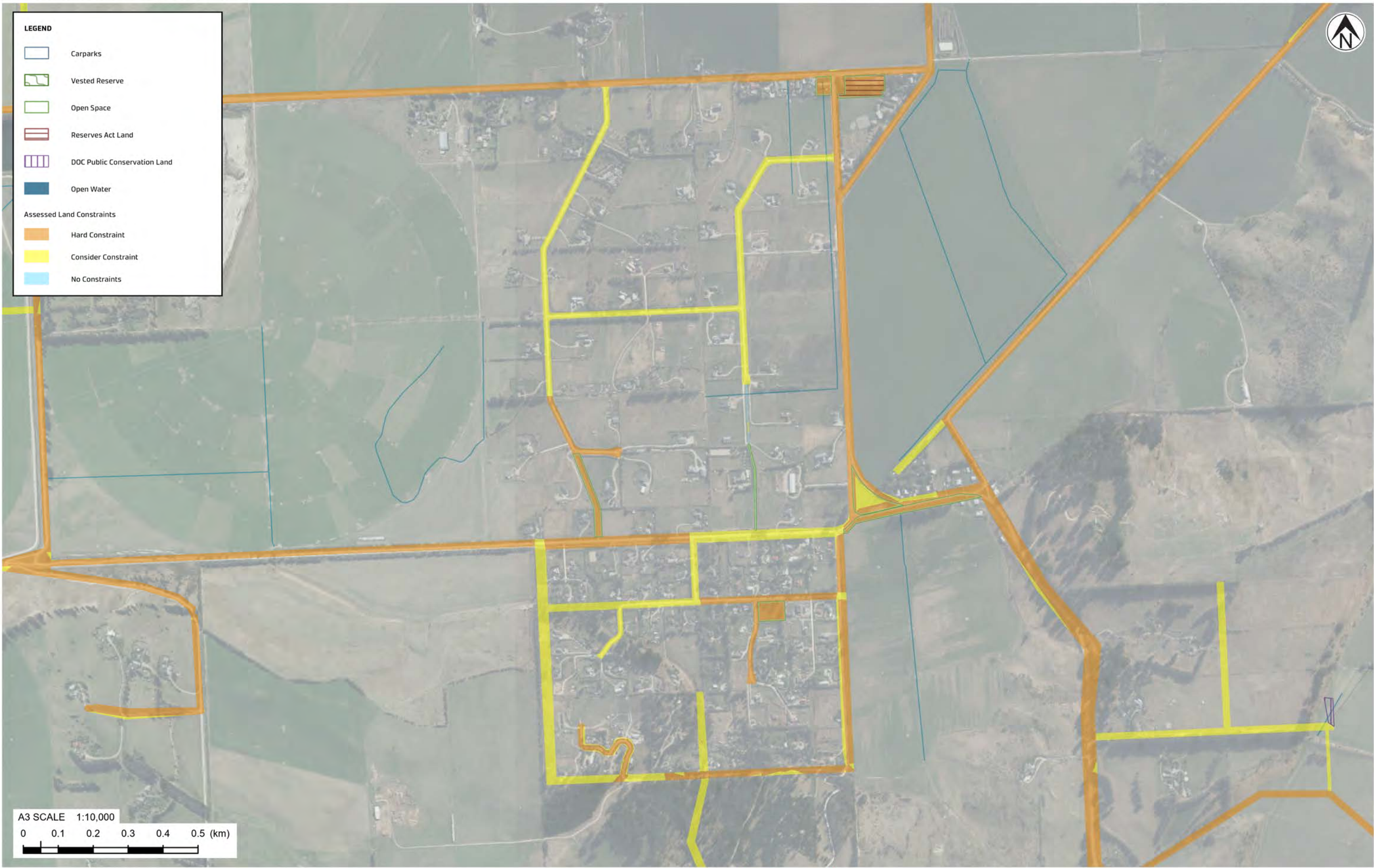


PROJECT No.	1097310	
DESIGNED	JORB	JUN.25
DRAWN	JORB	JUN.25
CHECKED	DSMI	JUN.25
<i>P. Sedmore</i> 13/6/25		
APPROVED	DATE	

CLIENT	QUEENSTOWN LAKES DISTRICT COUNCIL	
PROJECT	QLDC FREEDOM CAMPING BYLAW DEVELOPMENT	
TITLE	AREA-WIDE ASSESSMENT MAPPED CONSTRAINTS - ARTHUR'S POINT	
SCALE (A3)	1:8,000	FIG No. FIGURE 1.10
REV	0	











Appendix C Site-specific maps (consider with restrictions)

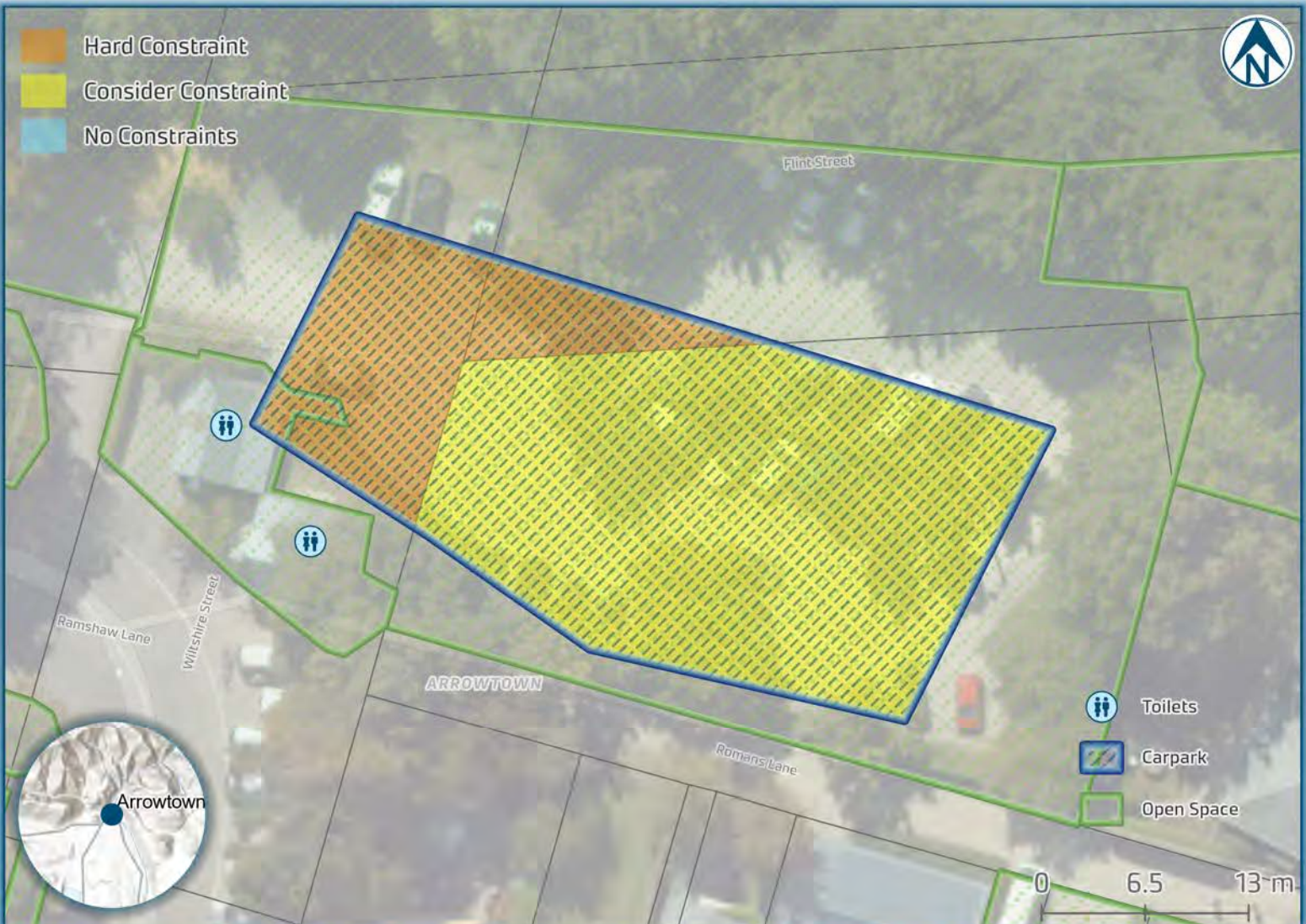
Key Information

Distance to nearest toilet facilities: 2 m
 Distance to nearest disposal facilities: 19 m
 Total car parking spaces available:
 Mapped Area: 875 m²

Land Details

Suburb: Arrowtown
 Closest Street: Wiltshire Street

Asset ID: No QLDC ID
 Owner: Arrowtown Borough Council
 Affected Surveys: SO 14012



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street gravel parking area.
 No marked parking spaces.
 Camping currently prohibited based on signage.

Transport Assessment Summary

Parking for key destinations. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Built Asset, Road Class, Zoning

Consider Constraints

Carpark, Road Speed, Zoning

Constraint Notes

Hard Constraints

Built asset/carpark not mapped accurately, hard constraint does not apply to carpark.
 Road Class does not apply to fully separated carpark, hard constraint does not apply to carpark.
 PDP Information Recreation zone, hard constraint does not apply to carpark.

Consider Constraints

Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.
 Te Ao Marama: Wahi Tupuna in close proximity, consultation recommended

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.

Key Information

Distance to nearest toilet facilities: 239 m
Distance to nearest disposal facilities: 2 m
Total car parking spaces available:
Mapped Area: 595 m²

Land Details

Suburb: Frankton
Closest Street: Allan Crescent

Asset ID: CRP-63

Owner: Queenstown Lakes District Council

Affected Surveys: DP 427182, SO 15937



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision

Carpark Details

Gravel parking area backing onto the road.
Partially within Reserves Act Protected Land.

Transport Assessment Summary

This location is parking for sports facilities and opposite Remarkables Primary school. There are likely to be higher volumes of vulnerable road users moving through the area, leading to health and safety risks for said vulnerable road users.
Unrestricted freedom camping may reduce available carparks for lake users, particularly during peak hours
Unlikely to have sufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Recommend restricting freedom camping to school holidays only.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Protected, Zoning

Consider Constraints

Airport Noise, Carpark, Lease, Road Speed, Zoning

Constraint Notes

Hard Constraints

PDP Informal Recreation Zone, hard constraint does not apply to carpark.
Reserve land - QLDC decision

Consider Constraints

No specific controls required for Airport noise.
Check details of nearby lease/license agreement.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.
Te Ao Marama: Wahi Tupuna across part of site, consultation recommended.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended
As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 237 m
 Distance to nearest disposal facilities: 4 m
 Total car parking spaces available:
 Mapped Area: 7619 m²

Land Details

Suburb: Frankton
 Closest Street: Joe O'Connell Drive

Asset ID: CRP-184

Owner: Queenstown Lakes District Council

Affected Surveys: DP 405417, SO 11923, SO 1492



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.

Carpark Details

Off street sealed carpark.
 Angled parking spaces marked.
 Parking spaces on western boundary of the site are within Reserves Act Prohibited Land

Transport Assessment Summary

Freedom camping may reduce available carparks for event and sport centre visitors
 Parking space for key destination, there are likely high volumes of pedestrians moving through the area, leading to health and safety risks for vulnerable road users.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
 Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
 Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

3 Waters, Protected, Reserve Type, Zoning

Consider Constraints

Airport Noise, Carpark, Road Speed

Constraint Notes

Hard Constraints

3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark.
 Consider intended use and occupancy of carpark.
 PDP Community Purposes zone, carpark does not directly provide for recreation, hard constraint does not apply to carpark.

Consider Constraints

No specific controls required for airport noise.
 Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 31 m
 Distance to nearest disposal facilities: 25 m
 Total car parking spaces available:
 Mapped Area: 964 m²

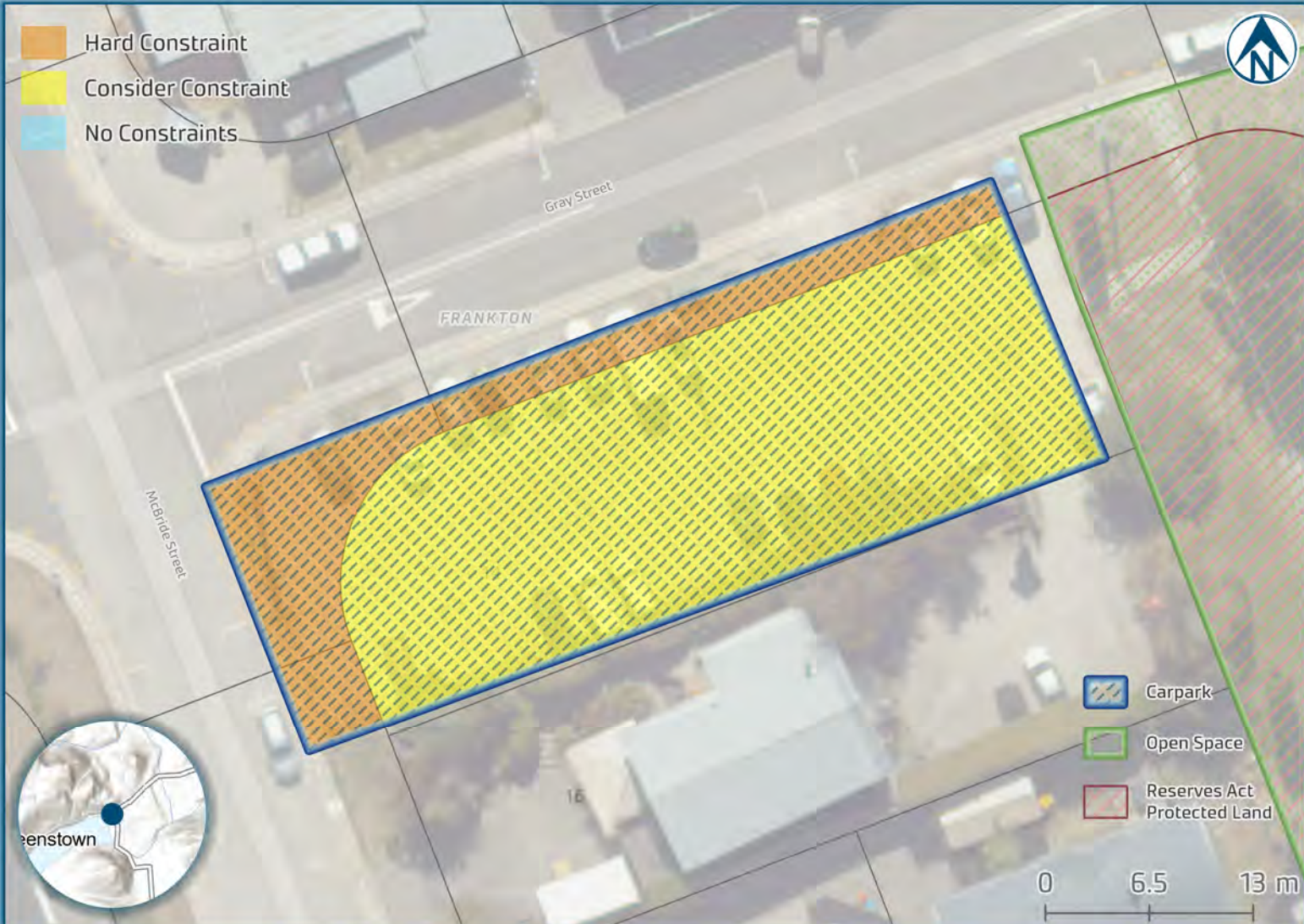
Land Details

Suburb: Frankton
 Closest Street: McBride Street

Asset ID: No QLDC ID

Owner: Queenstown-Lakes District Council

Affected Surveys: SO 11885



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Carpark Details

Off street gravel car park.
 No marked parking spaces.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Road Class, Zoning

Consider Constraints

Airport Noise, Carpark, Road Speed

Constraint Notes

Hard Constraints

Zoning/carpark not mapped accurately, hard constraint does not apply to carpark.

Consider Constraints

No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 165 m
Distance to nearest disposal facilities: 1 m
Total car parking spaces available:
Mapped Area: 3377 m²

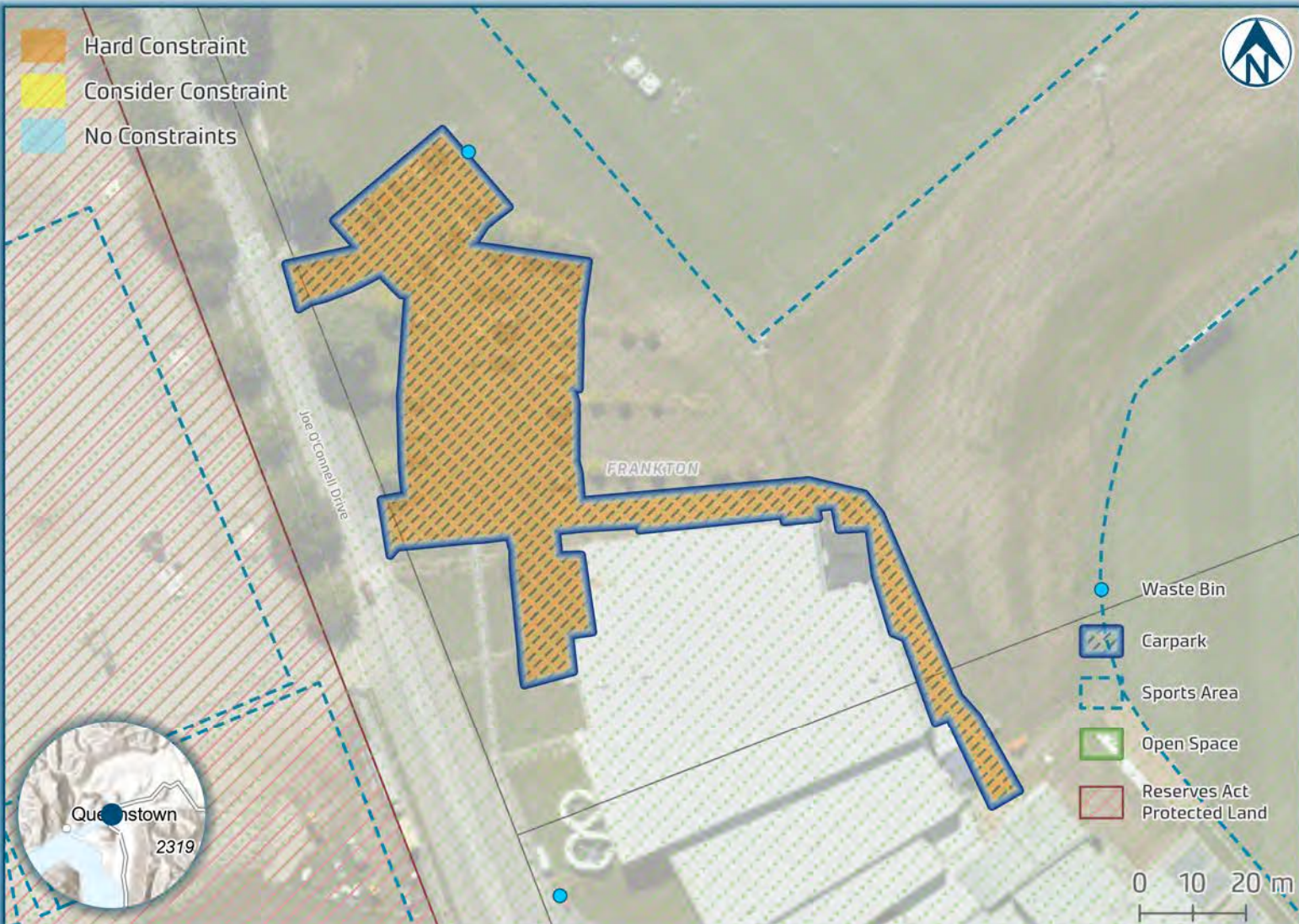
Land Details

Suburb: Frankton
Closest Street: Joe O'Connell Drive

Asset ID: CRP-189

Owner: Queenstown Lakes District Council

Affected Surveys: DP 25073, DP 405417, SO 1492



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street sealed parking area.
Angled parking spaces are marked.
Includes gravel access road around building.

Transport Assessment Summary

Freedom Camping outside of marked parking area would restrict use of facilities.
Shared space with key destination.
Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

3 Waters, Built Asset, Zoning

Consider Constraints

Airport Noise, Carpark, Road Speed

Constraint Notes

Hard Constraints

3 Waters - stormwater structure adjacent to carpark, does not apply to parking spaces but requires protection from negative effects of freedom camping.
PDP Community Purposes zone, carpark does not directly provide for recreation, hard constraint does not apply to carpark.

Consider Constraints

No specific controls required for airport noise.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

No camping on above ground stormwater infrastructure (to protect the area and H&S)

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 0 m
Distance to nearest disposal facilities: 0 m
Total car parking spaces available:
Mapped Area: 4214 m²

Land Details

Suburb: Glenorchy
Closest Street: Benmore Place

Asset ID: CRP-642

Owner:

Affected Surveys: SO 21118



Site-specific assessment result: Freedom camping not recommended to protect health & safety

Carpark Details

Gravel parking area predominantly serving the boat ramp.
Over half of the parking area is within Reserves Act Protected Land.
Camping currently prohibited based on signage.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access, particularly during peak hours.
Unlikely to be sufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Bat, Open Water, Protected, Water, Zoning

Consider Constraints

Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche, Road Speed, Significant Bird, Zoning

Constraint Notes

Hard Constraints

Bat habitat not likely on carpark or connected area. Area outside carpark still requires protection.
Open water is not on QLDC land, hard constraint does not apply.
Reserve land - QLDC decision. Zoning not relevant to carparking area.

Consider Constraints

Based on number of natural hazards present, existing Natural Hazard study, and significant risk of lake seiche and lateral spreading into lake resulting in high adverse impacts, hard constraint applies and freedom camping not recommended, in order to protect health and safety.
No recorded heritage attributes within defined carpark area. Nearby heritage features but unlikely to be impacted due to distance (ie. viewshafts not impacted). Interpretative signage of nearby heritage features optional.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.
Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply.
Te Ao Marama: Wahi Tupuna present, consultation recommended.

Recommended Site Specific Controls

Hard Constraints

Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area)

Consider Constraints

Freedom camping not recommended to protect health & safety
Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.

Key Information

Distance to nearest toilet facilities: 0 m
 Distance to nearest disposal facilities: 63 m
 Total car parking spaces available:
 Mapped Area: 325 m²

Land Details

Suburb: Glenorchy
 Closest Street: Jetty Street

Asset ID: CRP-5

Owner: Queenstown Lakes District Council

Affected Surveys: SO 9314



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street concrete parking area.
 No marking parking spaces.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Zoning

Consider Constraints

Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche

Constraint Notes

Hard Constraints

PDP Community Purposes zone, hard constraint does not apply to carpark.

Consider Constraints

Recently active alluvial fan and Flood risk present a H&S risk, signage suggested to highlight the natural hazard exposure of Glenorchy. Note, the entirety of Glenorchy is included in both the flooding and recently active alluvial fan natural hazard layer, but controls beyond what is highlighted in the existing "Glenorchy and Kinloch Natural Hazards: Risk Analysis Report", 26.08.24 Beca study not required. War memorial fronting Mull Street (Ref No 23) unlikely to be impacted by carparking to the rear. Angle parking will remain available on Mull Street. Controls not required. Interpretive signage of nearby heritage features optional. Traffic & zoning covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Signage to highlight natural hazard risk present, including flood, lake seiche and active alluvial fan (debris flow) (to protect H&S)

Key Information

Distance to nearest toilet facilities: 2761 m
 Distance to nearest disposal facilities: 2795 m
 Total car parking spaces available:
 Mapped Area: 1349 m²

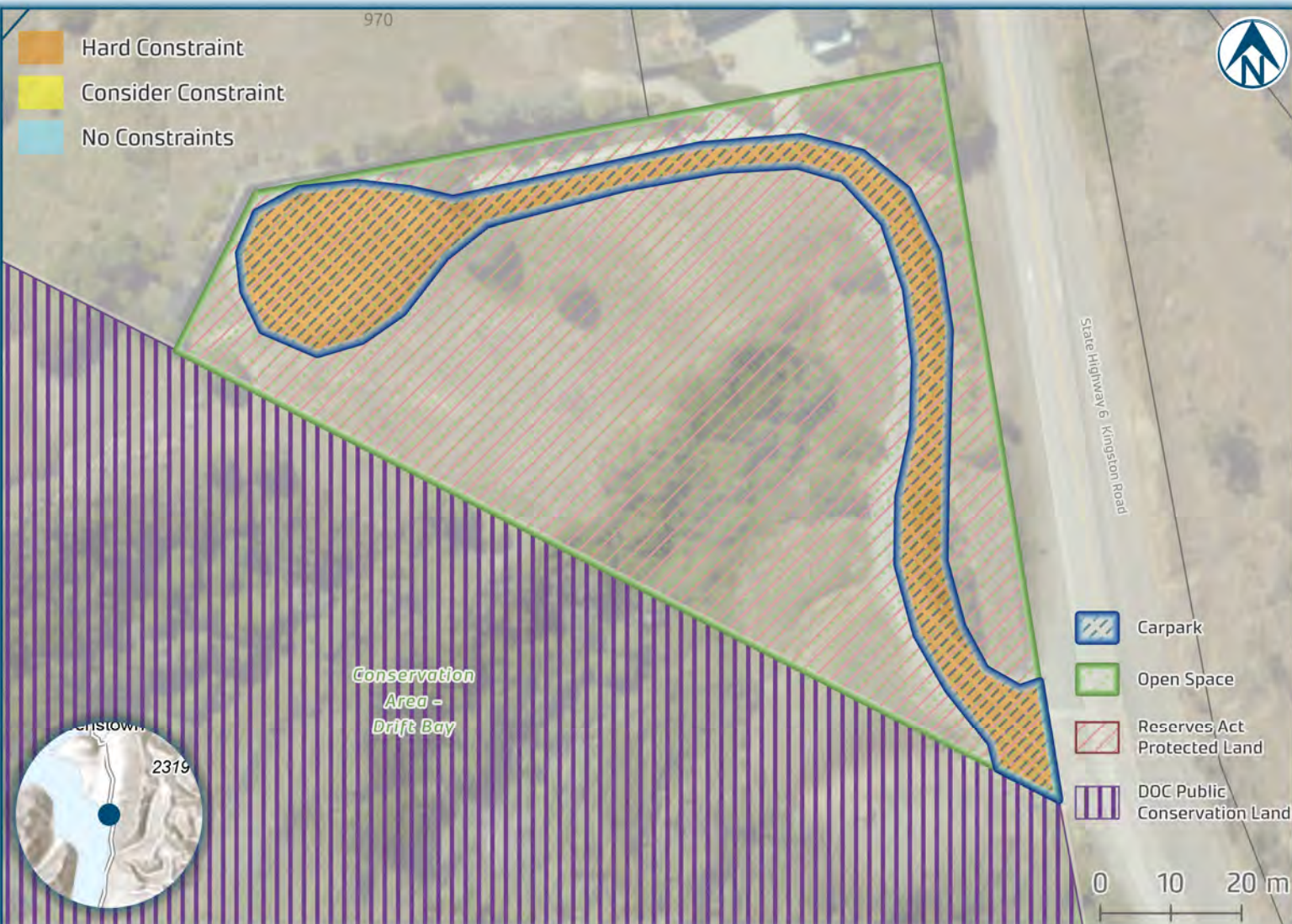
Land Details

Suburb: Jacks Point
 Closest Street: State Highway 6

Asset ID: CRP-175

Owner: Queenstown Lakes District Council

Affected Surveys: DP 27520, DP 406241, DP 437831



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Carpark Details

Off Street gravel parking area at the end of a gravel access road.
 No marked parking spaces.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users. Ensure freedom camping spaces do not obstruct accessway.

Mapped Constraints

Hard Constraints

Protected

Consider Constraints

Carpark, Zoning

Constraint Notes

Hard Constraints

PDP Informal Recreation zone, hard constraint does not apply to carpark.

Consider Constraints

Refer transport recommendations

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Refer transport recommendations

Key Information

Distance to nearest toilet facilities: 473 m
Distance to nearest disposal facilities: 24 m
Total car parking spaces available:
Mapped Area: 547 m²

Land Details

Suburb: Kingston
Closest Street: Jetty Street

Asset ID: CRP-118

Owner: Queenstown Lakes District Council

Affected Surveys: DP 318631



Site-specific assessment result: Site-specific hazard assessment recommended to confirm appropriate H&S controls.

Carpark Details

Mapped area not considered a parking area. Off-road parking area is connected. Mapped carparking extents includes a cul-de-sac, boat ramp and walkway access path.

Transport Assessment Summary

Freedom camping within the mapped area would block access to Te Kere Haka Reserve parking area and use of the Kingston Boat Ramp. Freedom camping would restrict public use of facilities. Shared space with key destination. Freedom camping may result in conflicts with other road users and recreational visitors, leading to Health and Safety risks to freedom campers and others.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users. Recommend restricting freedom camping to formed, off-road areas only to protect access, the area and health and safety.

Mapped Constraints

Hard Constraints

Open Water, Protected, Water, Zoning

Consider Constraints

Alluvial Fan, Carpark, Lake Seiche, Open Water, Road Speed, Significant Bird, Zoning

Constraint Notes

Hard Constraints

Open water is not on QLDC land, hard constraint does not apply. Zoning/carpark not mapped accurately, hard constraint does not apply to carpark.

Consider Constraints

Recently active alluvial fan present a risk to H&S, recommended site specific assessment to confirm risk and recommended controls. Appears a creek above the carpark area is not currently included as an active channel. We recommend this is investigated as part of any site specific natural hazard assessment. Lake Seiche presents a H&S risk in a large earthquake. Road speed does not apply to off-road carpark. Significant bird habitat located outside adjacent to carparking area requires protection. Te Ao Marama: Wahi Tupuna present, consultation recommended.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Site-specific natural hazard assessment due to alluvial fan. Recommend signage regarding earthquake/lake seiche/debris flow (from adjacent creek) risk (to protect H&S). Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area). Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.

Key Information

Distance to nearest toilet facilities: 0 m
 Distance to nearest disposal facilities: 5146 m
 Total car parking spaces available:
 Mapped Area: 30761 m²

Land Details

Suburb: Kingston
 Closest Street: State Highway 6

Asset ID: No QLDC ID

Owner:

Affected Surveys: SO 13789, SO 814



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Grassed area with gravel access roads.
 Currently a designated freedom camping area.

Transport Assessment Summary

Freedom camping may damage unformed areas.
 Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

QLDC may consider restrictions on numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for freedom campers and other users.

Mapped Constraints

Hard Constraints

Open Water, Road Class, Road Owner, Road Speed, Water, Zoning

Consider Constraints

Heritage, Lake Seiche, Open Water, Significant Bird

Constraint Notes

Hard Constraints

Open water is not on QLDC land, hard constraint does not apply.
 Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.

Consider Constraints

Heritage feature is mapped to lake parcel and does not apply to site.
 Lake Seiche presents a potential H&S risk in a large earthquake.
 Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend signage regarding earthquake/lake seiche risk (to protect H&S)

Key Information

Distance to nearest toilet facilities: 264 m
Distance to nearest disposal facilities: 1938 m
Total car parking spaces available:
Mapped Area: 960 m²

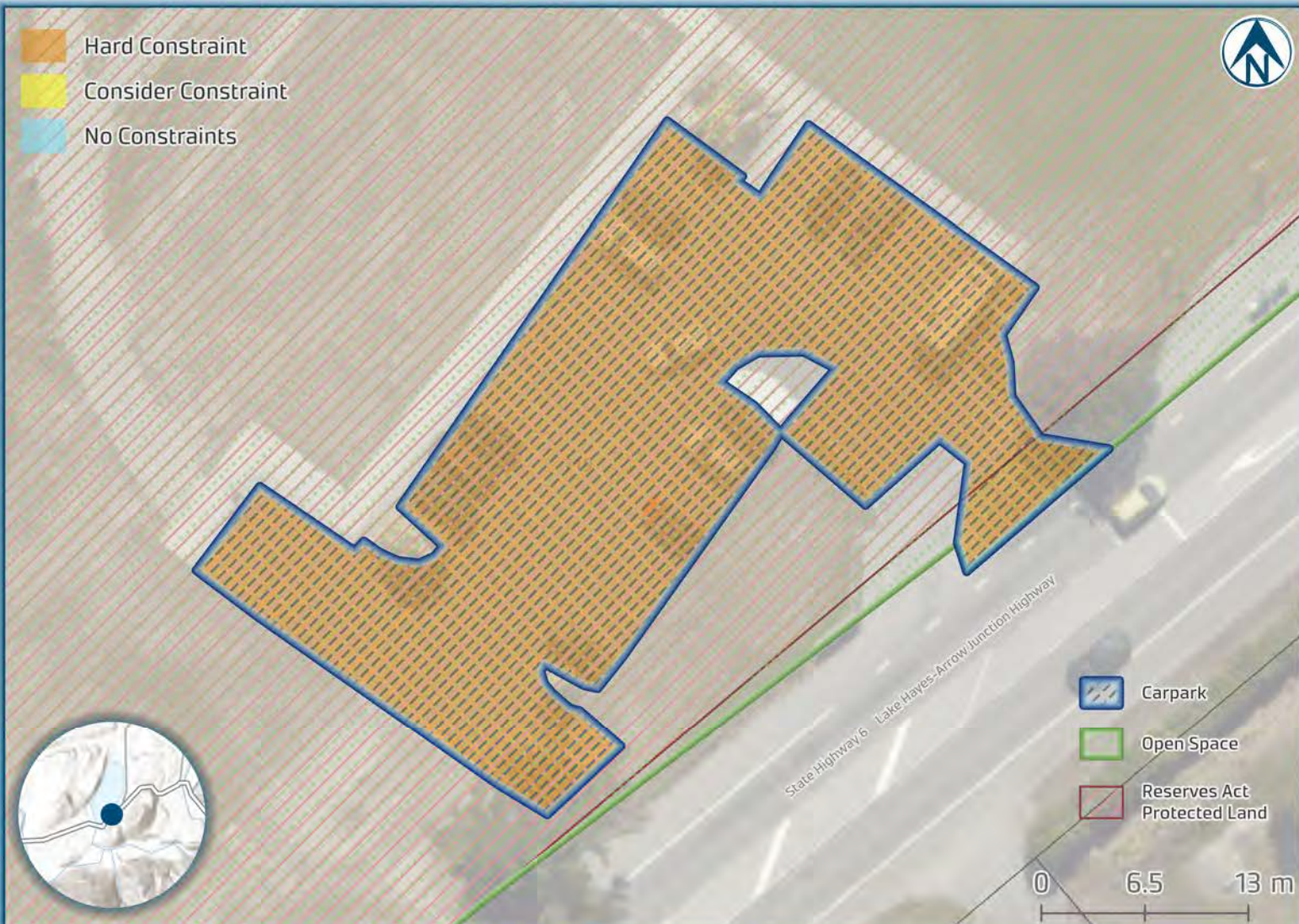
Land Details

Suburb: Lake Hayes
Closest Street: Lake Hayes-Arrow Junction Highway

Asset ID: CRP-91

Owner: Queenstown Lakes District Council

Affected Surveys: DP 358504, SO 1505



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street sealed parking area.
Angled parking spaces marked.
Fully within Reserves Act Protected Land except entrance.
Camping currently prohibited based on signage.

Transport Assessment Summary

This is a constrained area, larger vehicles may obstruct turning vehicles.
Freedom camping may reduce available carparks for reserve and showground visitors, particularly during peak times.
Insufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Protected, Road Owner, Zoning

Consider Constraints

Carpark, Fire, Heritage, Lease, Road Speed, Zoning

Constraint Notes

Hard Constraints

Carparking area is separated from road, hard constraint does not apply to carpark.
PDP Community Purposes zone, hard constraint does not apply to carpark.

Consider Constraints

High fire risk zone as per QLDC, presents an H6S risk.
No recorded heritage attributes within defined carpark area. Area has been utilised since early 1900s for A&P shows so possible subsurface archaeology and intangible heritage values due to historic use of the site. Unlikely to be impacted provided parking restricted to designated area. Subsurface archaeology could be affected where development/ infrastructure is required. No controls required.
Check details of nearby lease/license agreement.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend appropriate signage to communicate fire risk and related controls (to protect H6S)
As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 702 m
Distance to nearest disposal facilities: 3 m
Total car parking spaces available:
Mapped Area: 652 m²

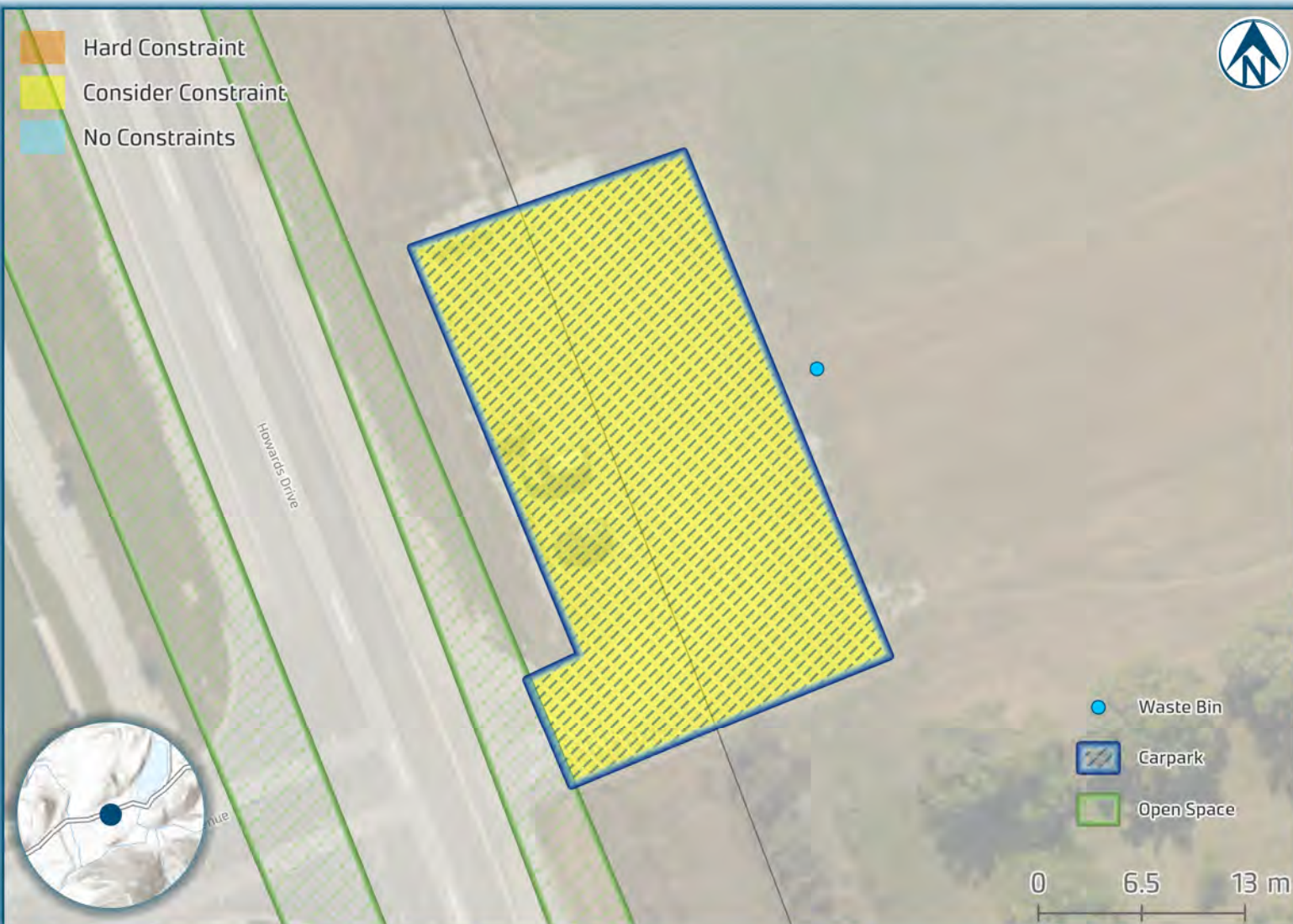
Land Details

Suburb: Lake Hayes Estate
Closest Street: Howards Drive

Asset ID: CRP-183

Owner: Queenstown Lakes District Council

Affected Surveys: DP 22156, DP 441022, DP 534873, DP 536321, DP 538650



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Carpark Details

Off street gravel parking area.
No marked parking spaces.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Consider Constraints

Carpark

Constraint Notes

Hard Constraints

PDP Te Pūtahi Ladies Mile zone, hard constraint does not apply to carpark.

Consider Constraints

Covered by transport assessment

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 195 m
Distance to nearest disposal facilities: 2 m
Total car parking spaces available:
Mapped Area: m²

Land Details

Suburb: Outer Wakatipu
Closest Street: Coal Pit Road

Asset ID: No QLDC ID

Owner:

Affected Surveys: SO 24523, SO 325489, SO 369853, SO 411442



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street gravel pull in/parking area.
No marked parking spaces.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Ensure freedom camping doesn't block the access road for the residential area.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

3 Waters, Road Class, Road Owner, Road Speed

Consider Constraints

Alluvial Fan, Fire

Constraint Notes

Hard Constraints

3 Waters wastewater asset does not apply to carpark area, hard constraint does not apply.
Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.
Zoning does not apply to carpark area, hard constraint does not apply.

Consider Constraints

Recently active alluvial fan within site, recommended signage to communicate risk
No heritage attributes recorded within the designated parking area. Small stone building confirmed as a replica/not historic.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend signage highlighting the possibility of a debris flow following heavy rain event (to protect health and safety)

Key Information

Distance to nearest toilet facilities: 478 m
Distance to nearest disposal facilities: 440 m
Total car parking spaces available:
Mapped Area: 680 m²

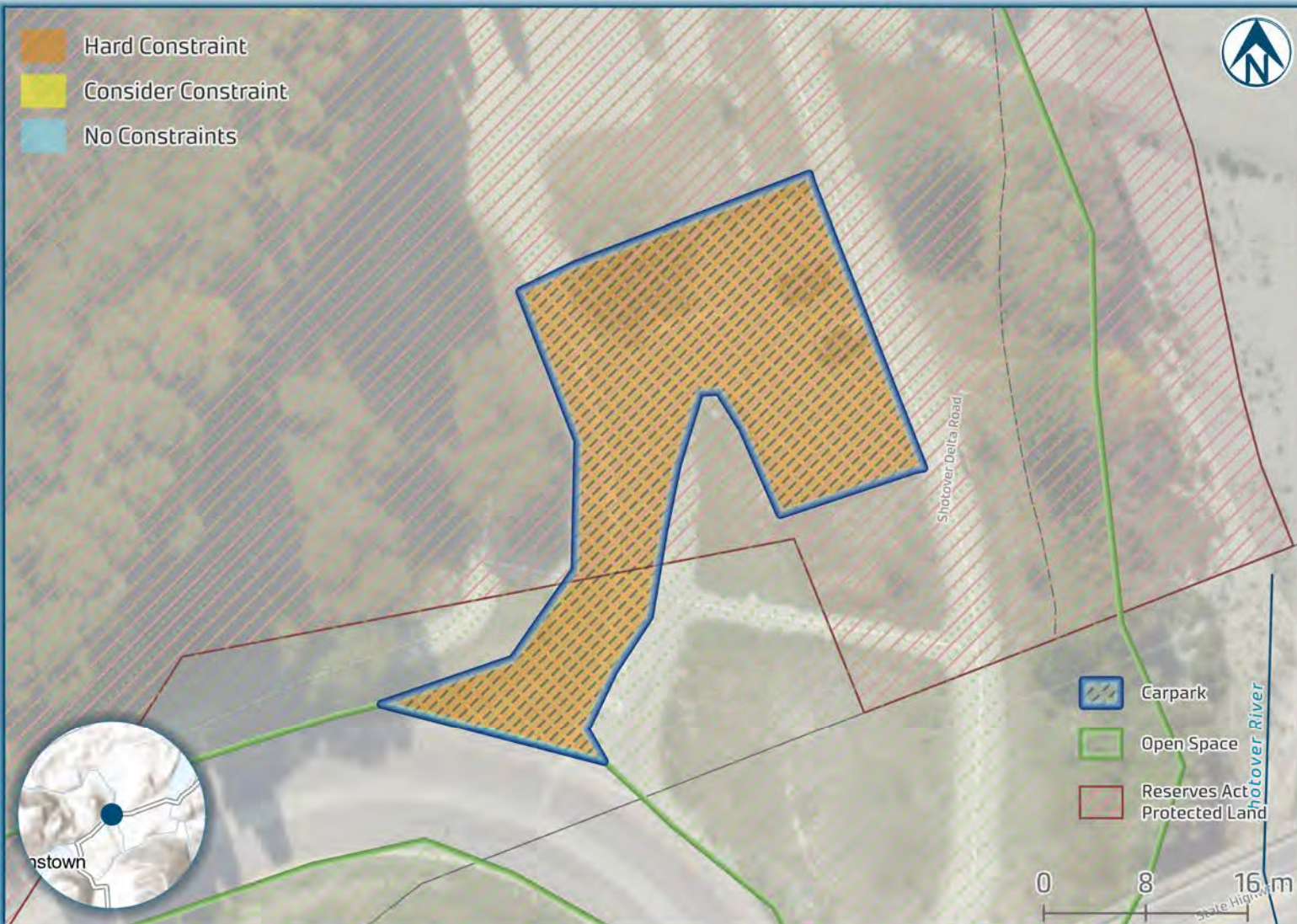
Land Details

Suburb: Quail Rise
Closest Street: Shotover Delta Road

Asset ID: CRP-92

Owner: Queenstown Lakes District Council

Affected Surveys: SO 376547, SO 409393



Site-specific assessment result: Site-specific hazard assessment recommended to confirm appropriate H&S controls.

Carpark Details

Off street gravel parking area.
No marked parking spaces.
Fully with Reserves Act Protected Land except entrance.

Transport Assessment Summary

This is a relatively small carpark access and turning may be obstructed by larger vehicles. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Should the council want to carry out works to improve the access and/or increase the turning area, then this spot may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Protected, Zoning

Consider Constraints

Carpark, Flood, Open Water, Road Speed, Zoning

Constraint Notes

Hard Constraints

PDP Informal Recreation zone, hard constraint does not apply to carpark.

Consider Constraints

Flood risk requires site specific assessment to confirm risk and recommended controls to protect H&S.
Open water requires protection from the negative effects of freedom camping.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Site specific natural hazard assessment of flooding risk to confirm recommended controls
No camping within 10m of water body (to protect area)
As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 52 m
Distance to nearest disposal facilities: 0 m
Total car parking spaces available:
Mapped Area: 736 m²

Land Details

Suburb: Quail Rise
Closest Street: Tucker Beach Road

Asset ID: CRP-83

Owner:

Affected Surveys:



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Carpark Details Off street sealed parking area. No marked parking spaces. Camping prohibited based on signage.	Transport Assessment Summary This is a constrained area, turning of larger vehicles may be obstructed by other parked vehicles. Significant physical works would be required to provide appropriate access and maneuvering space. Freedom camping will reduce available parking for recreational use. Shared space with key destination, consider negative health and safety impacts of freedom camping on recreational visitors.	Recommended Transport Restrictions Should the council want to carry out works to improve the access and/or increase the turning area, then this spot may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.
Mapped Constraints Hard Constraints Zoning Consider Constraints Carpark, Road Class, Road Speed	Constraint Notes Hard Constraints PDP Rural zone, hard constraint does not apply to carpark. Consider Constraints Road Class and Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommended Site Specific Controls Hard Constraints None Consider Constraints None

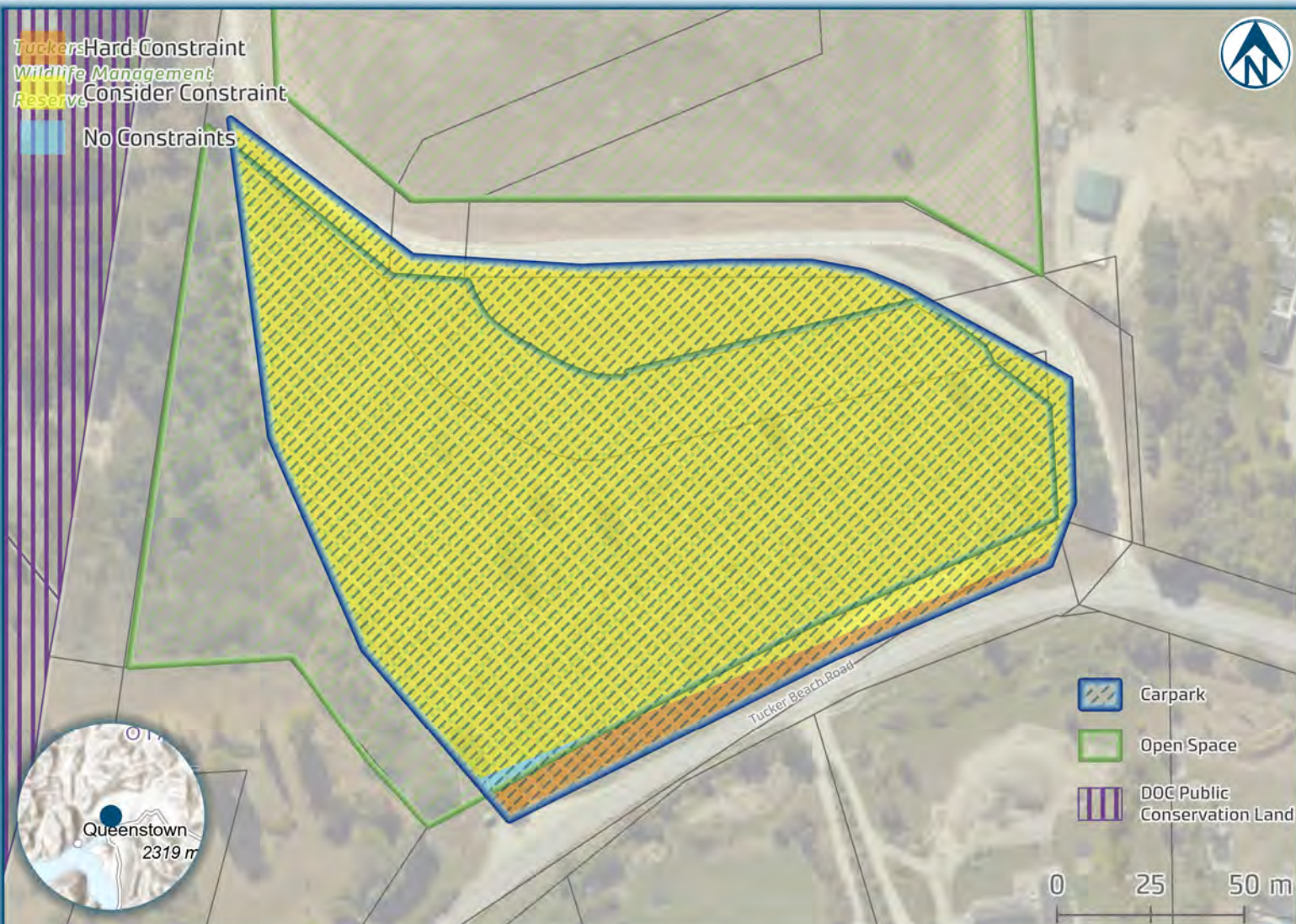
Key Information

Distance to nearest toilet facilities: 1536 m
 Distance to nearest disposal facilities: 1536 m
 Total car parking spaces available:
 Mapped Area: m²

Land Details

Suburb: Quail Rise
 Closest Street: Tucker Beach Road

Asset ID: No QLDC ID
 Owner: Queenstown Lakes District Council
 Affected Surveys: SO 302193



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.

Carpark Details

Small dirt pull in area off the road.
 Majority of site is a fenced paddock.

Transport Assessment Summary

Freedom camping would block thoroughfare access. Significant physical works would be required to provide appropriate access and maneuvering space.
 Freedom camping may damage unformed area.

Recommended Transport Restrictions

Should the council develop the land further and provide a formed parking area with appropriate access and maneuvering space, then this site may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
 Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Road Class, Road Speed

Consider Constraints

Archaeological

Constraint Notes

Hard Constraints

Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.
 PDP Wakatipu Basin Rural Amenity zone, hard constraint does not apply to carpark.

Consider Constraints

No surface archaeological features expected in existing carparking area. If significant physical works are proposed, recommend an archaeological assessment prior to any excavation works.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 25 m
Distance to nearest disposal facilities: 144 m
Total car parking spaces available:
Mapped Area: 1196 m²

Land Details

Suburb: Queenstown Central
Closest Street: Lake Esplanade

Asset ID: CRP-14

Owner:

Affected Surveys: SO 17256



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street sealed parking area.
No marked parking spaces.
Some of the parking area is within Reserves Act Protected Land

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Open Water, Protected, Road Class, Road Speed, Water, Zoning

Consider Constraints

Alluvial Fan, Carpark, Lake Seiche, Lease, Open Water, Road Class, Road Speed, Significant Bird, Zoning

Constraint Notes

Hard Constraints

Open water is not on QLDC land, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. Zoning does not apply to carpark.

Consider Constraints

Recently active alluvial fan presents a H&S risk, recommended signage in order to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Check details of nearby lease/license agreement. Road Class, Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Te Ao Marama: Wahi Tupuna present, consultation recommended.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend signage highlighting the possibility of a debris flow following heavy rain event (to protect H&S). Recommend signage regarding earthquake/lake seiche risk (to protect H&S). Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area). Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended. As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 273 m
Distance to nearest disposal facilities: 189 m
Total car parking spaces available:
Mapped Area: 4220 m²

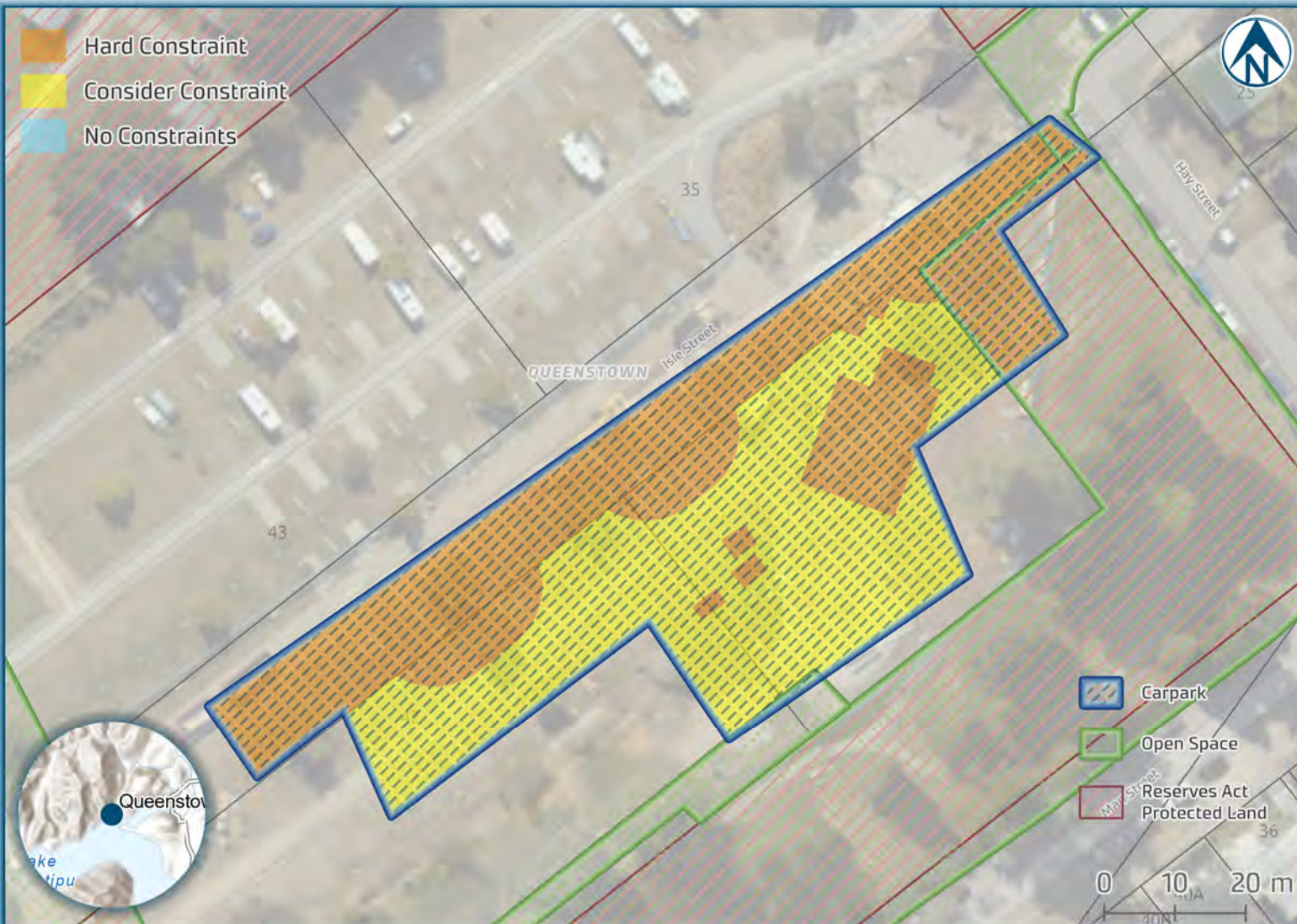
Land Details

Suburb: Queenstown Central
Closest Street: Isle Street

Asset ID: No QLDC ID

Owner: Queenstown Lakes District Council

Affected Surveys: DP 590878, DP 7498



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.

Carpark Details

Off road sealed parking area.
Angled parking spaces marked.
Slight overlap with Reserves Act Prohibited Land at the entrance.
Camping currently prohibited based on signage.

Transport Assessment Summary

There is not spaces suitable for larger motorhomes.
Parking space for key destination, assumed high occupancy. Freedom camping may reduce available carparks for reserve visitors.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

3 Waters, Built Asset, Protected, Road Class, Zoning

Consider Constraints

Alluvial Fan, Carpark, Road Speed

Constraint Notes

Hard Constraints

3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark.
Built asset does not apply to carparking area, Hard constraint does not apply to carpark.
Road Class: Carparking area is separated from road, hard constraint does not apply to carpark.
ODP Queenstown Town Centre zone, hard constraint does not apply to carpark.

Consider Constraints

Alluvial fan less recently active, low H&S risk, noted constraint only.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

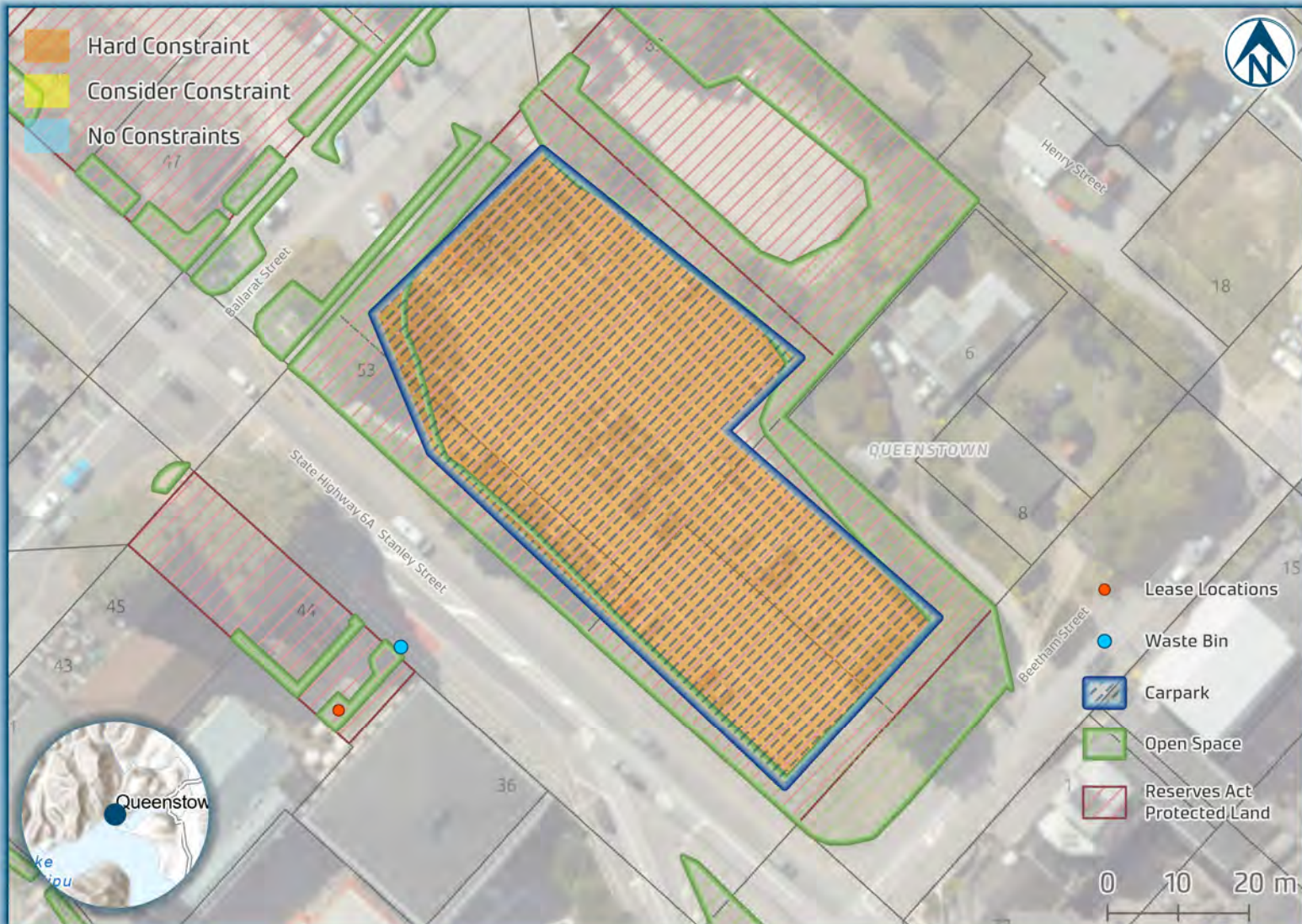
Key Information

Distance to nearest toilet facilities: 129 m
 Distance to nearest disposal facilities: 23 m
 Total car parking spaces available:
 Mapped Area: 3256 m²

Land Details

Suburb: Queenstown Central
 Closest Street: State Highway 6A

Asset ID: No QLDC ID
 Owner: Queenstown Lakes District Council
 Affected Surveys: SO 14829, SO 19720, SO 19721



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision

Carpark Details

Fully within Reserves Act Protected Land except at entrance.
 Previously a carpark with marked spaces.

Transport Assessment Summary

This is currently a stockpile site and temporary construction office to support the construction of the Queenstown Centre Arterial road. Otherwise, assumed to be a high occupancy carpark for key town centre destinations.
 Insufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Should the site revert back to a marked carpark after the completion of the Queenstown Arterial Road, then based on occupancy and other uses, the council may consider the site suitable for freedom camping.
 Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
 Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Protected

Consider Constraints

Alluvial Fan, Archaeological, Carpark, Protected Area

Constraint Notes

Hard Constraints

No hard constraints mapped

Consider Constraints

Alluvial fan less recently active, low H&S risk, noted constraint only.
 Inaccurate ArchSite coordinates - recorded ArchSite (E41/244) does not apply to defined carpark area and refers to Courthouse on southern side of Stanley Street, no controls required.
 Reserve Land - QLDC decision
 Traffic & zoning covered by transport assessment

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 97 m
Distance to nearest disposal facilities: 20 m
Total car parking spaces available:
Mapped Area: 1530 m²

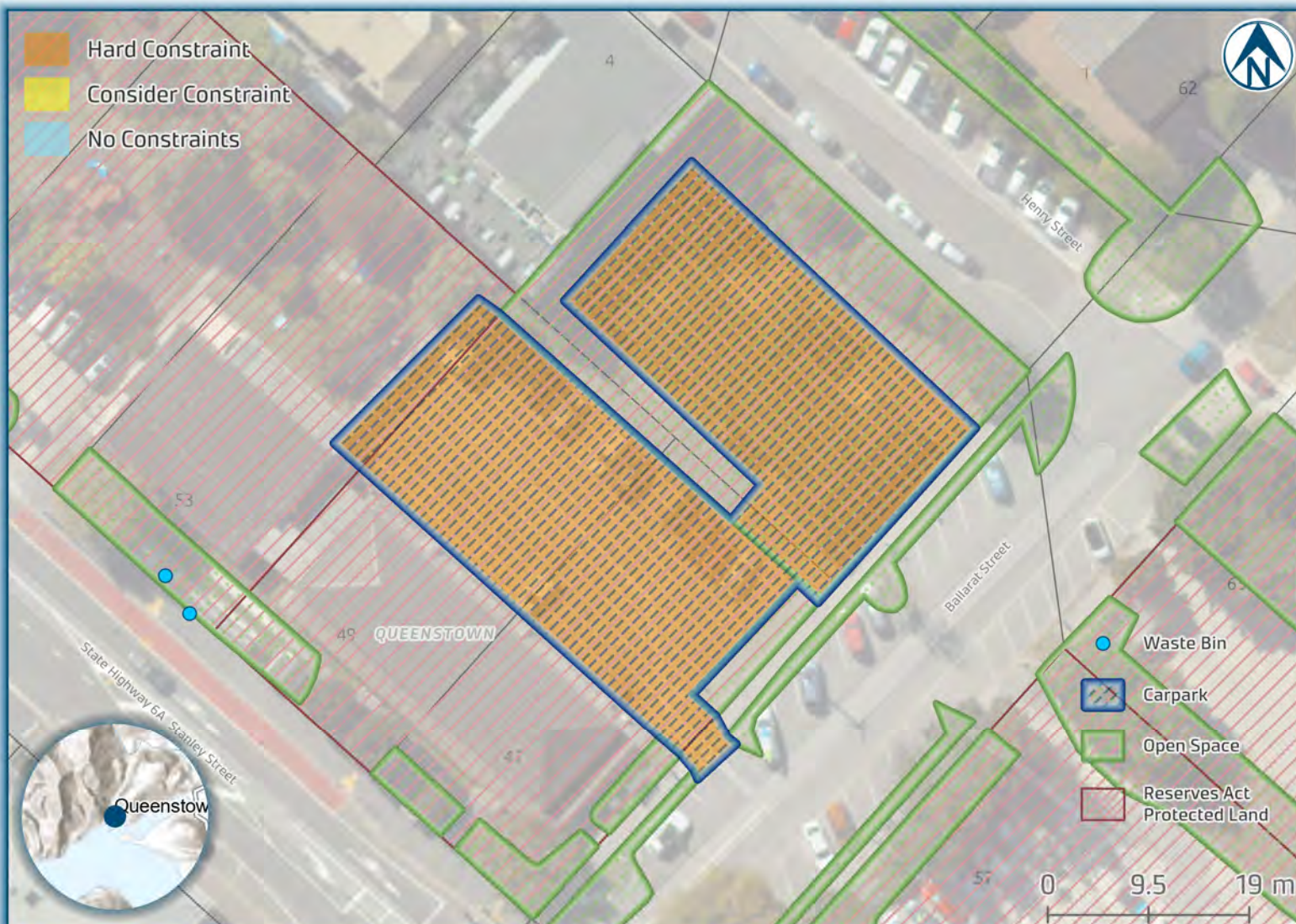
Land Details

Suburb: Queenstown Central
Closest Street: Ballarat Street

Asset ID: CRP-192

Owner: His Majesty the King, Queenstown Lakes District Council

Affected Surveys: SO 14829, SO 19720



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision

Carpark Details

Off street concrete parking area.
Angled parking spaces marked.
Buildings previously on site have been demolished.
Fully within Reserves Act Protected Land except entrance.
Camping currently prohibited based on signage.

Transport Assessment Summary

Freedom camping may reduce available carparks.
Unrestricted freedom camping could negatively affect public access, particularly during peak hours.
Insufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Built Asset, Protected, Road Class, Zoning

Consider Constraints

Alluvial Fan, Archaeological, Carpark, Protected Area, Road Speed

Constraint Notes

Hard Constraints

Built asset does not apply to carpark due to mapping, hard constraint does not apply to carpark.
Road Class: Carparking area is separated from road, hard constraint does not apply to carpark.
PDP Queenstown Town Centre, hard constraint does not apply to carpark.

Consider Constraints

Alluvial fan less recently active, low H&S risk, noted constraint only
Inaccurate ArchSite coordinates - recorded ArchSite (E41/244) does not apply to defined carpark area and refers to Courthouse on southern side of Stanley Street, no controls required.
Reserve Land - QLDC decision.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 2 m
 Distance to nearest disposal facilities: 1751 m
 Total car parking spaces available:
 Mapped Area: 4705 m²

Land Details

Suburb: Upper Clutha Valley
 Closest Street: State Highway 8A

Asset ID: CRP-182

Owner: County of Vincent, Vincent County Council

Affected Surveys: SO 12382, SO 9096



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures. Note: Reserve land requires QLDC decision.

Carpark Details

Off road gravel parking area.
 No marked parking spaces.
 Currently a freedom camping spot.
 Slight overlap with Reserves Act Protected Land on access road through the back of the site.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

QLDC may consider restrictions on numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for freedom campers and other users.

Mapped Constraints

Hard Constraints

Protected, Road Class, Road Owner, Road Speed, Zoning

Consider Constraints

Carpark, Protected Area, Zoning

Constraint Notes

Hard Constraints

Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.
 PDP Informal Recreation zone, hard constraint does not apply to carpark.

Consider Constraints

Reserve Land - QLDC decision.
 Traffic & zoning covered by transport assessment.
 No heritage attributes recorded within the designated carpark area but E40/255 immediately adjacent.
 Te Ao Marama: Wahi Tupuna across part of site, consultation recommended

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend advisory signage advising of presence of archaeological site. Interpretative signage optional. Ensure camping/parking undertaken within designated parking area. Avoid track formation within ArchSite extent to protect archaeological values and artefacts.
 Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.

Key Information

Distance to nearest toilet facilities: 3540 m
 Distance to nearest disposal facilities: 3542 m
 Total car parking spaces available:
 Mapped Area: m²

Land Details

Suburb: Upper Clutha Valley
 Closest Street: Camp Hill Road

Asset ID: No QLDC ID

Owner:

Affected Surveys: SO 439904



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street gravel parking area.
 No marked parking spaces.
 Camping currently prohibited based on signage.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.

Mapped Constraints

Hard Constraints

Road Class, Road Speed

Consider Constraints

Flood, Open Water

Constraint Notes

Hard Constraints

Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.
 PDP Rural zone, hard constraint does not apply to carpark.

Consider Constraints

Flood hazard polygon present due to dam breach scenario. Car park is considered sufficiently above the river level such that signage is considered sufficient to protect H&S.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Signage indicating that camping is not recommended during significant rainfall events (to protect H&S)
 No camping within 10m of water body (to protect the area)

Key Information

Distance to nearest toilet facilities: 5 m
Distance to nearest disposal facilities: 7 m
Total car parking spaces available:
Mapped Area: 773 m²

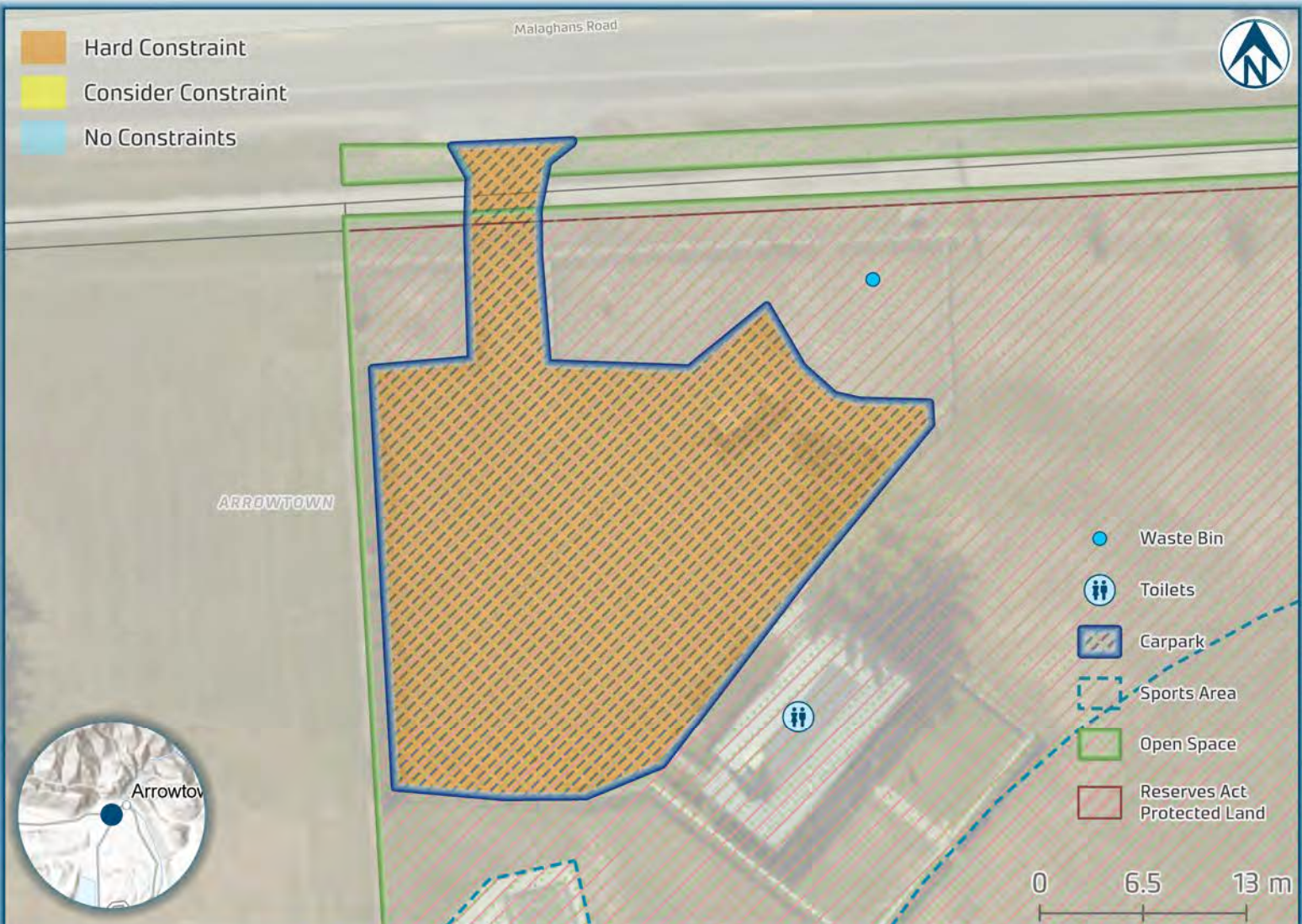
Land Details

Suburb: Wakatipu Basin
Closest Street: Malaghans Road

Asset ID: CRP-125

Owner: Queenstown Lakes District Council

Affected Surveys: SO 434963



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Carpark Details Off street gravel parking area. No marked parking spaces.	Transport Assessment Summary Carparking for community facility could see high use during peak times. Unrestricted freedom camping could negatively affect public access.	Recommended Transport Restrictions Ensure freedom camping spaces do not obstruct access to community facilities. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.
Mapped Constraints Hard Constraints Protected, Road Speed, Zoning Consider Constraints Carpark, Lease, Road Class, Zoning	Constraint Notes Hard Constraints Road Speed does not apply to fully separated carpark, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark. Consider Constraints Check details of nearby lease/license agreement. Road Class does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommended Site Specific Controls Hard Constraints None Consider Constraints As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 97 m
 Distance to nearest disposal facilities: 2 m
 Total car parking spaces available:
 Mapped Area: 9689 m²

Land Details

Suburb: Wānaka Central
 Closest Street: Sir Tim Wallis Drive

Asset ID: CRP-196

Owner: Queenstown Lakes District Council

Affected Surveys: DP 471996, DP 484179, DP 523538, SO 546384



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Carpark Details

Off street sealed carpark.
 Angled parking spaces marked.

Transport Assessment Summary

Potentially diverse range of visitors that may include children, families, elderly, and disabled, leading to Health and Safety risks to vulnerable road users.
 Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
 Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
 Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

3 Waters, Zoning

Consider Constraints

Carpark, Road Speed

Constraint Notes

Hard Constraints

3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark.
 PDP Community Purposes zone, hard constraint does not apply to carpark. Consider intended use and occupancy of carpark.

Consider Constraints

Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 9 m
Distance to nearest disposal facilities: 1 m
Total car parking spaces available:
Mapped Area: 2363 m²

Land Details

Suburb: Wānaka Central
Closest Street: Ardmore Street

Asset ID: CRP-179

Owner: Queenstown Lakes District Council

Affected Surveys: DP 544615, SO 20773



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street sealed parking area.
Angled parking spaces marked.
Camping currently prohibited based on signage.
Fully within Reserves Act Protected Land

Transport Assessment Summary

Freedom camping may reduce available carparks for reserve visitors.
Unrestricted freedom camping could negatively affect public access, particularly during peak hours.
Insufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Flood, Open Water, Protected, Water

Consider Constraints

Carpark, Flood, Lake Seiche, Lease, Significant Bird, Zoning

Constraint Notes

Hard Constraints

Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H6S.
Open water is not on QLDC land, hard constraint does not apply.
PDP Informal Recreation zone, hard constraint does not apply to carpark.

Consider Constraints

Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H6S.
Lake Seiche presents a potential H6S risk in a large earthquake.
Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply.
Check details of nearby lease/license agreement.
Traffic & zoning covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

Recommend signage regarding flooding risk/ earthquake/lake seiche risk (to protect H6S)

Consider Constraints

Recommend signage regarding flooding risk/ earthquake/lake seiche risk (to protect H6S)
As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 10 m
Distance to nearest disposal facilities: 8 m
Total car parking spaces available:
Mapped Area: 3744 m²

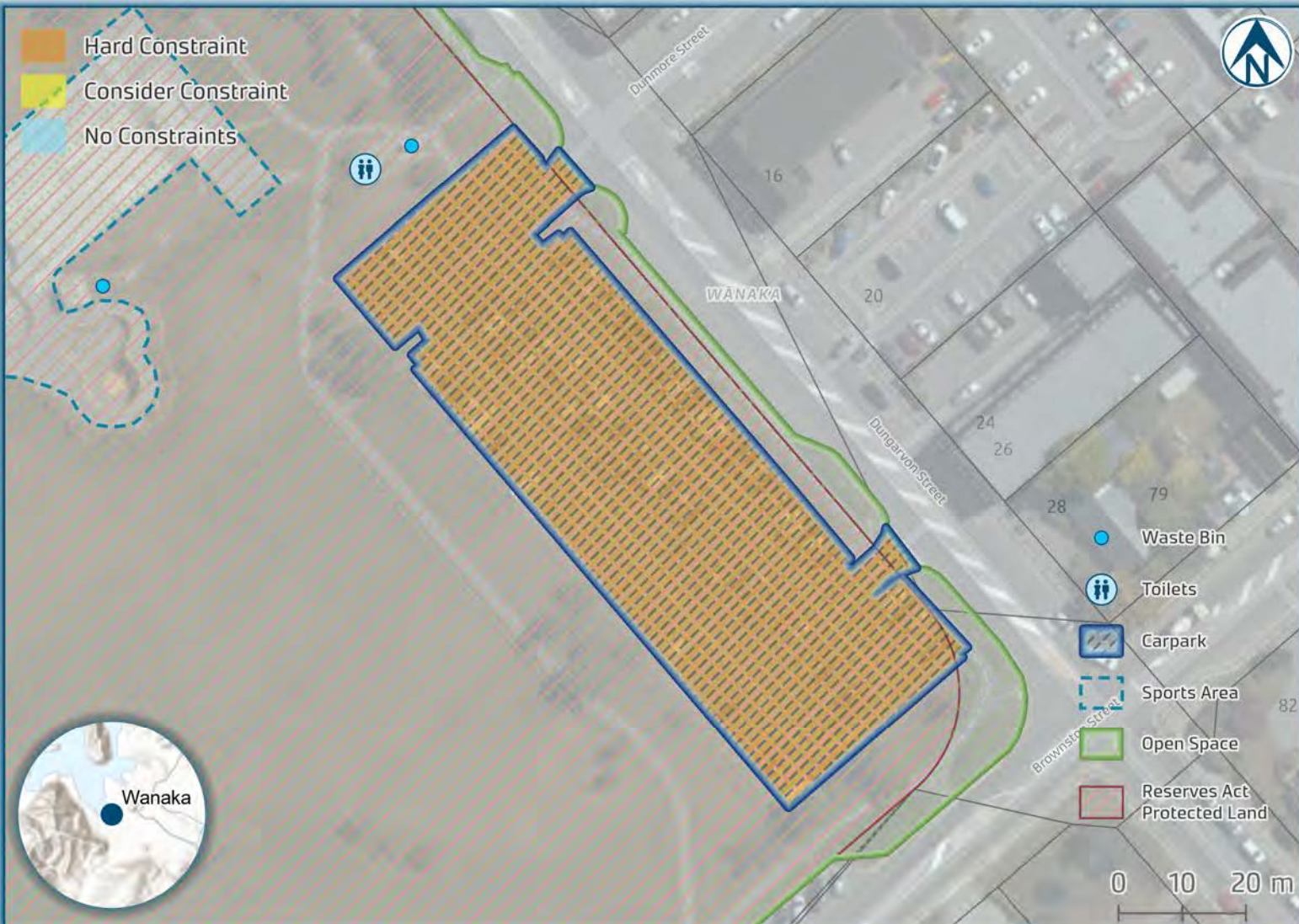
Land Details

Suburb: Wānaka Central
Closest Street: Dungarvon Street

Asset ID: CRP-35

Owner: Queenstown Lakes District Council

Affected Surveys: DP 544615, SO 16832



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street sealed parking area.
Angled parking spaces marked.
Camping currently prohibited based on signage.
Fully within Reserves Act Protected Land except entrance

Transport Assessment Summary

Freedom camping may reduce available carparks for reserve visitors.
Unrestricted freedom camping could negatively affect public access, particularly during peak hours.
Insufficient parking space available outside of reserve land.

Recommended Transport Restrictions

Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Flood, Protected, Road Class, Zoning

Consider Constraints

Carpark, Flood, Lake Seiche, Lease, Open Water, Road Speed

Constraint Notes

Hard Constraints

Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S.
Road Class: Carparking area is separated from road, hard constraint does not apply to carpark.
PDP Community Purposes zone, hard constraint does not apply to carpark.

Consider Constraints

Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S.
Lake Seiche presents a potential H&S risk in a large earthquake.
Check details of nearby lease/license agreement.
Open water requires protection from the negative effects of freedom camping.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

Recommend signage regarding flooding risk/ earthquake/lake seiche risk (to protect H&S)

Consider Constraints

Recommend signage regarding flooding risk/ earthquake/lake seiche risk (to protect H&S)

Key Information

Distance to nearest toilet facilities: 2 m
Distance to nearest disposal facilities: 5 m
Total car parking spaces available:
Mapped Area: 797 m²

Land Details

Suburb: Wānaka North
Closest Street: Allenby Place

Asset ID: CRP-55

Owner: Queenstown Lakes District Council

Affected Surveys: DP 303952, DP 574814, SO 573783



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details Off street gravel parking area. No marked parking spaces. Close to residential area. Camping currently prohibited based on signage.	Transport Assessment Summary Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommended Transport Restrictions Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.
Mapped Constraints Hard Constraints Built Asset, Protected Consider Constraints Carpark, Fire, Zoning	Constraint Notes Hard Constraints Built asset/carpark not mapped accurately, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark. Consider Constraints Traffic & zoning covered by transport assessment. High fire risk zone as per QLDC presents an H&S risk.	Recommended Site Specific Controls Hard Constraints None Consider Constraints Recommend appropriate signage to communicate fire risk and related controls (to protect H&S)

Key Information

Distance to nearest toilet facilities: 971 m
 Distance to nearest disposal facilities: 491 m
 Total car parking spaces available:
 Mapped Area: 592 m²

Land Details

Suburb: Wānaka Waterfront
 Closest Street: Platinum Ridge

Asset ID: CRP-90

Owner: Queenstown Lakes District Council

Affected Surveys: DP 399076



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street seal parking area.
 Angled parking spaces are marked.
 Backs onto residential area.

Transport Assessment Summary

This is a constrained area, larger vehicles may obstruct turning vehicles.
 Potential increased conflict with bikes due to site activity, leading to health and safety risks for vulnerable road users.
 Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
 Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Protected

Consider Constraints

Carpark, Fire, Zoning

Constraint Notes

Hard Constraints

PDP Informal Recreation zone, hard constraint does not apply to carpark.

Consider Constraints

Traffic & zoning covered by transport assessment.
 High fire risk zone as per QLDC, presents an H&S risk.
 Note, site is adjacent to Ngai Tahu land, check for ownership/use agreements

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Consider signage identifying area as a high fire risk.
 Manage through fire risk systems (to protect H&S)

Key Information

Distance to nearest toilet facilities: 508 m
Distance to nearest disposal facilities: 1130 m
Total car parking spaces available:
Mapped Area: 1145 m²

Land Details

Suburb: Wānaka Waterfront
Closest Street: Beacon Point Road

Asset ID: CRP-650

Owner:

Affected Surveys:



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Gravel parking area adjacent to quiet gravel road.
Camping currently prohibited based on signage.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Road Class

Consider Constraints

Carpark, Lake Seiche, Road Speed

Constraint Notes

Hard Constraints

Refer to transport assessment.
Zoning does not apply to carparking area, hard constraint does not apply.

Consider Constraints

Lake Seiche presents a potential H&S risk in a large earthquake.
Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

Recommend signage regarding earthquake/lake seiche risk (to protect H&S)

Key Information

Distance to nearest toilet facilities: 156 m
Distance to nearest disposal facilities: 129 m
Total car parking spaces available:
Mapped Area: 4913 m²

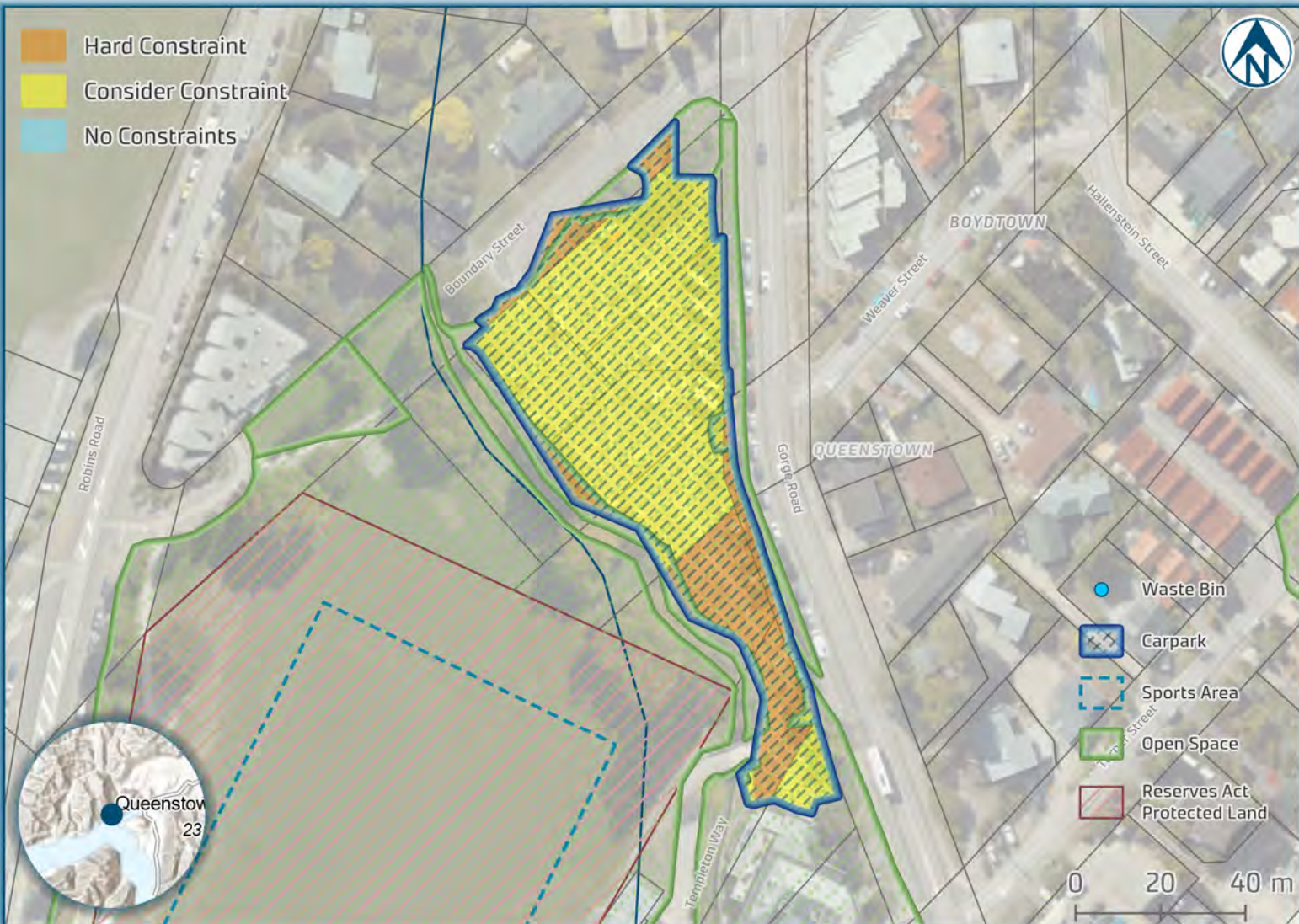
Land Details

Suburb: Warren Park
Closest Street: Boundary Street

Asset ID: CRP-144

Owner: Queenstown Lakes District Council,
Queenstown-Lakes District Council

Affected Surveys: DP 10627, SO 14829, SO 17927



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Of street sealed parking area.
Angled parking spaces are marked.
Camping currently prohibited based on signage.

Transport Assessment Summary

Data shows high occupancy during the day.
Reduced carpark availability could negatively impact access to the carpark for others.
Shared space with key destination

Recommended Transport Restrictions

Should occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location.
Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
Recommend restricting camping to off-peak hours only, due to high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

3 Waters, Road Class, Zoning

Consider Constraints

Alluvial Fan, Archaeological, Carpark, Flood, Lease, Open Water, Road Class, Road Speed

Constraint Notes

Hard Constraints

3 Waters - stormwater structure adjacent west edge of carpark requires protection from negative effects of freedom camping.
Road class does not apply to carparking area.
PDP High Density Residential and Active Sports and Recreation zones, hard constraint does not apply to carpark.

Consider Constraints

Alluvial fan less recently active, noted constraint only, no controls required.
Subsurface archaeology (E41/302) unlikely to be impacted by parking within the designated carpark which is already formed/sealed, no controls required.
Could be affected where further development/ infrastructure is required.
Flood hazard/carpark not mapped accurately. Campers expected to have sufficient time to self-evacuate in a flood event, no controls required.
Check details of nearby lease/license agreement.
Open water requires protection from the negative effects of freedom camping.
Road Class, Road Speed does not apply to fully separated carpark. Traffic & zoning covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

No camping on above ground stormwater infrastructure (to protect the area and H&S)

Consider Constraints

No camping within 10m of water body (to protect the area)
As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 970 m
 Distance to nearest disposal facilities: 168 m
 Total car parking spaces available:
 Mapped Area: 3174 m²

Land Details

Suburb: Warren Park
 Closest Street: Gorge Road

Asset ID: CRP-168

Owner: Queenstown-Lakes District Council

Affected Surveys: DP 16439, SO 371278



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision

Carpark Details

Off street sealed parking area.
 Angled parking spaces marked.
 Minimal overlap with Reserves Act Protected Land, does not impact entrance or parking spaces.

Transport Assessment Summary

Potential increased conflict with bikes due to site activity, leading to health and safety risks for vulnerable road users.
 Unrestricted freedom camping could negatively affect public access, particularly during peak hours.

Recommended Transport Restrictions

Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.
 Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Protected, Road Speed, Zoning

Consider Constraints

Alluvial Fan, Carpark, Lease, Protected Area, Road Class, Zoning

Constraint Notes

Hard Constraints

Road speed does not apply to fully separated carpark.
 PDP Rural zone, hard constraint does not apply to carpark.

Consider Constraints

Alluvial fan less recently active, low H&S risk, noted constraint only.
 Check details of nearby lease/license agreement.
 Reserve Land - QLDC decision
 Road Class does not apply to fully separated carpark. Traffic covered by transport assessment.

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

As appropriate based on lease/license

Key Information

Distance to nearest toilet facilities: 1168 m
Distance to nearest disposal facilities: 1 m
Total car parking spaces available:
Mapped Area: 844 m²

Land Details

Suburb: Warren Park
Closest Street: Gorge Road

Asset ID: No QLDC ID

Owner:

Affected Surveys: SO 371278



Site-specific assessment result: Freedom camping can be considered, with appropriate transport restrictions and control measures.

Carpark Details

Off street sealed pull over area.
No marked parking spaces.
Camping currently prohibited based on signage.

Transport Assessment Summary

Unrestricted freedom camping could negatively affect public access.

Recommended Transport Restrictions

Limit freedom camping to non-roadside side of pullover area to protect health and safety of freedom campers. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.

Mapped Constraints

Hard Constraints

Road Speed, Wetland

Consider Constraints

Alluvial Fan, Carpark, Flood, Road Class

Constraint Notes

Hard Constraints

Road speed does not apply to fully separated carpark, hard constraint does not apply.
Wetland not located in carpark, hard constraint does not apply to carpark. Additional controls recommended to protect the area.
PDP Nature Conservation zone, hard constraint does not apply to carpark.

Consider Constraints

Debris runout is not expected to impact the existing carpark area, signage considered sufficient to protect H&S. Campers expected to have sufficient time to self-evacuate in a flood event, signage considered sufficient to protect H&S.
Road Class does not apply to fully separated carpark.
Traffic covered by transport assessment

Recommended Site Specific Controls

Hard Constraints

Designated camping spots to be away from road side (to protect H&S)
Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area)
Off-site waste disposal recommended to reduce risk of pest incursion (to protect the area)
Consider signage regarding ecologically sensitive area and fauna present, and removal of waste (to protect the area)

Consider Constraints

Recommend signage highlighting the possibility of a debris flow following heavy rain event, in particular to the south and to the north of the carpark area (to protect H&S)
Recommended signage identifying carpark within a floodprone area (to protect H&S)

Appendix D Site-specific maps (NZTA sites not recommended)

Key Information

Distance to nearest toilet facilities: 57 m
 Distance to nearest disposal facilities: 1856 m
 Total car parking spaces available:
 Mapped Area: m²

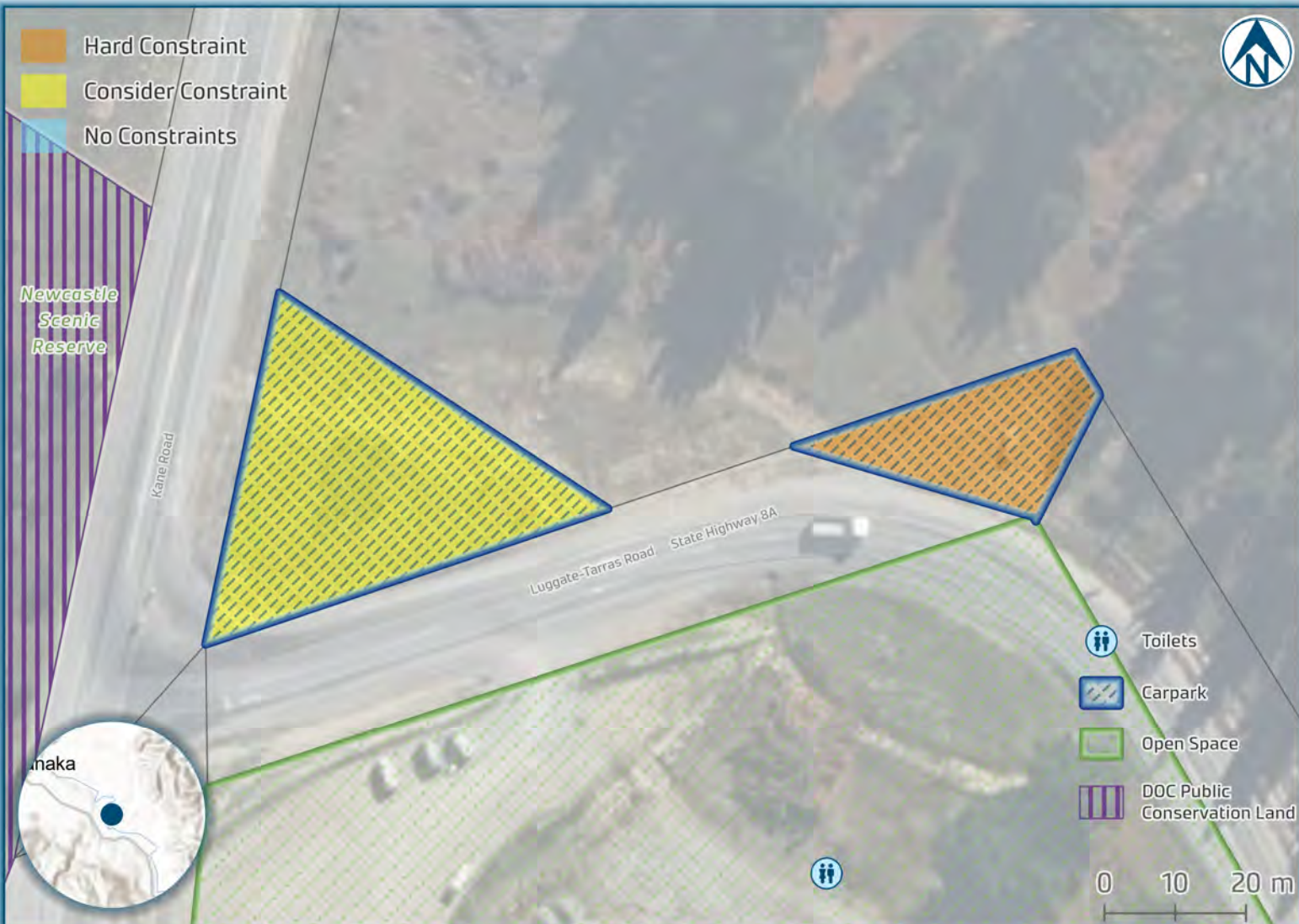
Land Details

Suburb: Upper Clutha Valley
 Closest Street: State Highway 8A

Asset ID: No QLDC ID

Owner:

Affected Surveys:



Site-specific assessment result: Freedom camping not recommended

Carpark Details

Dirt/grassed road side area not designed as a parking area.
 Opposite existing freedom camping site, and may be used as an informal overflow area.

Transport Assessment Summary

Parking area backs onto a state highway, potential for conflict with through traffic presents a health and safety risk. Freedom camping may damage unformed area.

Recommended Transport Restrictions

High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and the area.

Mapped Constraints

Hard Constraints

Road Class, Road Owner, Road Speed

Consider Constraints

Transport Expert

Constraint Notes

Hard Constraints

Covered by transport assessment

Consider Constraints

Recommended Site Specific Controls

Hard Constraints

None

Consider Constraints

None

Key Information

Distance to nearest toilet facilities: 764 m
Distance to nearest disposal facilities: 587 m
Total car parking spaces available:
Mapped Area: 2065 m²

Land Details

Suburb: Wānaka North
Closest Street: State Highway 84

Asset ID: No QLDC ID

Owner:

Affected Surveys: SO 12407



Site-specific assessment result: Freedom camping not recommended

Carpark Details

Off street gravel parking area.
No marked parking spaces.

Transport Assessment Summary

Parking area backs onto a state highway,
potential for conflict with through traffic.

Recommended Transport Restrictions

High adverse impact, recommend camping is
prohibited in order to protect the health and safety of
people in the area.

Mapped Constraints

Hard Constraints

Reserve Type, Road Class, Road Owner, Road Speed,
Zoning

Consider Constraints

Flood

Constraint Notes

Hard Constraints

Carpark appears on the boundary of H1 (consider constraint)
and H2 (hard constraint) flood hazard boundaries. Signage
considered sufficient, and standard civil defense controls in
extreme events.

Consider Constraints

Carpark appears on the boundary of H1 (consider
constraint) and H2 (hard constraint) flood hazard
boundaries. Signage considered sufficient, and
standard civil defense controls in extreme
events.

Recommended Site Specific Controls

Hard Constraints

Recommend signage regarding flooding risk/
earthquake/lake seiche risk

Consider Constraints

Recommend signage regarding flooding risk/
earthquake/lake seiche risk

Appendix E Site-specific assessment results

This appendix includes the following:

- Full table of site-specific assessment results
- Condensed table filtered to show only the sites recommended as 'Consider only with restrictions' by the traffic and transport SMEs.

Summary of site-specific carpark assessment for freedom camping in self-contained vehicles

Number of parking areas included in site-specific assessment	122
Number of parking lots not currently recommended by transport:	90
Number of parking lots available for consideration with restrictions:	32

How to read table:

- Read table left to right, which shows:
- Key carparking area details (name, location, # spaces (if this information is available)) (Columns A - H)
 - Results of site-specific transport assessment, including key transport-related details, assessment summary, recommended restrictions to mitigate the negative effects of freedom camping and protect the area, H&S and/or access. (Columns I-L)
 - The result of the site-specific transport assessment (Column L)
 - Hard and consider constraints mapped as present (for all carparking areas assessed) (Columns M & P)
 - For carparking areas recommended for consideration with restrictions by the transport assessment, the mapped constraints have been reviewed in detail, with corresponding notes provided as to whether they apply to the carparking area, the adverse impact presented, and recommended mitigation and control measures to reduce the adverse impacts and/or negative effects of freedom camping, and therefore protect the area, H&S and/or access. (Columns N, O, Q, R)
 - Final recommendation following site specific assessment (Column S)

Key assumptions:

- Transport:**
- All proposed restrictions are recommendations only, and may be subject to non-transport-related considerations, evolving site contexts, or further insight.
 - Any carpark that is partly or wholly on reserve land that falls under the Reserves Act 1977 requires assessment by QLDC to confirm if freedom camping is to be allowed for.
 - Due to **insufficient occupancy data** for all relevant time periods (daytime peaks and nighttime peaks), impacts on carpark availability and relevant restrictions are based on desktop investigation and known site context only. Assumptions on general occupancy trends have been made based on known site context where appropriate.
 - Capacity includes the available information on carparking spaces present, as provided by QLDC. Where no capacity is given, data has not been provided.
 - Sites with less than 5 spaces are automatically recommended as inappropriate for freedom camping due to spatial constraints.
 - All sites deemed inappropriate (e.g., "Overall assessment: No") for camping in self-contained vehicles are proposed to have a "Prohibited at all times" status.
 - Parking lots may already have existing restrictions. Some of these have been captured based on Google Streetview imagery and are noted below, but this information is not exhaustive.
 - "Vulnerable road users" refers to people not in cars (i.e. pedestrians, cyclists)

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
1	148	CRP-113	Frye Crescent Carpark	Frye Crescent	Albert Town	383	4	On street sealed parking area. Angled parking spaces are marked. Adjacent to residential area. Backs onto footpath.	Recreational users such as children and families may use adjacent footpath. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	Flood, Zoning			Carpark, Flood, Open Water, Road Speed			Freedom camping not recommended
2	149	CRP-112	Frye Crescent Carpark	Sherwin Avenue	Albert Town	386	4	On street sealed parking area. Angled parking spaces are marked. Adjacent to residential area. Backs onto footpath.	Recreational users such as children and families may use adjacent footpath. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	Flood, Zoning			Carpark, Flood, Road Speed			Freedom camping not recommended
3	150	CRP-111	Frye Crescent Carpark	Sherwin Avenue	Albert Town	353	4	On street sealed parking area. Angled parking spaces are marked. Adjacent to residential area. Backs onto footpath.	Recreational users such as children and families may use adjacent footpath. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	Flood, Zoning			Carpark, Flood, Road Speed			Freedom camping not recommended
4	151	CRP-98	Riflemans Street Reserve	Riflemans Street	Albert Town	344	4	On street sealed parking area. Angled parking spaces are marked. Adjacent to residential area. Backs onto footpath.	High volume of vulnerable road users present, with parking area being next to park and early childhood centre. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	Flood, Zoning			Carpark, Flood, Road Speed			Freedom camping not recommended
5	152	CRP-97	Riflemans Street Reserve	Riflemans Street	Albert Town	375	4	On street sealed parking area. Angled parking spaces are marked. Adjacent to residential area. Backs onto footpath.	High volume of vulnerable road users present, with parking area being next to park and early childhood centre. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	Zoning			Carpark, Flood, Road Speed			Freedom camping not recommended
6	89	CRP-100	Wilcox Green Carpark	Ford Street	Arrowtown	265	20	Off street main gravel parking area and secondary smaller parking area. Majority of the parking area is within Reserves Act Protected Land.	Larger vehicles in the secondary parking area may obstruct Tobins Track path. Freedom camping along accessway would restrict public use of facilities. Access to smaller parking area crosses Tobins track, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Fire, Road Speed			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
7	90	CRP-48	Monument Hill	Durham Street	Arrowtown	261	11	On street sealed parking area. Angled parking spaces are marked.	Mapped carparking extents encroach on access road. Freedom camping in this location will block access for other vehicles. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area.	No	Zoning			Carpark, Heritage, Road Speed			Freedom camping not recommended
8	96		Flint St	Wiltshire Street	Arrowtown	2	30	Off street gravel parking area. No marked parking spaces. Camping currently prohibited based on signage.	Parking for key destinations. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Built Asset, Road Class, Zoning	Built asset/carpark not mapped accurately, hard constraint does not apply to carpark. Road Class does not apply to fully separated carpark, hard constraint does not apply to carpark. PDP Information Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Road Speed	Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Te Ao Marama: Wahi Tupuna in close proximity, consultation recommended	Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Freedom camping can be considered, with appropriate transport restrictions and control measures.
9	97	CRP-104	Arrow River Reserve	Ramshaw Lane	Arrowtown	103		Off street sealed parking area. Angled parking spaces marked. Camping currently prohibited based on signage. All parking spaces are fully or partially within Reserves Act Protected Land.	Freedom camping may reduce available carparks for town and reserve visitors. Shared space with popular tourist destination, assumed high occupancy. Recreational visitors such as children and families, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect public access and use of the area.	No	Zoning			Carpark, Fire, Flood, Heritage, Open Water			Freedom camping not recommended
10	98	CRP-103	Bush Creek Recreation Reserve Carpark	Buckingham Street	Arrowtown	0	55	Off street sealed and gravel parking area. No marked parking spaces. All but one parking space are within Reserves Act Protected Land. Some parking spaces are restricted to boat trailer parking only.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land. Unlikely to be sufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect public access and use of the area.	No	3 Waters, Zoning			Archaeological, Carpark, DOC Land, Fire, Flood, Heritage, Landslide, Open Water, Protected Area, Road Speed			Freedom camping not recommended
11	81	CRP-96	Scheib Park	Redfern Terrace	Arthurs Point	4637	4	On Street sealed parking area. No marked parking spaces.	Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Zoning			Carpark, Fire, Road Speed			Freedom camping not recommended
12	158	CRP-180	Glendhu Bay Recreation Reserve	Wanaka-Mount Aspiring Road	Cardrona	2	17	Mapped extents of the carparking area only include the access roads and the gravel parking area in front of the boat ramp. A small section of the parking area is within Reserves Act Protected Land	Freedom camping may obstruct vehicles using the boat ramp. Freedom camping would restrict public use of facilities. Conflicts with other road users may lead to Health and Safety risks.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, DOC Land, Lake Seiche			Freedom camping not recommended
13	57	CRP-63	Frankton Domain	Allan Crescent	Frankton	239	15	Gravel parking area backing onto the road. Partially within Reserves Act Protected Land.	This location is parking for sports facilities and opposite Remarkables Primary school. There are likely to be higher volumes of vulnerable road users moving through the area, leading to health and safety risks for said vulnerable road users. Unrestricted freedom camping may reduce available carparks for lake users, particularly during peak hours. Unlikely to have sufficient parking space available outside of reserve land.	Recommend restricting freedom camping to school holidays only. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Informal Recreation Zone, hard constraint does not apply to carpark. Reserve land - QLDC decision	None	Airport Noise, Carpark, Lease, Road Speed	No specific controls required for Airport noise. Check details of nearby lease/license agreement. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Te Ao Marama: Wahi Tupuna across part of site, consultation recommended.	Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended. As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
14	60	CRP-197	Jetty Creek Park	Middleton Road	Frankton	781	5	On street sealed parking area. No marked parking spaces.	There is insufficient space to accommodate larger motorhomes. As it is a constrained area, turning of larger vehicles will be impacted. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect health and safety, and to protect vehicle access through the area.	No	Zoning			Carpark, Fire, Landslide, Significant Bird			Freedom camping not recommended
15	64	CRP-184	Queenstown Events Centre	Joe O'Connell Drive	Frankton	237	207	Off street sealed carpark. Angled parking spaces marked. Parking spaces on western boundary of the site are within Reserves Act Prohibited Land	Freedom camping may reduce available carparks for event and sport centre visitors. Parking space for key destination, there are likely high volumes of pedestrians moving through the area, leading to health and safety risks for vulnerable road users.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Reserve Type, Zoning	3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark. Consider intended use and occupancy of carpark. PDP Community Purposes zone, carpark does not directly provide for recreation, hard constraint does not apply to carpark.	None	Airport Noise, Carpark, Road Speed	No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.

Site Information								Site-specific transport				Site-specific assessment of constraints present								Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S		
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION		
16	65		Gray and McBride St	McBride Street	Frankton	31	32	Off street gravel car park. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Class, Zoning	Zoning/carpark not mapped accurately, hard constraint does not apply to carpark.	None	Airport Noise, Carpark, Road Speed	No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended		
17	67	CRP-189	Queenstown Events Centre	Joe O'Connell Drive	Frankton	165	59	Off street sealed parking area. Angled parking spaces are marked. Includes gravel access road around buidng.	Freedom Camping outside of marked parking area would restrict use of facilities. Shared space with key destination. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Built Asset, Zoning	3 Waters - stormwater structure adjacent to carpark, does not apply to parking spaces but requires protection from negative effects of freedom camping. PDP Community Purposes zone, carpark does not directly provide for recreation, hard constraint does not apply to carpark.	No camping on above ground stormwater infrastructure (to protect the area and H&S)	Airport Noise, Carpark, Road Speed	No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions and control measures.		
18	100	CRP-642	Benmore Place Reserve	Benmore Place	Glenorchy	0	16	Gravel parking area predominantly serving the boat ramp. Over half of the parking area is within Reserves Act Protected Land. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Unlikely to be sufficient parking space available outside of reserve land.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Bat, Open Water, Zoning	Bat habitat not likely on carpark or connected area. Area outside carpark still requires protection. Open water is not on QLDC land, hard constraint does not apply. Reserve land - QLDC decision. Zoning not relevant to carparking area.	Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area)	Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche, Road Speed, Significant Bird	Based on number of natural hazards present, existing Natural Hazard study, and significant risk of lake seiche and lateral spreading into lake resulting in high adverse impacts, hard constraint applies and freedom camping not recommended, in order to protect health and safety. No recorded heritage attributes within defined carpark area. Nearby heritage features but unlikely to be impacted due to distance (ie. viewshafts not impacted). Interpretative signage of nearby heritage features optional. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Te Ao Marama: Wahi Tupuna present, consultation recommended.	Freedom camping not recommended to protect health & safety Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Freedom camping not recommended to protect health & safety		
19	102	CRP-17	Glenorchy Library	Islay Street	Glenorchy	167	4	On street gravel parking area. No marked parking spaces.	Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Constrained area, freedom camping will reduce available parking for recreational use. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Built Asset, Zoning			Alluvial Fan, Carpark, Heritage, Protected Area, Road Speed		Freedom camping not recommended			
20	103	CRP-93	Benmore Place Reserve	Mull Street	Glenorchy	151	57	Gravel access road around parking area. Mainly within Reserves Act Protected Land.	Freedom camping would block thoroughfare access. Freedom camping along accessway would restrict public use of facilities. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area and to protect public access and use of the area.	No	Bat, Zoning			Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche, Road Speed		Freedom camping not recommended			
21	104		Mull St Angled Park	Mull Street	Glenorchy	0	12	On street sealed parking area. No marked parking spaces.	Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access to the area.	No	Zoning			Alluvial Fan, Archaeological, Carpark, Flood, Lake Seiche, Road Speed		Freedom camping not recommended			

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
22	105	CRP-5	Part Glenorchy Domain	Jetty Street	Glenorchy	0	8	Off street concrete parking area. No marking parking spaces.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carpark, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Community Purposes zone, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche	Recently active alluvial fan and Flood risk present a H&S risk, signage suggested to highlight the natural hazard exposure of Glenorchy. Note, the entirety of Glenorchy is included in both the flooding and recently active alluvial fan natural hazard layer, but controls beyond what is highlighted in the existing "Glenorchy and Kinloch Natural Hazards: Risk Analysis Report", 26.08.24 Beca study not required. War memorial fronting Mull Street (Ref No 23) unlikely to be impacted by carparking to the rear. Angle parking will remain available on Mull Street. Controls not required. Interpretive signage of nearby heritage features optional. Traffic & zoning covered by transport assessment.	Signage to highlight natural hazard risk present, including flood, lake seiche and active alluvial fan (debris flow) (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
23	106		Mull St by Pigeon Place	Mull Street	Glenorchy	71	10	On Street gravel parking area. No marked parking spaces.	Adjacent to Glenorchy Fire station. Freedom camping may block access for emergency facilities. Freedom camping would restrict use of emergency facilities. Freedom camping would response times of emergency services. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Archaeological, Built Asset, Lease, Zoning			Alluvial Fan, Carpark			Freedom camping not recommended
24	108	CRP-124	Precipice Creek Reserve	Glenorchy-Paradise Road	Glenorchy	5387	10	Off street gravel/grassed parking area. No marked parking spaces. Camping currently prohibited based on signage.	Freedom camping may damage unformed area, and lead to unsafe manoeuvres in wet conditions.	High adverse impact, recommend camping is prohibited in order to protect the area and health and safety of people in the area.	No	Alluvial Fan, Archaeological, Built Asset, Road Class, Road Speed, Zoning			Alluvial Fan, Carpark, Flood			Freedom camping not recommended
25	4	CRP-175	Drift Bay (MBO)	State Highway 6	Jacks Point	2761	12	Off Street gravel parking area at the end of a gravel access road. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carpark, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users. Ensure freedom camping spaces do not obstruct accessway.	Consider only with restrictions	Zoning	PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark	Refer transport recommendations	Refer transport recommendations	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
26	14	CRP-13	Bayview Reserve	Bay View Road	Kelvin Heights	7	3	Off street paved parking area. Marked spaces for non-towing vehicles. Over half of the parking spaces are within Reserves Act Protected Land. Boat Trailer day park only current restriction.	Unrestricted freedom camping may reduce available carparks for lake users, particularly during peak hours. Unlikely to be sufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect public access and use of the area.	No	3 Waters, Open Water, Zoning			Carpark, Flood, Lake Seiche, Open Water, Road Speed, Significant Bird			Freedom camping not recommended
27	15	CRP-126	Wakatipu Yacht Club Reserve	Kelvin Heights Golf Course Road	Kelvin Heights	474	5	Small off street gravel parking/turning area by TSS Earnslaw historic slipway Gravel parking area not within Reserves Act Protected Land. Most of the mapped carparking extents are gravel access roads.	Likely to be a diverse range of reserve users that may include children, families and cyclists, leading to health and safety risks for vulnerable road users. Unrestricted freedom camping may reduce available carparks for lake users, particularly during peak hours. Unlikely to be sufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and access to the area.	No	Reserve Type, Road Owner, Zoning			Archaeological, Carpark, Fire, Heritage, Lake Seiche, Open Water, Road Speed, Significant Bird			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present								Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S		
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION		
28	2	CRP-118	Jetty Street Wetlands Reserve	Jetty Street	Kingston	473	18	Mapped area not considered a parking area. Off-road parking area is connected. Mapped carparking extents includes a cul-de-sac, boat ramp and walkway access path.	Freedom camping within the mapped area would block access to Te Kere Haka Reserve parking area and use of the Kingston Boat Ramp. Freedom camping would restrict public use of facilities. Shared space with key destination. Freedom camping may result in conflicts with other road users and recreational visitors, leading to Health and Safety risks to freedom campers and others.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users. Recommend restricting freedom camping to formed, off-road areas only to protect access, the area and health and safety.	Consider only with restrictions	Open Water, Zoning	Open water is not on QLDC land, hard constraint does not apply. Zoning/carpark not mapped accurately, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Lake Seiche, Open Water, Road Speed, Significant Bird	Recently active alluvial fan present a risk to H&S, recommended site specific assessment to confirm risk and recommended controls. Appears a creek above the carpark area is not currently included as an active channel. We recommend this is investigated as part of any site specific natural hazard assessment. Lake Seiche presents a H&S risk in a large earthquake. Road speed does not apply to off-road carpark. Significant bird habitat located outside adjacent to carparking area requires protection. Te Ao Marama: Wahi Tupuna present, consultation recommended.	Site-specific natural hazard assessment due to alluvial fan Recommend signage regarding earthquake/lake seiche/debris flow (from adjacent creek) risk (to protect H&S) Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area) Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Site-specific hazard assessment recommended to confirm appropriate H&S controls.		
29	177	No QLDC ID	Kingston FC	State Highway 6	Kingston	0	50	Grassed area with gravel access roads. Currently a designated freedom camping area.	Freedom camping may damage unformed areas. Unrestricted freedom camping could negatively affect public access.	QLDC may consider restrictions on numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for freedom campers and other users.	Consider only with restrictions	Open Water, Road Class, Road Owner, Road Speed, Zoning	Open water is not on QLDC land, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.	None	Heritage, Lake Seiche, Open Water, Significant Bird	Heritage feature is mapped to lake parcel and does not apply to site. Lake Seiche presents a potential H&S risk in a large earthquake. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply.	Recommend signage regarding earthquake/lake seiche risk (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.		
30	166	CRP-69	Bodkin Street Reserve	Capell Avenue	Lake Hāwea	89		Off street gravel/grassed pedestrian rest area not designed as a parking area. Area is mainly within Reserves Act Protected Land.	Mapped parking extent is off road with no vehicle access point provided. Freedom camping along accessway would restrict public use of facilities. Freedom camping may damage unformed area. This location is not grade separated from pedestrians, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning		Carpark, Protected Area, Road Speed			Freedom camping not recommended			
31	168	CRP-70	Peter Fraser Park	Capell Avenue	Lake Hāwea	85		Gravel and grassed pedestrian rest area not currently designed as a parking area. Opposite residential area and infront of bowling club entrance. Area is mainly within Reserves Act Protected Land.	Insufficient space for a parking area away from the road side. Freedom camping along accessway would restrict public use of facilities. Freedom camping may damage unformed area. This location is not grade separated from pedestrians, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning		Carpark, Lease, Road Speed			Freedom camping not recommended			
32	169	CRP-122	Lakeview Terrace Esplanade Reserve	Flora Dora Parade	Lake Hāwea	208	6	Off street gravel parking area. No marked paring spaces. Majority of area is owned by Crown/LINZ	This is a constrained area, larger vehicles may obstruct turning vehicles. Small carpark, and large vehicle parking will further reduce space. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient available parking space on QLDC land.	Majority of caparking area is not QLDC land, high adverse impact, recommend camping is prohibited in order to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning		Carpark, Lease, Road Speed			Freedom camping not recommended			
33	170	CRP-42	Lakeview Terrace Esplanade Reserve	Hawea Esplanade Road	Lake Hāwea	22	6	4 separate gravel parking areas located along access road, with a total capacity of 6 between the spaces. Part of the access road is within Reserves Act Prohibited Land. Other parts of area are owned by Crown/LINZ. Camping currently prohibited based on signage.	Freedom camping may obstruct turning of larger vehicles. Timber trail crosses over access road, leading to health and safety risks for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	3 Waters, Zoning		Carpark, Lake Seiche, Lease, Protected Area			Freedom camping not recommended			
34	171	CRP-41	Lakeview Terrace Esplanade Reserve	Scotts Beach Road	Lake Hāwea	1		Mapped extents of parking area is a sealed access road. Partially within Reserves Act Protected Land	Freedom camping would block thoroughfare access. Freedom camping along accessway would restrict public use of facilities. This location is an access road for Scott's Beach with conflict points with walking/cycling track, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning		Carpark, Lake Seiche, Lease, Protected Area, Road Speed			Freedom camping not recommended			

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
35	80	CRP-91	Lake Hayes Showground Reserve	Lake Hayes-Arrow Junction Highway	Lake Hayes	264	25	Off street sealed parking area. Angled parking spaces marked. Fully within Reserves Act Protected Land except entrance. Camping currently prohibited based on signage.	This is a constrained area, larger vehicles may obstruct turning vehicles. Freedom camping may reduce available carparks for reserve and showground visitors, particularly during peak times. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Owner, Zoning	Carparking area is separated from road, hard constraint does not apply to carpark. PDP Community Purposes zone, hard constraint does not apply to carpark.	None	Carpark, Fire, Heritage, Lease, Road Speed	High fire risk zone as per QLDC, presents an H&S risk. No recorded heritage attributes within defined carpark area. Area has been utilised since early 1900s for A&P shows so possible subsurface archaeology and intangible heritage values due to historic use of the site. Unlikely to be impacted provided parking restricted to designated area. Subsurface archaeology could be affected where development/ infrastructure is required. No controls required. Check details of nearby lease/license agreement. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommend appropriate signage to communicate fire risk and related controls (to protect H&S) As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.
36	84	CRP-7	Lake Hayes Showground Reserve	Arrowtown-Lake Hayes Road	Lake Hayes	4	10	Off street parking infront of the Rowing club. Mapped extents are mostly gravel access roads. Parking area partly in Reserves Act Protected Land	Freedom camping would block thoroughfare access. Freedom camping along accessway would restrict public use of facilities. This location overlaps with walking and cycle path and may interfere with safe access to lake for Rowing club members, leading to health and safety risks for vulnerable road users. Unlikely to be sufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Open Water, Road Speed, Zoning			Carpark, Lease, Open Water, Road Class, Significant Bird			Freedom camping not recommended
37	86	CRP-81	Lake Hayes Recreation Reserve	Arrowtown-Lake Hayes Road	Lake Hayes	4	6	Small gravel parking area at the end of an access road. Parking area fully within Reserves Act Protected Land	Freedom camping would restrict access for public use of facilities. Access road doubles as Lake Hayes Walkway, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect public access and use of the area.	No	3 Waters, Open Water, Wetland, Zoning			Carpark, DOC Land, Open Water, Significant Bird, Topology			Freedom camping not recommended
38	69	CRP-174	Bridesdale Farm	Hayes Creek Road	Lake Hayes Estate	499	25	Off street gravel parking area at end of a gravel access road. No marked parking spaces.	Constrained area may impact visitors to reserve facilities. Mapped carparking extents includes access road, freedom camping would block access for other vehicles using the access. Freedom Camping outside of marked parking area would restrict use of facilities. Reduced carpark availability could negatively impact access to the carpark for others.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area and to protect public access and use of the area.	No	Significant Bird, Zoning			Carpark			Freedom camping not recommended
39	71	CRP-186	McBride Park	Rere Road	Lake Hayes Estate	50	10	On Street sealed parking area. Parrallel parking spaces are marked.	On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect health and safety of campers and other road users.	No	Zoning	Zoning/carpark not mapped accurately, hard constraint need not apply to carpark May wish to prohibit based on established park use	None	Carpark, Open Water, Road Speed			Freedom camping not recommended
40	72	CRP-185	McBride Park	Hope Avenue	Lake Hayes Estate	31	14	On Street sealed parking area. Parrallel parking spaces are marked.	On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect health and safety of campers and other road users.	No	Zoning	Zoning/carpark not mapped accurately, hard constraint need not apply to carpark May wish to prohibit based on established park use	None	Carpark, Road Speed		None	Freedom camping not recommended
41	74	CRP-183	Ladies Mile	Howards Drive	Lake Hayes Estate	702	22	Off street gravel parking area. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Te Pūtahi Ladies Mile zone, hard constraint does not apply to carpark.	None	Carpark	Covered by transport assessment	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
42	77	CRP-110	Erskine Street	Erskine Street	Lake Hayes Estate	618	4	On street paved parking area. Angled marking spaces are marked.	Bus stop located in front of parking area. Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and bus stop users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access to the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
43	79	CRP-62	McDowell Drive Carpark	McDowell Drive	Lake Hayes Estate	808	6	Off street sealed parking area. No marked parking spaces.	This is a constrained area, turning of larger vehicles may be obstructed by other parked vehicles. Constrained area, freedom camping will reduce available parking for recreational use.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect public access and use of the area.	No	0			Carpark			Freedom camping not recommended
44	19	CRP-648	Ben Lomond Reserve	Wynyard Crescent	Outer Wakatipu	948	15	Mapped carparking extents includes a gravel access road and grassed slope.	Freedom camping may block access to an vehicle access track. Frequent parking may damage the unformed area. Conflicts with other road users and recreational visitors may lead to Health and Safety risks.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Zoning			Carpark, Fire, Lease, Significant Bird			Freedom camping not recommended
45	25	CRP-105	Ben Lomond Reserve	Lomond Crescent	Outer Wakatipu	345	10	On street gravel parking area. Residential area across the road.	Larger vehicles do not have space to angle park in this location without obstruction the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and others. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Zoning		None	Carpark, Fire, Road Speed, Significant Bird, Topology	Topology - Carpark appears flat enough for camping	- Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas)	Freedom camping not recommended
46	182	NZTA Land	Gibbston Highway turnoff	Coal Pit Road	Outer Wakatipu	195	7	Off street gravel pull in/parking area. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access.	Ensure freedom camping doesn't block the access road for the residential area. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Road Class, Road Owner, Road Speed, Zoning	3 Waters wastewater asset does not apply to carpark area, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. Zoning does not apply to carpark area, hard constraint does not apply.	None	Alluvial Fan, Fire	Recently active alluvial fan within site, recommended signage to communicate risk. No heritage attributes recorded within the designated parking area. Small stone building confirmed as a replica/not historic.	Recommend signage highlighting the possibility of a debris flow following heavy rain event (to protect health and safety)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
47	172	CRP-82	Hawea Boat Ramp	Hawea Boat Ramp Access	Outer Wānaka	10	11	2 small gravel parking areas off the access road. Access for boat ramp and parking for lake. Entrance is within Reserves Act Prohibited Land. Majority of area is owned by Crown/LINZ	Freedom camping may obstruct turning of larger vehicles and trailers. Mapped extents of carparking area includes boat ramp. Freedom camping here would restrict public use of facilities.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Archaeological, Open Water, Zoning			Alluvial Fan, Carpark, Fire, Lake Seiche, Open Water, Significant Bird			Freedom camping not recommended
48	173	CRP-50	Kiwi Street Reserve	Kiwi Street	Outer Wānaka	8487	2	Off street concrete/grassed area, not currently used as a parking area.	Freedom camping would block access to reserve facilities. Freedom camping would restrict public use of reserve facilities. Recreational users such as children and families visiting reserve facilities, leading to health and safety risks for vulnerable road users. Freedom camping may damage unformed areas.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area, public access and use of the area and to protect the area.	No	Built Asset, Road Speed, Zoning			Alluvial Fan, Carpark, Flood			Freedom camping not recommended
49	174	CRP-51	Kiwi Street Reserve	Kiwi Street	Outer Wānaka	8481	0	Grass accessway not appropriate for parking	Freedom camping would block access to reserve facilities. Freedom camping would restrict public use of reserve facilities. Recreational users such as children and families visiting reserve facilities, leading to health and safety risks for vulnerable road users. Freedom camping may damage unformed areas.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area, public access and use of the area and to protect the area.	No	Road Speed, Zoning			Alluvial Fan, Carpark, Flood			Freedom camping not recommended
50	70	CRP-92	Tucker Beach Road Reserve	Shotover Delta Road	Quail Rise	478	9	Off street gravel parking area. No marked parking spaces. Fully with Reserves Act Protected Land except entrance.	This is a relatively small carpark access and turning may be obstructed by larger vehicles. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the council want to carry out works to improve the access and/or increase the turning area, then this spot may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Flood, Open Water, Road Speed	Flood risk requires site specific assessment to confirm risk and recommended controls to protect H&S. Open water requires protection from the negative effects of freedom camping. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Site specific natural hazard assessment of flooding risk to confirm recommended controls. No camping within 10m of water body (to protect area) As appropriate based on lease/license	Site-specific hazard assessment recommended to confirm appropriate H&S controls.

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
51	75	CRP-83	Tucker Beach Road Reserve	Tucker Beach Road	Quail Rise	52	12	Off street sealed parking area. No marked parking spaces. Camping prohibited based on signage.	This is a constrained area, turning of larger vehicles may be obstructed by other parked vehicles. Significant physical works would be required to provide appropriate access and maneuvering space. Freedom camping will reduce available parking for recreational use. Shared space with key destination, consider negative health and safety impacts of freedom camping on recreational visitors.	Should the council want to carry out works to improve the access and/or increase the turing area, then this spot may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Rural zone, hard constraint does not apply to carpark.	None	Carpark, Road Class, Road Speed	Road Class and Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
52	78	CRP-20	Gretton Park	Gretton Way	Quail Rise	301	4	On Street sealed parking area. No marked parking spaces.	This is a relatively small parking area, larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access to the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
53	176	No QLDC ID	Tucker Beach Road	Tucker Beach Road	Quail Rise	1536		Small dirt pull in area off the road. Majority of site is a fenced paddock.	Freedom camping would block thoroughfare access. Significant physical works would be required to provide appropriate access and maneuvering space. Freedom camping may damage unformed area.	Should the council devlop the land further and provide a formed parking area with appropriate access and maneuvering space, then this site may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Class, Road Speed, Zoning	Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Wakatipu Basin Rural Amenity zone, hard constraint does not apply to carpark.	None	Archaeological	No surface archaeological features expected in existing carparking area. If significant physical works are proposed, recommend an archaeological assessment prior to any excavation works.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.
54	13	CRP-84	Sunshine Bay Track	Glenorchy-Queenstown Road	Queenstown Central	596	3	Mapped carparking extent is a gravel access road past gate, not intended as a parking area. Partially in Reserves Act Protected Land. Camping currently prohibited based on signage.	This is a constrained area, there is not enough space for vehicles to turn around. Freedom camping along accessway would restrict public use of facilities. This location overlaps with a walking track, leading to health and safety risks for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Open Water, Road Speed, Zoning			Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche, Road Class, Significant Bird, Topology			Freedom camping not recommended
55	17	CRP-14	St Omer Park	Lake Esplanade	Queenstown Central	25	30	Off street sealed parking area. No marked parking spaces. Some of the parking area is within Reserves Act Protected Land	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Open Water, Road Class, Road Speed, Zoning	Open water is not on QLDC land, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. Zoning does not apply to carpark.	None	Alluvial Fan, Carpark, Lake Seiche, Lease, Open Water, Road Class, Road Speed, Significant Bird	Recently active alluvial fan presents a H&S risk, recommended signage in order to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Check details of nearby lease/license agreement. Road Class, Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Te Ao Marama: Wahi Tupuna present, consultation recommended.	Recommend signage highlighting the possibility of a debris flow following heavy rain event (to protect hH&S) Recommend signage regarding earthquake/lake seiche risk (to protect H&S) Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area) Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended. As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
56	26	CRP-203	Park Street	Park Street	Queenstown Central	83	10	On street sealed parking area. Angled parking spaces are marked.	Freedom camping in the mapped carparking extents would block the live traffic lane. Freedom camping would impact traffic lane. Mapped parking extents overlaps with the live traffic lane, leading to conflicts with other road users and health and safety concerns to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Road Speed			Freedom camping not recommended
57	27	CRP-202	Park Street	Park Street	Queenstown Central	83	11	On street sealed parking area. Angled parking spaces are marked.	Freedom camping in the mapped carparking extents would block the live traffic lane. Freedom camping would impact traffic lane. Mapped parking extents overlaps with the live traffic lane, leading to conflicts with other road users and health and safety concerns to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Road Speed			Freedom camping not recommended
58	28	CRP-212	Marine Parade Reserve	Marine Parade	Queenstown Central	4	0	Not currently a parking area	There is no vehicle access provided to the mapped carpark extents. Freedom camping would restrict public use of facilities. Mapped parking extents are within a high pedestrian use zone, leading to health and safety risks for footpath users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Alluvial Fan, Carpark, Flood, Lake Seiche, Lease, Zoning			Freedom camping not recommended
59	29	CRP-201	Park Street	Park Street	Queenstown Central	93	9	On street sealed parking area. Angled parking spaces are marked.	Freedom camping in the mapped carparking extents would block the live traffic lane. Freedom camping would impact traffic lane. Mapped parking extents overlaps with the live traffic lane, leading to conflicts with other road users and health and safety concerns to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Road Speed			Freedom camping not recommended
60	31	CRP-213	Marine Parade Reserve	Marine Parade	Queenstown Central	11	0	Not currently a parking area	There is no vehicle access provided to the mapped carpark extents. Freedom camping would restrict public use of facilities. Mapped parking extents are within a high pedestrian use zone, leading to health and safety risks for footpath users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Alluvial Fan, Archaeological, Carpark, Flood, Lake Seiche, Lease, Road Speed, Zoning			Freedom camping not recommended
61	32	CRP-209	Marine Parade Reserve	Marine Parade	Queenstown Central	2	0	Not currently a parking area. Near to on-street parallel parking.	There is no vehicle access provided to the mapped carpark extents. Freedom camping would restrict public use of facilities. Mapped parking extents are within a high pedestrian use zone, including a footpath. This leads to health and safety concerns for footpath users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Flood, Lake Seiche, Lease, Road Speed, Zoning			Freedom camping not recommended
62	33	CRP-211	Marine Parade Reserve	Marine Parade	Queenstown Central	23	0	Not currently a parking area. Near on-street parallel parking.	There is no vehicle access provided to the mapped carpark extents. Freedom camping would restrict public use of facilities. Mapped parking extents are within a high pedestrian use zone, including a footpath. This leads to health and safety concerns for footpath users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Flood, Lake Seiche, Lease, Road Speed, Zoning			Freedom camping not recommended
63	34	No QLD ID	James Clouston	Isle Street	Queenstown Central	273	102	Off road sealed parking area. Angled parking spaces marked. Slight overlap with Reserves Act Prohibited Land at the entrance. Camping currently prohibited based on signage.	There is not spaces suitable for larger motorhomes. Parking space for key destination, assumed high occupancy. Freedom camping may reduce available carparks for reserve visitors.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Built Asset, Road Class, Zoning	3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark. Built asset does not apply to carparking area, Hard constraint does not apply to carpark. Road Class: Carparking area is separated from road, hard constraint does not apply to carpark. ODP Queenstown Town Centre zone, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Road Speed	Alluvial fan less recently active, low H&S risk, noted constraint only. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
64	35		Athol St South Carpark	Athol Street	Queenstown Central	3	20	Sealed parking area. Angled parking spaces are marked.	Adjacent to Intercity bus stop. This is a relatively small carpark, access and turning would be obstructed by larger vehicles. Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. Shared space with key destinations, not grade separated from pedestrians, leading to health and safety risks for other road users and freedom campers.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Built Asset			Alluvial Fan, Carpark, Open Water			Freedom camping not recommended
65	36	No QLDC ID	Stanley St	State Highway 6A	Queenstown Central	129		Fully within Reserves Act Protected Land except at entrance. Previously a carpark with marked spaces.	This is currently a stockpile site and temporary construction office to support the construction of the Queenstown Centre Arterial road. Otherwise, assumed to be a high occupancy carpark for key town centre destinations. Insufficient parking space available outside of reserve land.	Should the site revert back to a marked carpark after the completion of the Queenstown Arterial Road, then based on occupancy and other uses, the council may consider the site suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	0	No hard constraints mapped	None	Alluvial Fan, Archaeological, Carpark, Protected Area	Alluvial fan less recently active, low H&S risk, noted constraint only. Inaccurate ArchSite coordinates - recorded ArchSite (E41/244) does not apply to defined carpark area and refers to Courthouse on southern side of Stanley Street, no controls required. Reserve Land - QLDC decision Traffic & zoning covered by transport assessment	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
66	37		Athol St North Carpark	Athol Street	Queenstown Central	16	21	Sealed parking area. Angled parking spaces are marked.	Adjacent to Intercity bus stop. This is a relatively small carpark, access and turning would be obstructed by larger vehicles. Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others Shared space with key destinations, not grade separated from pedestrians, leading to health and safety risks for other road users and freedom campers.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Alluvial Fan, Carpark, Road Speed			Freedom camping not recommended
67	39	CRP-192	Community Centre (Old High School)	Ballarat Street	Queenstown Central	97	40	Off street concrete parking area. Angled parking spaces marked. Buildings previously on site have been demolished. Fully within Reserves Act Protected Land except entrance. Camping currently prohibited based on signage.	Freedom camping may reduce available carparks. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Built Asset, Road Class, Zoning	Built asset does not apply to carpark due to mapping, hard constraint does not apply to carpark. Road Class: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Queenstown Town Centre, hard constraint does not apply to carpark.	None	Alluvial Fan, Archaeological, Carpark, Protected Area, Road Speed	Alluvial fan less recently active, low H&S risk, noted constraint only Inaccurate ArchSite coordinates - recorded ArchSite (E41/244) does not apply to defined carpark area and refers to Courthouse on southern side of Stanley Street, no controls required. Reserve Land - QLDC decision. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
68	20	CRP-11	Jubilee Park	Park Street	Queenstown East	780	8	On street sealed parking area. No marked parking spaces.	Larger vehicles do not have space to angle park in this location without obstruction the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and others. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	3 Waters, Zoning			Carpark, Lake Seiche, Lease, Road Speed			Freedom camping not recommended
69	22	CRP-205	Park Street	Park Street	Queenstown East	163	10	On street sealed parking area. Angled parking spaces are marked.	Freedom camping in the mapped carparking extents would block the live traffic lane. Freedom camping would impact traffic lane. Mapped parking extents overlaps with the live traffic lane, leading to conflicts with other road users and health and safety concerns to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Road Speed			Freedom camping not recommended
70	24	CRP-204	Park Street	Park Street	Queenstown East	135	9	On street sealed parking area. Angled parking spaces are marked.	Freedom camping in the mapped carparking extents would block the live traffic lane. Freedom camping would impact traffic lane Mapped parking extents overlaps with the live traffic lane, leading to conflicts with other road users and health and safety concerns to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Road Speed			Freedom camping not recommended
71	40	CRP-1	Dr William Anderson Park	Windsor Place	Queenstown East	812	2	Seated parking area. No marked parking spaces.	This is a relatively small carpark, access and turning would be obstructed by larger vehicles. Reduced carpark availability could negatively impact access to the carpark for others.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Zoning			Carpark, Lease, Road Speed			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
72	44	CRP-18	Belfast Terrace Reserve - North	Belfast Terrace	Queenstown East	525	6	On street paved parking area. No marked parking spaces.	Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Freedom camping will reduce available parking for residential use. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and others. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
73	8	CRP-106	Williams Street Tennis Court	Fernhill Road	Sunshine Bay-Fernhill	320	10	Off Street gravel access road. No marked parking spaces. Residential parking occurs at this location.	Insufficient width for other larger vehicles to pass through, access is unable to be maintained if freedom campers are present. Freedom camping would restrict public use of facilities. Freedom camping would impact access to residential properties, conflicts with residents may lead to Health and Safety risks	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Zoning			Carpark, Road Speed			Freedom camping not recommended
74	109	CRP-47	Hopkins Street Recreation Reserve	State Highway 6	Upper Clutha Valley	1	42	Off street sealed parking area. Access to private property, parking area for hospitality business. No marked parking spaces.	Freedom camping may restrict access to properties and carparking spaces, during both daytime and nighttime hours.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area.	No	Road Class, Road Owner, Road Speed, Zoning			Carpark			Freedom camping not recommended
75	111		Hopkins St by Road South	Hopkins Street	Upper Clutha Valley	64	Counted in CRP-200	On-street sealed parking area. Angled parking spaces marked.	This location may be on a school bus route. Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Freedom camping may reduce available carparks for hall and reserve visitors. Potentially diverse range of hall and reserve users that may include children, families, elderly, and disabled. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
76	112		Hopkins St by Road North	Hopkins Street	Upper Clutha Valley	0	Counted in CRP-201	On-street sealed parking area. Angled parking spaces marked.	This location may be on a school bus route. Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Freedom camping may reduce available carparks for hall and reserve visitors. Potentially diverse range of hall and reserve users that may include children, families, elderly, and disabled. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
77	113	CRP-200	Luggate Memorial Centre	Hopkins Street	Upper Clutha Valley	107	23	On-street sealed parking area. Angled parking spaces marked.	This location may be on a school bus route. Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Freedom camping may reduce available carparks for hall and reserve visitors. Potentially diverse range of hall and reserve users that may include children, families, elderly, and disabled. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
78	115	CRP-182	Red Bridge Campsite	State Highway 8A	Upper Clutha Valley	2	50	Off road gravel parking area. No marked parking spaces. Currently a freedom camping spot. Slight overlap with Reserves Act Protected Land on access road through the back of the site.	Unrestricted freedom camping could negatively affect public access.	QLDC may consider restrictions on numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for freedom campers and other users.	Consider only with restrictions	Road Class, Road Owner, Road Speed, Zoning	Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Protected Area	Reserve Land - QLDC decision. Traffic & zoning covered by transport assessment. No heritage attributes recorded within the designated carpark area but E40/255 immediately adjacent. Te Ao Marama: Wahi Tupuna across part of site, consultation recommended	Recommend advisory signage advising of presence of archaeological site. Interpretative signage optional. Ensure camping/parking undertaken within designated parking area. Avoid track formation within ArchSite extent to protect archaeological values and artefacts. Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Freedom camping can be considered, with appropriate transport restrictions and control measures. Note: Reserve land requires QLDC decision.
79	163	CRP-208	Piwakawaka Lane	Piwakawaka Lane	Upper Clutha Valley	749	0	Gravel access lane for cemetery, not appropriate for parking.	Freedom camping would obstruct other vehicles from passing. Adjacent to key destination (Hawea Cemetery). Freedom camping would restrict public access.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Road Speed, Zoning			Carpark			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
80	180	No QLDC ID	Camp Hill Road	Camp Hill Road	Upper Clutha Valley	3540	58	Off street gravel parking area. No marked parking spaces. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.	Consider only with restrictions	Road Class, Road Speed, Zoning	Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Rural zone, hard constraint does not apply to carpark.	None	Flood, Open Water	Flood hazard polygon present due to dam breach scenario. Car park is considered sufficiently above the river level such that signage is considered sufficient to protect H&S.	Signage indicating that camping is not recommended during significant rainfall events (to protect H&S) No camping within 10m of water body (to protect the area)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
81	181	No QLDC ID	Hawea Domain	Domain Road	Upper Clutha Valley	0		Not currently a parking area, with most of the site conflicting facilities of the pony club. Fully within Reserves Act Protected Land except at entrance.	Freedom camping may block access to Bridle path. Freedom camping along accessway would restrict public use of facilities. Recreational users such as children, families and horses, leading to health and safety risks for vulnerable road users. Frequent parking may damage grass area. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area, protect public access and use of the area and to protect the area.	No	Road Speed, Zoning			Lease			Freedom camping not recommended
82	184	NZTA Land	Luggate-Tarras Road Stopping area	State Highway 8A	Upper Clutha Valley	57		Dirt/grassed road side area not designed as a parking area. Opposite existing freedom camping site, and may be used as an informal overflow area.	Parking area backs onto a state highway, potential for conflict with through traffic presents a health and safety risk. Freedom camping may damage unformed area.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and the area.	No	Road Class, Road Owner, Road Speed, Zoning	Covered by transport assessment	None	Transport Expert		None	Freedom camping not recommended
83	73	CRP-127	Shotover Cemetery	Spence Road	Wakatipu Basin	757	0	Sealed access road through cemetery, not appropriate for parking. Camping currently prohibited based on signage.	Freedom camping would block other vehicles from passing. Freedom camping along accessway would restrict public use of facilities. Shared space with key destination, not grade separated from pedestrians, leading to health and safety risk for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Built Asset, Road Class, Road Speed, Zoning			Carpark, Heritage, Road Speed			Freedom camping not recommended
84	76	CRP-88	Spence Road Reserve	Spence Road	Wakatipu Basin	195	7	Off street gravel parking area. No marked parking spaces.	Shared space with key destination, not grade separated from pedestrians. Turning would require vehicle to cross over shared use track, leading to health and safety risks for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Open Water, Road Speed			Freedom camping not recommended
85	87	CRP-125	Millbrook Cricket Ground Reserve	Malaghans Road	Wakatipu Basin	5	23	Off street gravel parking area. No marked parking spaces.	Carparking for community facility could see high use during peak times. Unrestricted freedom camping could negatively affect public access.	Ensure freedom camping spaces do not obstruct access to community facilities. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Speed, Zoning	Road Speed does not apply to fully separated carpark, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Lease, Road Class	Check details of nearby lease/license agreement. Road Class does not apply to fully separated carpark. Traffic covered by transport assessment.	As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
86	178	No QLDC ID	Spence Road	Spence Road	Wakatipu Basin	344		Small roadside informal parking area. Currently being used as a maintenance stockpile area. Majority of area is within Reserves Act Protected Land.	Informal parking area considered too small to allow safe parking away from high-speed road. Freedom camping would reduce access for safe stopping and maintenance area. Majority of site is on a steep grassed slope not designed as a parking area. Freedom camping may damage unformed areas. Parking on the slope leads to health and safety concerns for freedom campers. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, protect access to the area and to protect the area.	No	Road Class, Road Owner, Road Speed, Zoning			Road Speed, Transport Expert			Freedom camping not recommended
87	119	CRP-24	Wanaka Elderly Persons Accommodation	Upton Street	Wānaka Central	258	5	Gravel carpark next to accomodation for elderly.	Small carpark assumed for residents/visitors, freedom camping may negatively impact access to the carpark. High presence of elderly pedestrians, access crosses footpath, leading to health and safety risks for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
88	123	CRP-196	Wanaka Recreation Centre	Sir Tim Wallis Drive	Wānaka Central	97	217	Off street sealed carpark. Angled parking spaces marked.	Potentially diverse range of visitors that may include children, families, elderly, and disabled, leading to Health and Safety risks to vulnerable road users. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Zoning	3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark. PDP Community Purposes zone, hard constraint does not apply to carpark. Consider intended use and occupancy of carpark.	None	Carpark, Road Speed	Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present								Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S		
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION		
89	125	CRP-179	Roy's Bay Recreation Reserve	Ardmore Street	Wānaka Central	9	67	Off street sealed parking area. Angled parking spaces marked. Camping currently prohibited based on signage. Fully within Reserves Act Protected Land	Freedom camping may reduce available carparks for reserve visitors. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Flood, Open Water, Zoning	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Open water is not on QLDC land, hard constraint does not apply. PDP Informal Recreation zone, hard constraint does not apply to carpark.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S)	Carpark, Flood, Lake Seiche, Lease, Significant Bird	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Check details of nearby lease/license agreement. Traffic & zoning covered by transport assessment.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S) As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.		
90	128	CRP-35	Pembroke Park	Dungarvon Street	Wānaka Central	10	158	Off street sealed parking area. Angled parking spaces marked. Camping currently prohibited based on signage. Fully within Reserves Act Protected Land except entrance	Freedom camping may reduce available carparks for reserve visitors. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Flood, Road Class, Zoning	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Road Class: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Community Purposes zone, hard constraint does not apply to carpark.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S)	Carpark, Flood, Lake Seiche, Lease, Open Water, Road Speed	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Check details of nearby lease/license agreement. Open water requires protection from the negative effects of freedom camping. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.		
91	131	CRP-26	Dunmore Street Car Park	Dunmore Street	Wānaka Central	89	36	Sealed car park in town centre. Angled parking spaces are marked. Existing P120, 8am - 6pm, Mon - Sun parking restriction.	Aisles are somewhat constrained, relatively small carpark access and turning would be obstructed by larger vehicles. Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. Shared space with key town centre destinations and adjacent to a bike shop, leading to Health and Safety risks to freedom campers and other road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning		Carpark, Flood, Lake Seiche, Landslide, Lease			Freedom camping not recommended			
92	132	CRP-33	Bullock Creek Lane	Bullock Creek Lane	Wānaka Central	150	34	Sealed parking area in township. Angled parking spaces marked. Over half the parking spaces are within Reserves Act Protected Land. Camping currently prohibited based on signage.	Larger vehicles do not have space to angle park in this location without obstructing the aisle access. Freedom camping may reduce available carparks for visitors to the town centre. Parking space for key destinations and conflicts with other road users, leading to health and safety risks for freedom campers and other road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Built Asset, Flood, Road Class, Zoning		Carpark, Flood, Lake Seiche, Landslide, Lease, Open Water, Protected Area, Road Class, Road Speed			Freedom camping not recommended			
93	179	No QLDC ID	Brownston St	Brownston Street	Wānaka Central	132		On street sealed parking area. Angled parking spaces marked.	On street parking not recommended to protect health and safety during peak times. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and access to the area.	No	Zoning		Lake Seiche, Open Water, Road Class, Road Speed			Freedom camping not recommended			
94	136	CRP-55	Allenby Place Reserve	Allenby Place	Wānaka North	2	18	Off street gravel parking area. No marked parking spaces. Close to residential area. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Built Asset, Zoning	Built asset/carpark not mapped accurately, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Fire	Traffic & zoning covered by transport assessment. High fire risk zone as per QLDC presents an H&S risk.	Recommend appropriate signage to communicate fire risk and related controls (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.		
95	137	CRP-58	Allenby Park	Allenby Place	Wānaka North	120	0	Not a parking space, area is an access from the adjacent park.	Freedom camping would block access for other vehicles. Freedom camping would negatively impact public use of the park.	High adverse impact, recommend camping is prohibited in order to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning		Carpark, Flood, Road Speed			Freedom camping not recommended			
96	138	CRP-57	Allenby Park Car Park	Allenby Place	Wānaka North	137	12	Onstreet paved parking area. No marked parking spaces	Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	3 Waters, Zoning		Carpark, Road Speed			Freedom camping not recommended			

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
97	139	CRP-56	Allenby Park Car Park	Allenby Place	Wānaka North	196	11	Onstreet paved parking area. No marked parking spaces	Larger vehicles do not have space to angle park in this location without obstructing the live traffic lane. Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	3 Waters, Zoning			Carpark, Road Speed			Freedom camping not recommended
98	140	CRP-214	Ansted Place	Ansted Place	Wānaka North	171	0	Sealed access road not designed as a carpark.	Constrained width, freedom camping would obstruct other vehicles. Freedom camping would restrict access to park facilities Location may be used as a pedestrian access to the park. leading to Health and Safety risks to vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Fire			Freedom camping not recommended
99	145	CRP-38	Achilles Place Reserves	Achilles Place	Wānaka North	364	3	On street paved parking area in culdesac. No marked parking space. Adjacent to residential area	Larger vehicles may obstruct turning vehicles around the cul-de-sac. Very small carpark, and large vehicle parking will further reduce space Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
100	146	CRP-40	Mercury Place	Mercury Place	Wānaka North	513	3	On street paved parking area in culdesac. No marked parking space. Adjacent to residential area	Larger vehicles may obstruct turning vehicles around the cul-de-sac. Very small carpark, and large vehicle parking will further reduce space Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Road Speed			Freedom camping not recommended
101	147	CRP-39	Achilles Place Reserves	Achilles Place	Wānaka North	419	6	On street paved parking area in culdesac. No marked parking space. Adjacent to residential area	Not currently highlighted on the viewer, is included as "consider" Larger vehicles may obstruct turning vehicles Small carpark, and large vehicle parking will further reduce space Conflicts with other road users, may lead to Health and Safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Zoning			Carpark, Protected Area, Road Speed			Freedom camping not recommended
102	183	NZTA Land	Wanaka-Luggate Highway	State Highway 84	Wānaka North	764		Off street gravel parking area. No marked parking spaces.	Parking area backs onto a state highway, potential for conflict with through traffic.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area.	No	, Reserve Type, Road Class, Road Owner, Road Speed, Zoning	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events.	Recommend signage regarding flooding risk/earthquake/lake seiche risk	, Flood	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events.	Recommend signage regarding flooding risk/earthquake/lake seiche risk	Freedom camping not recommended
103	141	CRP-34	Roy's Bay Marina	Marina Access	Wānaka Waterfront	3	36	Off street sealed parking area. Angled parking spaces marked. Two thirds of parking are indicated reserved for tow vehicles using the marina. Camping currently prohibited based on signage. Most of the parking area/spaces are within Reserves Act Protected Land, those spaces outside of the reserve are not sufficient size for larger motorhomes.	Freedom camping along accessway would restrict public use of facilities, presenting a negative effect on access. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect public access and use of the area.	No	3 Waters, Built Asset, Open Water, Road Class, Zoning			Carpark, Flood, Lake Seiche, Landslide, Road Speed, Significant Bird			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
104	142	CRP-77	Lismore Park	Plantation Road	Wānaka Waterfront	380	12	On-Street gravel parking area. No marked parking space. Slight overlap of Reserves Act Protected Land with parking area.	Larger vehicles do not have space to angle park in this location without obstruction of the live traffic lane. Near a key service. This parking area is opposite a community pool, and Mt Aspiring College, leading to health and safety risks for vulnerable road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Road Class, Zoning			Carpark, Road Speed			Freedom camping not recommended
105	143	CRP-78	Lismore Park	Plantation Road	Wānaka Waterfront	354	17	On street sealed parking area. Parallel parking spaces are marked.	This location is near a key service. There is a high volume of vulnerable road users with it being opposite community pool, and Mt Aspiring College, leading to Health and Safety risks to vulnerable road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Road Class, Zoning			Carpark, Road Speed			Freedom camping not recommended
106	155	CRP-76	Eely Point Recreation Reserve	Eely Point Access	Wānaka Waterfront	2	12	Gravel parking area at the Wanaka Scout & Guide Den. Off street gravel parking area at entry to the reserve. Unformed and grassed areas adjacent. Camping currently prohibited based on signage. Fully with Reserves Act Protected Land.	This mapped accessway is a constrained area, larger vehicles may obstruct turning vehicles. Freedom camping along accessway would restrict public use of facilities. Freedom campers parking on unformed areas off accessway may damage the area. A diverse range of reserve users may be present, that may include children, families and cyclists, leading to health and safety risks for vulnerable road users. Insufficient parking space available outside of reserve land.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area, to protect public access and use of the area and protect the area.	No	3 Waters, Open Water, Zoning			Carpark, Lake Seiche, Lease, Open Water, Significant Bird			Freedom camping not recommended
107	156	CRP-94	Bremner Bay Recreation Reserve	Aubrey Road	Wānaka Waterfront	240	20	Off street gravel parking area. No marked parking spaces.	This is a constrained parking area, larger vehicles may block turning space. Freedom campers may attempt to park on the adjacent unformed/grass area if park is full. There is no grade separation from pedestrians on the Timber Trail, leading to health and safety risks for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Road Class, Zoning			Carpark, Lake Seiche, Road Speed			Freedom camping not recommended
108	159	CRP-90	Platinum Ridge Car Park	Platinum Ridge	Wānaka Waterfront	971	18	Off street seal parking area. Angled parking spaces are marked. Backs onto residential area.	This is a constrained area, larger vehicles may obstruct turning vehicles. Potential increased conflict with bikes due to site activity, leading to health and safety risks for vulnerable road users. Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Fire	Traffic & zoning covered by transport assessment. High fire risk zone as per QLDC, presents an H&S risk. Note, site is adjacent to Ngai Tahu land, check for ownership/use agreements	Consider signage identifying area as a high fire risk. Manage through fire risk systems (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
109	161	CRP-650	Beacon Point Road	Beacon Point Road	Wānaka Waterfront	508	38	Gravel parking area adjacent to quiet gravel road. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Class, Zoning	Refer to transport assessment. Zoning does not apply to carparking area, hard constraint does not apply.	None	Carpark, Lake Seiche, Road Speed	Lake Seiche presents a potential H&S risk in a large earthquake. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommend signage regarding earthquake/take seiche risk (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
110	120	CRP-53	Wanaka Station Park	Homestead Close	Wānaka West	124	9	Off Street gravel parking area. No marked parking spaces. Close to residential properties. Camping currently prohibited based on signage.	Close proximity to "that Wanaka tree" attraction (key destination), freedom camping may negatively impact access to the carpark.	High adverse impact, recommend camping is prohibited in order to protect public access and use of the area.	No	Zoning			Alluvial Fan, Carpark, Road Speed			Freedom camping not recommended
111	127	CRP-206	Morrows Mead Carpark	Morrows Mead	Wānaka West	360	25	Off-street sealed parking area at the end of a residential cul de sac. No marked parking spaces.	Small car park for residential and recreational (lake access) use, freedom camping may negatively impact access to the carpark. Potential increased conflict with residents and beach visitors, leading to health and safety concerns for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect public access and use of the area.	No	Flood, Zoning			Alluvial Fan, Carpark, Flood, Lake Seiche			Freedom camping not recommended
112	41	CRP-637	CBD	Breon Street	Warren Park	220	5	On street sealed parking area. Angled parking spaces are marked.	Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Zoning			Carpark, Road Speed			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
113	43	CRP-638	CBD	Brecon Street	Warren Park	270	6	On street sealed parking area. Angled parking spaces are marked.	Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. Mapped parking extents overlaps with the live traffic lane, leading to health and safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Zoning			Carpark, Road Speed			Freedom camping not recommended
114	45	CRP-639	CBD	Brecon Street	Warren Park	313	2	On street sealed parking area. Angled parking spaces are marked.	Adjacent to thoroughfare access for Skyline Queenstown attraction. Close proximity to bus access and bus parking. Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. There is a diverse range of Skyline Queenstown users such as children, families, elderly, and disabled, leading to conflicts with vulnerable road users. Mapped parking extents overlaps with the live traffic lane, leading to health and safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Zoning			Carpark, Fire, Road Speed			Freedom camping not recommended
115	46	CRP-640	CBD	Brecon Street	Warren Park	320	3	On street sealed parking area. Angled parking spaces are marked.	Adjacent to thoroughfare access for Skyline Queenstown attraction. Close proximity to bus access and bus parking. Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. There is a diverse range of Skyline Queenstown users such as children, families, elderly, and disabled, leading to conflicts with vulnerable road users. Mapped parking extents overlaps with the live traffic lane, leading to health and safety risks to freedom campers and other road users. On street parking not recommended to protect health and safety during peak times.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	Road Class, Zoning			Carpark, Fire, Road Speed			Freedom camping not recommended
116	47	CRP-641	CBD	Brecon Street	Warren Park	310	11	Mapped carparking extents overlaps entirely with a grassed slope and footpath access.	Adjacent to angle parking area for Queenstown Skyline. No vehicle access is provided to the mapped carpark extents. Freedom camping would block access to the pedestrian footpath entry point. Not grade separated from pedestrians, leading to health and safety risks for vulnerable road users. Freedom camping may damage unformed areas.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area and to protect vehicle access through the area.	No	Road Class, Zoning			Alluvial Fan, Archaeological, Carpark, Fire, Road Speed, Significant Bird			Freedom camping not recommended
117	49	CRP-71	Queenstown Recreation Ground	Boundary Street	Warren Park	9	42	Off street sealed carpark. Angled parking spaces marked. Over half of the parking spaces are within Reserves Act Protected Land. Camping currently prohibited based on signage.	Larger vehicles may obstruct other vehicles from passing/turning. Freedom camping may reduce available carparks for the reserve and sport centre visitors. Parking space for key destination, there are likely high volumes of pedestrians moving through the area, leading to health and safety risks for vulnerable road users.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and to protect public access and use of the area.	No	3 Waters, Zoning			Carpark, Lease, Road Class, Road Speed			Freedom camping not recommended
118	50		North of Reserve Robins Rd	Boundary Street	Warren Park	195	0	Gravel track and grassed area not designed as a carpark (likely overflow or informal parking area)	Freedom camping would impact pedestrian access through the recreation ground. This location is currently used as a pedestrian thoroughfare between the boundary street carpark and Robins street/recreation ground, leading to health and safety risks to vulnerable road users. Freedom camping may damage unformed areas.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect the area and to protect vehicle access through the area.	No	Zoning			Archaeological, Carpark, Lease, Open Water			Freedom camping not recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
119	52	CRP-144	Boundary Street Carpark	Boundary Street	Warren Park	156	102	Of street sealed parking area. Angled parking spaces are marked. Camping currently prohibited based on signage.	Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. Shared space with key destination	Should occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Road Class, Zoning	3 Waters - stormwater structure adjacent west edge of carpark requires protection from negative effects of freedom camping. Road class does not apply to carparking area. PDP High Density Residential and Active Sports and Recreation zones, hard constraint does not apply to carpark.	No camping on above ground stormwater infrastructure (to protect the area and H&S)	Alluvial Fan, Archaeological, Carpark, Flood, Lease, Open Water, Road Class, Road Speed	Alluvial fan less recently active, noted constraint only, no controls required. Subsurface archaeology (E41/302) unlikely to be impacted by parking within the designated carpark which is already formed/sealed, no controls required. Could be affected where further development/ infrastructure is required. Flood hazard/carpark not mapped accurately. Campers expected to have sufficient time to self-evacuate in a flood event, no controls required. Check details of nearby lease/license agreement. Open water requires protection from the negative effects of freedom camping. Road Class, Road Speed does not apply to fully separated carpark. Traffic & zoning covered by transport assessment.	No camping within 10m of water body (to protect the area) As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.
120	58	CRP-168	Industrial Place Carpark	Gorge Road	Warren Park	970	60	Off street sealed parking area. Angled parking spaces marked. Minimal overlap with Reserves Act Protected Land, does not impact entrance or parking spaces.	Potential increased conflict with bikes due to site activity, leading to health and safety risks for vulnerable road users. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Speed, Zoning	Road speed does not apply to fully separated carpark. PDP Rural zone, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Lease, Protected Area, Road Class	Alluvial fan less recently active, low H&S risk, noted constraint only. Check details of nearby lease/license agreement. Reserve Land - QLDC decision Road Class does not apply to fully separated carpark. Traffic covered by transport assessment.	As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
121	62		Gorge Rd	Gorge Road	Warren Park	1168	28	Off street sealed pull over area. No marked parking spaces. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access.	Limit freedom camping to non-roadside side of pullover area to protect health and safety of freedom campers. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Speed, Wetland, Zoning	Road speed does not apply to fully separated carpark, hard constraint does not apply. Wetland not located in carpark, hard constraint does not apply to carpark. Additional controls recommended to protect the area. PDP Nature Conservation zone, hard constraint does not apply to carpark.	Designated camping spots to be away from road side (to protect H&S) Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area) Off-site waste disposal recommended to reduce risk of pest incursion (to protect	Alluvial Fan, Carpark, Flood, Road Class	Debris runoff is not expected to impact the existing carpark area, signage considered sufficient to protect H&S. Campers expected to have sufficient time to self-evacuate in a flood event, signage considered sufficient to protect H&S. Road Class does not apply to fully separated carpark. Traffic covered by transport assessment	Recommend signage highlighting the possibility of a debris flow following heavy rain event, in particular to the south and to the north of the carpark area (to protect H&S) Recommended signage identifying carpark within a floodprone area (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
122	68	CRP-116	Matakauri Park	Gorge Road	Warren Park	1348	0	Small grassed area at the end of a gravel access road.	Constrained area may impact visitors to reserve facilities. Mapped carparking extents is the access road to community garden, freedom camping would block access for other vehicles using the access. Freedom Camping outside of marked parking area would restrict use of facilities. Reduced carpark availability could negatively impact access to the carpark for others. Freedom camping may damage unformed areas.	High adverse impact, recommend camping is prohibited in order to protect the health and safety of people in the area, to protect vehicle access through the area and protect public access and use of the area, and to protect the area.	No	Open Water, Wetland, Zoning			Alluvial Fan, Carpark			Freedom camping not recommended

Summary of site-specific carpark assessment for freedom camping in self-contained vehicles

Number of parking areas included in site-specific assessment	122
Number of parking lots not currently recommended by transport:	90
Number of parking lots available for consideration with restrictions:	32

How to read table:

- Read table left to right, which shows:
- Key carparking area details (name, location, # spaces (if this information is available)) (Columns A - H)
 - Results of site-specific transport assessment, including key transport-related details, assessment summary, recommended restrictions to mitigate the negative effects of freedom camping and protect the area, H&S and/or access. (Columns I-L)
 - The result of the site-specific transport assessment (Column L)
 - Hard and consider constraints mapped as present (for all carparking areas assessed) (Columns M & P)
 - For carparking areas recommended for consideration with restrictions by the transport assessment, the mapped constraints have been reviewed in detail, with corresponding notes provided as to whether they apply to the carparking area, the adverse impact presented, and recommended mitigation and control measures to reduce the adverse impacts and/or negative effects of freedom camping, and therefore protect the area, H&S and/or access. (Columns N, O, Q, R)
 - Final recommendation following site specific assessment (Column S)

Key assumptions:

- Transport:**
- All proposed restrictions are recommendations only, and may be subject to non-transport-related considerations, evolving site contexts, or further insight.
 - Any carpark that is partly or wholly on reserve land that falls under the Reserves Act 1977 requires assessment by QLDC to confirm if freedom camping is to be allowed for.
 - Due to **insufficient occupancy data** for all relevant time periods (daytime peaks and nighttime peaks), impacts on carpark availability and relevant restrictions are based on desktop investigation and known site context only. Assumptions on general occupancy trends have been made based on known site context where appropriate.
 - Capacity includes the available information on carparking spaces present, as provided by QLDC. Where no capacity is given, data has not been provided.
 - Sites with less than 5 spaces are automatically recommended as inappropriate for freedom camping due to spatial constraints.
 - All sites deemed inappropriate (e.g., "Overall assessment: No") for camping in self-contained vehicles are proposed to have a "Prohibited at all times" status.
 - Parking lots may already have existing restrictions. Some of these have been captured based on Google Streetview imagery and are noted below, but this information is not exhaustive.
 - "Vulnerable road users" refers to people not in cars (i.e. pedestrians, cyclists)

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
8	96		Flint St	Wiltshire Street	Arrowtown	2	30	Off street gravel parking area. No marked parking spaces. Camping currently prohibited based on signage.	Parking for key destinations. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Built Asset, Road Class, Zoning	Built asset/carpark not mapped accurately, hard constraint does not apply to carpark. Road Class does not apply to fully separated carpark, hard constraint does not apply to carpark. PDP Information Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Road Speed	Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Te Ao Marama: Wahi Tupuna in close proximity, consultation recommended	Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Freedom camping can be considered, with appropriate transport restrictions and control measures.
13	57	CRP-63	Frankton Domain	Allan Crescent	Frankton	239	15	Gravel parking area backing onto the road. Partially within Reserves Act Protected Land.	This location is parking for sports facilities and opposite Remarkables Primary school. There are likely to be higher volumes of vulnerable road users moving through the area, leading to health and safety risks for said vulnerable road users. Unrestricted freedom camping may reduce available carparks for lake users, particularly during peak hours. Unlikely to have sufficient parking space available outside of reserve land.	Recommend restricting freedom camping to school holidays only. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Informal Recreation Zone, hard constraint does not apply to carpark. Reserve land - QLDC decision	None	Airport Noise, Carpark, Lease, Road Speed	No specific controls required for Airport noise. Check details of nearby lease/license agreement. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Te Ao Marama: Wahi Tupuna across part of site, consultation recommended.	Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
15	64	CRP-184	Queenstown Events Centre	Joe O'Connell Drive	Frankton	237	207	Off street sealed carpark. Angled parking spaces marked. Parking spaces on western boundary of the site are within Reserves Act Prohibited Land	Freedom camping may reduce available carparks for event and sport centre visitors Parking space for key destination, there are likely high volumes of pedestrians moving through the area, leading to health and safety risks for vulnerable road users.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Reserve Type, Zoning	3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark. Consider intended use and occupancy of carpark. PDP Community Purposes zone, carpark does not directly provide for recreation, hard constraint does not apply to carpark.	None	Airport Noise, Carpark, Road Speed	No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.
16	65		Gray and McBride St	McBride Street	Frankton	31	32	Off street gravel car park. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Class, Zoning	Zoning/carpark not mapped accurately, hard constraint does not apply to carpark.	None	Airport Noise, Carpark, Road Speed	No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
17	67	CRP-189	Queenstown Events Centre	Joe O'Connell Drive	Frankton	165	59	Off street sealed parking area. Angled parking spaces are marked. Includes gravel access road around building.	Freedom Camping outside of marked parking area would restrict use of facilities. Shared space with key destination. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Built Asset, Zoning	3 Waters - stormwater structure adjacent to carpark, does not apply to parking spaces but requires protection from negative effects of freedom camping. PDP Community Purposes zone, carpark does not directly provide for recreation, hard constraint does not apply to carpark.	No camping on above ground stormwater infrastructure (to protect the area and H&S)	Airport Noise, Carpark, Road Speed	No specific controls required for airport noise. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions and control measures.

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
18	100	CRP-642	Benmore Place Reserve	Benmore Place	Glenorchy	0	16	Gravel parking area predominantly serving the boat ramp. Over half of the parking area is within Reserves Act Protected Land. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Unlikely to be sufficient parking space available outside of reserve land.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Bat, Open Water, Zoning	Bat habitat not likely on carpark or connected area. Area outside carpark still requires protection. Open water is not on QLDC land, hard constraint does not apply. Reserve land - QLDC decision. Zoning not relevant to carparking area.	Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area)	Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche, Road Speed, Significant Bird	Based on number of natural hazards present, existing Natural Hazard study, and significant risk of lake seiche and lateral spreading into lake resulting in high adverse impacts, hard constraint applies and freedom camping not recommended, in order to protect health and safety. No recorded heritage attributes within defined carpark area. Nearby heritage features but unlikely to be impacted due to distance (ie. viewshafts not impacted). Interpretative signage of nearby heritage features optional. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Te Ao Marama: Wahi Tupuna present, consultation recommended.	Freedom camping not recommended to protect health & safety. Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Freedom camping not recommended to protect health & safety
22	105	CRP-5	Part Glenorchy Domain	Jetty Street	Glenorchy	0	8	Off street concrete parking area. No marking parking spaces.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Community Purposes zone, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Flood, Heritage, Lake Seiche	Recently active alluvial fan and Flood risk present a H&S risk, signage suggested to highlight the natural hazard exposure of Glenorchy. Note, the entirety of Glenorchy is included in both the flooding and recently active alluvial fan natural hazard layer, but controls beyond what is highlighted in the existing "Glenorchy and Kinloch Natural Hazards: Risk Analysis Report", 26.08.24 Beca study not required. War memorial fronting Mull Street (Ref No 23) unlikely to be impacted by carparking to the rear. Angle parking will remain available on Mull Street. Controls not required. Interpretive signage of nearby heritage features optional. Traffic & zoning covered by transport assessment.	Signage to highlight natural hazard risk present, including flood, lake seiche and active alluvial fan (debris flow) (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
25	4	CRP-175	Drift Bay (MBO)	State Highway 6	Jacks Point	2761	12	Off Street gravel parking area at the end of a gravel access road. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users. Ensure freedom camping spaces do not obstruct accessway.	Consider only with restrictions	Zoning	PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark	Refer transport recommendations	Refer transport recommendations	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
28	2	CRP-118	Jetty Street Wetlands Reserve	Jetty Street	Kingston	473	18	Mapped area not considered a parking area. Off-road parking area is connected. Mapped carparking extents includes a cul-de-sac, boat ramp and walkway access path.	Freedom camping within the mapped area would block access to Te Kere Haka Reserve parking area and use of the Kingston Boat Ramp. Freedom camping would restrict public use of facilities. Shared space with key destination. Freedom camping may result in conflicts with other road users and recreational visitors, leading to Health and Safety risks to freedom campers and others.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users. Recommend restricting freedom camping to formed, off-road areas only to protect access, the area and health and safety.	Consider only with restrictions	Open Water, Zoning	Open water is not on QLDC land, hard constraint does not apply. Zoning/carpark not mapped accurately, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Lake Seiche, Open Water, Road Speed, Significant Bird	Recently active alluvial fan present a risk to H&S, recommended site specific assessment to confirm risk and recommended controls. Appears a creek above the carpark area is not currently included as an active channel. We recommend this is investigated as part of any site specific natural hazard assessment. Lake Seiche presents a H&S risk in a large earthquake. Road speed does not apply to off-road carpark. Significant bird habitat located outside adjacent to carparking area requires protection. Te Ao Marama: Wahi Tupuna present, consultation recommended.	Site-specific natural hazard assessment due to alluvial fan Recommend signage regarding earthquake/lake seiche/debris flow (from adjacent creek) risk (to protect H&S) Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area) Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Site-specific hazard assessment recommended to confirm appropriate H&S controls.

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
29	177	No QLDC ID	Kingston FC	State Highway 6	Kingston	0	50	Grassed area with gravel access roads. Currently a designated freedom camping area.	Freedom camping may damage unformed areas. Unrestricted freedom camping could negatively affect public access.	QLDC may consider restrictions on numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for freedom campers and other users.	Consider only with restrictions	Open Water, Road Class, Road Owner, Road Speed, Zoning	Open water is not on QLDC land, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark.	None	Heritage, Lake Seiche, Open Water, Significant Bird	Heritage feature is mapped to lake parcel and does not apply to site. Lake Seiche presents a potential H&S risk in a large earthquake. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply.	Recommend signage regarding earthquake/lake seiche risk (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
35	80	CRP-91	Lake Hayes Showground Reserve	Lake Hayes-Arrow Junction Highway	Lake Hayes	264	25	Off street sealed parking area. Angled parking spaces marked. Fully within Reserves Act Protected Land except entrance. Camping currently prohibited based on signage.	This is a constrained area, larger vehicles may obstruct turning vehicles. Freedom camping may reduce available carparks for reserve and showground visitors, particularly during peak times. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Owner, Zoning	Carparking area is separated from road, hard constraint does not apply to carpark. PDP Community Purposes zone, hard constraint does not apply to carpark.	None	Carpark, Fire, Heritage, Lease, Road Speed	High fire risk zone as per QLDC, presents an H&S risk. No recorded heritage attributes within defined carpark area. Area has been utilised since early 1900s for A&P shows so possible subsurface archaeology and intangible heritage values due to historic use of the site. Unlikely to be impacted provided parking restricted to designated area. Subsurface archaeology could be affected where development/ infrastructure is required. No controls required. Check details of nearby lease/license agreement. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommend appropriate signage to communicate fire risk and related controls (to protect H&S) As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.
41	74	CRP-183	Ladies Mile	Howards Drive	Lake Hayes Estate	702	22	Off street gravel parking area. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Te Pūtahī Ladies Mile zone, hard constraint does not apply to carpark.	None	Carpark	Covered by transport assessment	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
46	182	NZTA Land	Gibbston Highway turnoff	Coal Pit Road	Outer Wakatipu	195	7	Off street gravel pull in/parking area. No marked parking spaces.	Unrestricted freedom camping could negatively affect public access.	Ensure freedom camping doesn't block the access road for the residential area. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Road Class, Road Owner, Road Speed, Zoning	3 Waters wastewater asset does not apply to carpark area, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. Zoning does not apply to carpark area, hard constraint does not apply.	None	Alluvial Fan, Fire	Recently active alluvial fan within site, recommended signage to communicate risk No heritage attributes recorded within the designated parking area. Small stone building confirmed as a replica/not historic.	Recommend signage highlighting the possibility of a debris flow following heavy rain event (to protect health and safety)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
50	70	CRP-92	Tucker Beach Road Reserve	Shotover Delta Road	Quail Rise	478	9	Off street gravel parking area. No marked parking spaces. Fully within Reserves Act Protected Land except entrance.	This is a relatively small carpark access and turning may be obstructed by larger vehicles. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the council want to carry out works to improve the access and/or increase the turning area, then this spot may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Flood, Open Water, Road Speed	Flood risk requires site specific assessment to confirm risk and recommended controls to protect H&S. Open water requires protection from the negative effects of freedom camping. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Site specific natural hazard assessment of flooding risk to confirm recommended controls No camping within 10m of water body (to protect area) As appropriate based on lease/license	Site-specific hazard assessment recommended to confirm appropriate H&S controls.
51	75	CRP-83	Tucker Beach Road Reserve	Tucker Beach Road	Quail Rise	52	12	Off street sealed parking area. No marked parking spaces. Camping prohibited based on signage.	This is a constrained area, turning of larger vehicles may be obstructed by other parked vehicles. Significant physical works would be required to provide appropriate access and maneuvering space. Freedom camping will reduce available parking for recreational use. Shared space with key destination, consider negative health and safety impacts of freedom camping on recreational visitors.	Should the council want to carry out works to improve the access and/or increase the turning area, then this spot may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Rural zone, hard constraint does not apply to carpark.	None	Carpark, Road Class, Road Speed	Road Class and Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
53	176	No QLDC ID	Tucker Beach Road	Tucker Beach Road	Quail Rise	1536		Small dirt pull in area off the road. Majority of site is a fenced paddock.	Freedom camping would block thoroughfare access. Significant physical works would be required to provide appropriate access and maneuvering space. Freedom camping may damage unformed area.	Should the council develop the land further and provide a formed parking area with appropriate access and maneuvering space, then this site may be suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Class, Road Speed, Zoning	Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Wakatipu Basin Rural Amenity zone, hard constraint does not apply to carpark.	None	Archaeological	No surface archaeological features expected in existing carparking area. If significant physical works are proposed, recommend an archaeological assessment prior to any excavation works.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.
55	17	CRP-14	St Omer Park	Lake Esplanade	Queenstown Central	25	30	Off street sealed parking area. No marked parking spaces. Some of the parking area is within Reserves Act Protected Land	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Open Water, Road Class, Road Speed, Zoning	Open water is not on QLDC land, hard constraint does not apply. Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. Zoning does not apply to carpark.	None	Alluvial Fan, Carpark, Lake Seiche, Lease, Open Water, Road Class, Road Speed, Significant Bird	Recently active alluvial fan presents a H&S risk, recommended signage in order to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Check details of nearby lease/license agreement. Road Class, Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Te Ao Marama: Wahi Tupuna present, consultation recommended.	Recommend signage highlighting the possibility of a debris flow following heavy rain event (to protect hH&S) Recommend signage regarding earthquake/lake seiche risk (to protect H&S) Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area) Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended. As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.
63	34	No QLDC ID	James Clouston	Isle Street	Queenstown Central	273	102	Off road sealed parking area. Angled parking spaces marked. Slight overlap with Reserves Act Prohibited Land at the entrance. Camping currently prohibited based on signage.	There is not spaces suitable for larger motorhomes. Parking space for key destination, assumed high occupancy. Freedom camping may reduce available carparks for reserve visitors.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Built Asset, Road Class, Zoning	3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark. Built asset does not apply to carparking area, Hard constraint does not apply to carpark. Road Class: Carparking area is separated from road, hard constraint does not apply to carpark. ODP Queenstown Town Centre zone, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Road Speed	Alluvial fan less recently active, low H&S risk, noted constraint only. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended.
65	36	No QLDC ID	Stanley St	State Highway 6A	Queenstown Central	129		Fully within Reserves Act Protected Land except at entrance. Previously a carpark with marked spaces.	This is currently a stockpile site and temporary construction office to support the construction of the Queenstown Centre Arterial road. Otherwise, assumed to be a high occupancy carpark for key town centre destinations. Insufficient parking space available outside of reserve land.	Should the site revert back to a marked carpark after the completion of the Queenstown Arterial Road, then based on occupancy and other uses, the council may consider the site suitable for freedom camping. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	0	No hard constraints mapped	None	Alluvial Fan, Archaeological, Carpark, Protected Area	Alluvial fan less recently active, low H&S risk, noted constraint only. Inaccurate ArchSite coordinates - recorded ArchSite (E41/244) does not apply to defined carpark area and refers to Courthouse on southern side of Stanley Street, no controls required. Reserve Land - QLDC decision Traffic & zoning covered by transport assessment	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
67	39	CRP-192	Community Centre (Old High School)	Ballarat Street	Queenstown Central	97	40	Off street concrete parking area. Angled parking spaces marked. Buildings previously on site have been demolished. Fully within Reserves Act Protected Land except entrance. Camping currently prohibited based on signage.	Freedom camping may reduce available carparks. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Built Asset, Road Class, Zoning	Built asset does not apply to carpark due to mapping, hard constraint does not apply to carpark. Road Class: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Queenstown Town Centre, hard constraint does not apply to carpark.	None	Alluvial Fan, Archaeological, Carpark, Protected Area, Road Speed	Alluvial fan less recently active, low H&S risk, noted constraint only Inaccurate ArchSite coordinates - recorded ArchSite (E41/244) does not apply to defined carpark area and refers to Courthouse on southern side of Stanley Street, no controls required. Reserve Land - QLDC decision. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
78	115	CRP-182	Red Bridge Campsite	State Highway 8A	Upper Clutha Valley	2	50	Off road gravel parking area. No marked parking spaces. Currently a freedom camping spot. Slight overlap with Reserves Act Protected Land on access road through the back of the site.	Unrestricted freedom camping could negatively affect public access.	QLDC may consider restrictions on numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for freedom campers and other users.	Consider only with restrictions	Road Class, Road Owner, Road Speed, Zoning	Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Protected Area	Reserve Land - QLDC decision. Traffic & zoning covered by transport assessment. No heritage attributes recorded within the designated carpark area but E40/255 immediately adjacent. Te Ao Marama: Wahi Tupuna across part of site, consultation recommended	Recommend advisory signage advising of presence of archaeological site. Interpretative signage optional. Ensure camping/parking undertaken within designated parking area. Avoid track formation within ArchSite extent to protect archaeological values and artefacts. Recommend consulting with Te Ao Marama regarding site-specific controls. Signage may be recommended.	Freedom camping can be considered, with appropriate transport restrictions and control measures. Note: Reserve land requires QLDC decision.
80	180	No QLDC ID	Camp Hill Road	Camp Hill Road	Upper Clutha Valley	3540	58	Off street gravel parking area. No marked parking spaces. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users.	Consider only with restrictions	Road Class, Road Speed, Zoning	Road Class, Road Speed: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Rural zone, hard constraint does not apply to carpark.	None	Flood, Open Water	Flood hazard polygon present due to dam breach scenario. Car park is considered sufficiently above the river level such that signage is considered sufficient to protect H&S.	Signage indicating that camping is not recommended during significant rainfall events (to protect H&S) No camping within 10m of water body (to protect the area)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
85	87	CRP-125	Millbrook Cricket Ground Reserve	Malaghans Road	Wakatipu Basin	5	23	Off street gravel parking area. No marked parking spaces.	Carparking for community facility could see high use during peak times. Unrestricted freedom camping could negatively affect public access.	Ensure freedom camping spaces do not obstruct access to community facilities. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Speed, Zoning	Road Speed does not apply to fully separated carpark, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Lease, Road Class	Check details of nearby lease/license agreement. Road Class does not apply to fully separated carpark. Traffic covered by transport assessment.	As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
88	123	CRP-196	Wanaka Recreation Centre	Sir Tim Wallis Drive	Wanaka Central	97	217	Off street sealed carpark. Angled parking spaces marked.	Potentially diverse range of visitors that may include children, families, elderly, and disabled, leading to Health and Safety risks to vulnerable road users. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Zoning	3 Waters infrastructure does not affect carparking area, Hard constraint does not apply to carpark. PDP Community Purposes zone, hard constraint does not apply to carpark. Consider intended use and occupancy of carpark.	None	Carpark, Road Speed	Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	None	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended
89	125	CRP-179	Roy's Bay Recreation Reserve	Ardmore Street	Wanaka Central	9	67	Off street sealed parking area. Angled parking spaces marked. Camping currently prohibited based on signage. Fully within Reserves Act Protected Land	Freedom camping may reduce available carparks for reserve visitors. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Flood, Open Water, Zoning	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Open water is not on QLDC land, hard constraint does not apply. PDP Informal Recreation zone, hard constraint does not apply to carpark.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S)	Carpark, Flood, Lake Seiche, Lease, Significant Bird	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Crested Grebes likely to be present on lake, not on QLDC land, constraint does not apply. Check details of nearby lease/license agreement. Traffic & zoning covered by transport assessment.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S) As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.
90	128	CRP-35	Pembroke Park	Dungarvon Street	Wanaka Central	10	158	Off street sealed parking area. Angled parking spaces marked. Camping currently prohibited based on signage. Fully within Reserves Act Protected Land except entrance	Freedom camping may reduce available carparks for reserve visitors. Unrestricted freedom camping could negatively affect public access, particularly during peak hours. Insufficient parking space available outside of reserve land.	Should the occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Flood, Road Class, Zoning	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Road Class: Carparking area is separated from road, hard constraint does not apply to carpark. PDP Community Purposes zone, hard constraint does not apply to carpark.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S)	Carpark, Flood, Lake Seiche, Lease, Open Water, Road Speed	Carpark appears on the boundary of H1 (consider constraint) and H2 (hard constraint) flood hazard boundaries. Signage considered sufficient, and standard civil defense controls in extreme events to protect H&S. Lake Seiche presents a potential H&S risk in a large earthquake. Check details of nearby lease/license agreement. Open water requires protection from the negative effects of freedom camping. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommend signage regarding flooding risk/earthquake/lake seiche risk (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
94	136	CRP-55	Allenby Place Reserve	Allenby Place	Wanaka North	2	18	Off street gravel parking area. No marked parking spaces. Close to residential area. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Built Asset, Zoning	Built asset/carpark not mapped accurately, hard constraint does not apply to carpark. PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Fire	Traffic & zoning covered by transport assessment. High fire risk zone as per QLDC presents an H&S risk.	Recommend appropriate signage to communicate fire risk and related controls (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.

Site Information								Site-specific transport				Site-specific assessment of constraints present						Result
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
No.	TTID	Asset ID	Site name	Closest street	Suburb	Distance to nearest toilet (m)	Capacity (total no. spaces available)	Carpark description & site specific details	Transport Assessment Summary of Freedom Camping Impacts	Recommended transport restrictions	Overall transport assessment result	Hard constraints present (as mapped)	Hard constraint notes	Hard constraint recommended controls	Consider Constraints present (as mapped)	Consider constraint notes	Consider constraint recommended controls	FINAL RECOMMENDATION
108	159	CRP-90	Platinum Ridge Car Park	Platinum Ridge	Wānaka Waterfront	971	18	Off street seal parking area. Angled parking spaces are marked. Backs onto residential area.	This is a constrained area, larger vehicles may obstruct turning vehicles. Potential increased conflict with bikes due to site activity, leading to health and safety risks for vulnerable road users. Unrestricted freedom camping could negatively affect public access.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Zoning	PDP Informal Recreation zone, hard constraint does not apply to carpark.	None	Carpark, Fire	Traffic & zoning covered by transport assessment. High fire risk zone as per QLDC, presents an H&S risk. Note, site is adjacent to Ngai Tahu land, check for ownership/use agreements	Consider signage identifying area as a high fire risk. Manage through fire risk systems (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
109	161	CRP-650	Beacon Point Road	Beacon Point Road	Wānaka Waterfront	508	38	Gravel parking area adjacent to quiet gravel road. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Class, Zoning	Refer to transport assessment. Zoning does not apply to carparking area, hard constraint does not apply.	None	Carpark, Lake Seiche, Road Speed	Lake Seiche presents a potential H&S risk in a large earthquake. Road Speed does not apply to fully separated carpark. Traffic covered by transport assessment.	Recommend signage regarding earthquake/lake seiche risk (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.
119	52	CRP-144	Boundary Street Carpark	Boundary Street	Warren Park	156	102	Of street sealed parking area. Angled parking spaces are marked. Camping currently prohibited based on signage.	Data shows high occupancy during the day. Reduced carpark availability could negatively impact access to the carpark for others. Shared space with key destination	Should occupancy surveys indicate spare capacity overnight, then the council may consider allowing freedom camping at this location. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	3 Waters, Road Class, Zoning	3 Waters - stormwater structure adjacent west edge of carpark requires protection from negative effects of freedom camping. Road class does not apply to carparking area. PDP High Density Residential and Active Sports and Recreation zones, hard constraint does not apply to carpark.	No camping on above ground stormwater infrastructure (to protect the area and H&S)	Alluvial Fan, Archaeological, Carpark, Flood, Lease, Open Water, Road Class, Road Speed	Alluvial fan less recently active, noted constraint only, no controls required. Subsurface archaeology (E41/302) unlikely to be impacted by parking within the designated carpark which is already formed/sealed, no controls required. Could be affected where further development/ infrastructure is required. Flood hazard/carpark not mapped accurately. Campers expected to have sufficient time to self-evacuate in a flood event, no controls required. Check details of nearby lease/license agreement. Open water requires protection from the negative effects of freedom camping. Road Class, Road Speed does not apply to fully separated carpark. Traffic & zoning covered by transport assessment.	No camping within 10m of water body (to protect the area) As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions and control measures.
120	58	CRP-168	Industrial Place Carpark	Gorge Road	Warren Park	970	60	Off street sealed parking area. Angled parking spaces marked. Minimal overlap with Reserves Act Protected Land, does not impact entrance or parking spaces.	Potential increased conflict with bikes due to site activity, leading to health and safety risks for vulnerable road users. Unrestricted freedom camping could negatively affect public access, particularly during peak hours.	Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Speed, Zoning	Road speed does not apply to fully separated carpark. PDP Rural zone, hard constraint does not apply to carpark.	None	Alluvial Fan, Carpark, Lease, Protected Area, Road Class	Alluvial fan less recently active, low H&S risk, noted constraint only. Check details of nearby lease/license agreement. Reserve Land - QLDC decision Road Class does not apply to fully separated carpark. Traffic covered by transport assessment.	As appropriate based on lease/license	Freedom camping can be considered, with appropriate transport restrictions. No additional controls recommended. Note: Reserve land requires QLDC decision
121	62		Gorge Rd	Gorge Road	Warren Park	1168	28	Off street sealed pull over area. No marked parking spaces. Camping currently prohibited based on signage.	Unrestricted freedom camping could negatively affect public access.	Limit freedom camping to non-roadside side of pullover area to protect health and safety of freedom campers. Recommend restricting numbers of freedom campers based on available number of carparks, other carpark uses and occupancy to protect access for other users. Recommend restricting camping to off-peak hours only, due to assumed high daytime occupancy, in order to protect access for other users.	Consider only with restrictions	Road Speed, Wetland, Zoning	Road speed does not apply to fully separated carpark, hard constraint does not apply. Wetland not located in carpark, hard constraint does not apply to carpark. Additional controls recommended to protect the area. PDP Nature Conservation zone, hard constraint does not apply to carpark.	Designated camping spots to be away from road side (to protect H&S) Designated camping spots contained on formed carparking area (no carparking or camping in native vegetation areas) (to protect the area) Off-site waste disposal recommended to reduce risk of pest incursion (to protect	Alluvial Fan, Carpark, Flood, Road Class	Debris runoff is not expected to impact the existing carpark area, signage considered sufficient to protect H&S. Campers expected to have sufficient time to self-evacuate in a flood event, signage considered sufficient to protect H&S. Road Class does not apply to fully separated carpark. Traffic covered by transport assessment	Recommend signage highlighting the possibility of a debris flow following heavy rain event, in particular to the south and to the north of the carpark area (to protect H&S) Recommended signage identifying carpark within a floodprone area (to protect H&S)	Freedom camping can be considered, with appropriate transport restrictions and control measures.

Appendix F Māori/cultural Assessment

The following sections outlines the full background to the Māori/cultural assessment, reflecting the consultation that was undertaken with Te Ao Marama Inc. (TAMI) during our work. This text has been reviewed and approved by TAMI.

F1 Māori/cultural assessment

F1.1 Māori/cultural values

A number of key Ngai Tahu documents have been reviewed (Te Tangi A Tauira: The Cry of the People and Āpiti Hono Tātai Hono: Ngā Whenua o Ngāi Tahu ki Murihiku in the development of this advice. Several conversations between Tonkin + Taylor and the Te Ao Marama Inc representative have occurred.

- i Indigenous Research Methods have been developed by Ngāi Tahu ki Murihiku, which are considered foundational in the development and implementation of environmental management approaches and practices within the takiwā. Common to all of these frameworks are a set of key cultural principles: Ki uta ki tai (from mountains to the sea) is advanced as the overarching environmental management principle for Ngai Tahu ki Murihiku. This key principle gives expression to the understanding that in spiritual and physical terms, all is inter-related and interdependent- (Te Tangi a Tauira).
- ii Rakatirataka, the right of Ngai Tahu to be self-determining over their own affairs is directly linked to the Treaty partnership principle (QLDC OP). QLDC policies recognise this partnership, requiring council to be working alongside mana whenua when making decisions (Local Government Act 2002).
- iii Tikaka refers to the cultural systems and guidelines associated with spiritual, scientific and practical knowledge. Kawa (rules) and ritenga (protocols, rituals and practices) are integral components of tikaka (Te Tangi a Tauira: The Cry of the People, p28). This body of knowledge provides a template for environmental management with regard to what may determine as appropriate when making decisions across social, economic, environmental and cultural outcomes for Kai Tahu. Mātauraka Māori (traditional knowledge) , mana (status), mauri (spiritual vitality), wairua (spiritual), te reo (language), identity, values, connection and place are central to tikaka.
- iv Kai Tahu hold ahikāroa (long undisturbed occupation) rights and interests as mana whenua of the rohe. Haere Whakamua refers to a future focussed approach to environmental management. This compares to an approach that prioritises benefits at the expense of long term impacts.
- v Kaitiakitanga is concerned with enabling the inherited rights and responsibility of Ngai Tahu to protect their people, resources, culture, language and all that is important to them on behalf of future generations. The Resource Management Act 1991 outlines that 'particular regard for Kaitiakitanga (guardianship)' must be attributed to Māori.
- vi Whanaukataka is directly concerned with ensuring support for those activities that enhance the socio-cultural collective nature of whanau growth and wellbeing. Kaitiaki rights include being able to enact protection and ensure the re-generation of space.
- vii Manaakitanga refers to the demonstrating behaviours that acknowledges others through the expression of hospitality and generosity.
- viii Mahinga kai – which relates to mahi ngā kai – the activities associated with food (harvesting, collection of resources). Mahinga kai is a principle environmental indicator in natural systems.

When mahinga kai is unsafe and/or depleted, the natural system is highly likely to be under stress and requires remediation.

F1.1.1 Legal Context: Treaty of Waitangi

The Treaty of Waitangi (Te Tiriti o Waitangi) is the founding document of Aotearoa, Te Waiponamu/New Zealand. The Treaty of Waitangi recognises the partnership between Māori and the Crown and provides for the exercise of Kawanatanga/Governance by the Crown, while actively protecting Te Tino Rangatiratanga/Full Tribal Authority, of the Iwi in respect to their natural, physical and metaphysical resources. This is recognised in Section 4 of the Local Government Act 2002.

The following key legislations are important to QLDC regarding policy development and practice.

- Local Government Act 2002.
- Resource Management Act 1991.
- Heritage NZ Pouhere Taonga Act 2014.
- Ngai Tahu (Pounamu Vesting) Act 1997.
- Conservation Act 1987.

F1.1.2 Methods and Data Sources

The key methods adopted include the following:

- **Initial Engagement:** Key engagement meetings with Te Ao Marama Inc.
- **Review:** Key Ngai Tahu reports reviewed.
- **Data collation and mapping:** Collation and mapping of data (data sources outlined below).
- **Analysis** Data analysis meetings with GIS expert (Tonkin +Taylor), Te Ao Marama Inc.
- A purposeful approach was applied whereby the initial analysis by other workstreams was completed, before the Te Ao Māori analysis was applied. This gave an opportunity for a focussed analysis process.
- **Share:** Tonkin +Taylor share collated data maps (QLDC data) with Te Ao Marama Inc to provide opportunity for mana whenua to reconcile data against their own data records.. For TAMI , a specific focus on waterways, wāhi tapu, wāhi taoka, kaitiakitanga, mahinga kai, mauri, proximity of freedom camping to sites of significance and potential of campers to pollute and/or disturb and/or disrupt breeding/harvesting, regeneration, and access of mana whenua to sites/taoka was observed . Te Ao Marama Inc advice integrated into report.
- **Draft Report:** Report outcomes discussed with Te Ao Marama Inc, draft wording reviewed by Te Ao Marama representative (signed-off).
- **Final Report:** final report developed.

The following table outlines the data sources collated for this section. Much of the data was sourced from QLDC, with some supplementary data sourced from Te Tangi a Tauira: The Cry of the People (2019), and Āpiti Hono Tātai Hono: Ngā Whenua o Ngai Tahu ki Murihiku. Te Ao Marama Inc were also engaged to check the Tonkin +Taylor maps against their own GIS maps. The purpose of this process was to ensure that any unmapped culturally important sites would be identified.

	Data Sources	
Feature	Data source	(Un)mapped
Wāhi Tapu, Wāhi Taoka, Other Taoka	QLDC, Te Ao Marama Inc	Not all sites and areas of significance to Ngāi Tahu ki Murihiku are publicly available. Where appropriate sites have been captured by QLDC. TAMI have cross checked the publicly available information with internal knowledge and made recommendations where necessary.
Taoka Species	Te Tangi a Tauira: The Cry of the People (2019), Apiti Hono Tatai Hono, Te Ao Marama Inc	Key taoka species lists were sent to Tonkin +Taylor ecologist to consider.
Mahinga Kai	Te Ao Marama Inc	Not all sites and areas are identified and mapped. As per comments above TAMI have checked internally.
Water	QLDC, Te Tangi a Tauira, Āpiti Hono Tātai Hono; Te Ao Marama Inc	Waterways/rivers/streams are mapped. TAMI has been consulted. Where freedom camping is near waterways, a deep dive will be completed.

F1.1.3 Key considerations

The following key considerations have been discussed with Te Ao Marama Inc in the development of this section.

- Freedom campers' behaviour.
 - The extent to which freedom campers would adopt practices that reflect sustainability principles was considered. For example, non-pollution of a space, non-disruption to natural habitat, non-disruption to waterways and habitats during breeding periods and at times when species are moving. Concern in relation to freedom campers disturbing wāhi tapu/wāhi taoka was also considered a high priority focus.
- Extent to which Kaitiakitanga and Mahinga Kai rights and interests would be transgressed
 - Kaitiakitanga and Mahinga Kai is one of the key principles outlined in the Resource Management Act 1991. There is explicit reference to ensuring that mana whenua can fulfil their kaitiaki responsibilities and actively engage in mahinga kai practices.
- Taoka species
 - Ensuring that these species are protected and, in many cases, re-generated is a priority for Ngai Tahu ki Murihiku. Freedom camping near sites that are significant to taoka species re-generation has been a high priority.
- Proximity
 - The proximity of the freedom camping sites to wāhi tapu/wāhi taoka and taoka species (habitats, breeding seasons, movement) has been considered. Given that there is no guarantee related to how freedom campers may behave Te Ao Marama Inc recommended a 200m buffer near wāhi tapu and wāhi taoka. Waterbodies is a high

priority area for mana whenua. Given the variability that exists, TAMI has suggested a case-by-case assessment occurs.

- Protection
 - Protection of wāhi tapu/wāhi taoka (including species and flora/fauna) was prioritised. The extent to which freedom camping would disrupt and/or disturb the sacred nature of sites, species and flora/fauna was considered.
- Access to
 - Access to sites by Kaitiaki and mana whenua was high priority. Specifically, ensuring that Kaitiakitanga could be enabled. This was pertinent to protection being afforded by Kaitiaki to sites, species and other taoka and the enablement of access by mana whenua to cultural sites and taoka.

Constraints

The following constraint table outlines four relevant levels that may be considered in relation to freedom camping.

- **Hard Constraint:** Areas where cultural areas of significance (wāhi tapu/wāhi taoka) is considered to be at risk. This could either stay as a 'hard constraint' or become the 'high' rating category.
- **Consider Constraint:** Areas where cultural areas of significance could be considered further, and a prioritisation criterion could be set to weight the appropriateness of freedom camping. This could either become the 'moderate' category (subject to hard constraint above), or be split into the 'low, moderate, high' ratings.
- **Considered/Notable:** Freedom camping is generally considered to be ok. There are no wāhi tapu/wāhi taoka within the vicinity. There may be minor conditions recommended.
- **Notable Constraint:** Areas/categories not considered to be necessary to weight in a prioritisation exercise but could be noted against the site area.

Recommendations

	Constraint	Notes
Wāhi Tapu/Wāhi Taoka	Moderate	TAMI recommended freedom camping with 200m buffer. Rationale includes the need to protect wāhi tapu/wāhi taoka sites (disruption, fossicking, damage, fire, animals) and to protect the provision of access by Kaitiaki to sites to undertake roles and responsibilities. Legislative considerations include Local Government Act 2002, Resource Management Act 1991, and Heritage NZ Pouhere Taonga Act 2014. TAMI's preference is for QLDC to select sites that are not near wāhi tapu/wāhi taoka.
Water	Case by case basis	TAMI recommends that where there are sites that are near water, the sites are evaluated on a case-by-case basis. Key consideration includes proximity of site to water, pollution and damage to waterways/lakes/rivers and the protection of taoka species. Particular consideration is applied to breeding season, movement of taoka species and the potential

		<p>damage/disturbance to habitat that may occur. Mahinga kai also needs to be observed, which includes protection of various sites, ensuring mana whenua access to water/lakes/rivers, ensuring protection/regenerative practices of habitat and prohibiting pollution to space.</p>
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F1.2 Māori / cultural assessment criteria

The following table relates to the partnership that QLDC has with Ngāi Tahu ki Murihiku. Key cultural constructs that inform the relationships that local iwi have with the environment, including what may be considered in cultural terms to be a priority are outlined in column one. An explanation of these principles is outlined in section 2. The outlined values (column one) are integral to all 'considered items' (column two).

Māori / cultural Sub Category	Reference Name / "Items considered" or "Values and Characteristics"	Relevance to FCA 2011	Sub-category assessment criteria and related constraints	Comments / other details
Ira Atua Tangata Atua Rakatiraka Ki uta ki tai Tikaka, Ritenga Mauri	<i>Wāhi Tapu/Wāhi Taoka Sites</i>	To protect wāhi tapu/ wāhi taoka, and to ensure access to site by Kaitiaki and takata whenua.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	Disturbance/vandalism to site (walking over, vehicle running over, fire, animal disturbance to the site, fossicking by campers looking for keep sakes). Te Ao Marama Inc (TAMI) have suggested 200 m buffer zone, and appropriate signage.
Mana Tapu/noa Kaitiakitanga Mahinga Kai Whanaungataka	<i>QLDC and Takata Whenua Relationship</i>	To protect QLDC's relationship with Ngāi Tahu ki Murihiku.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	QLDC ensure on-going consultation occurs to safe guard their relationship with Takata Whenua are observed.
Manaakitaka	<i>Taoka Species</i>	To protect, support re-generative strategies and practices, and to support sustainability of resources.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	Breeding seasons, movement of species and regenerative practices observed. This is particularly relevant near water bodies and areas where there exist relevant/supporting habitats.
	<i>Legislative requirements</i>	To protect QLDC, given obligations under legislation.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	Key forms of legislation inform the types of relations that are required. Key Treaty of Waitangi principles include tino rangatiratanga, partnership, protection and participation.
	<i>Mahinga kai</i>	To protect QLDC's obligation to ensure Ngai Tahu ki Murihiku's	Key forms of legislation and Ngai Tahu ki Murihiku	Ensuring access and protection of mahinga kai (kai, trees for carving,

		rights and interests are observed.	strategic direction as outlined in key reports considered.	rongoa, plants, birds, lake species, sea species). Risk to pollution of space, degradation of habitat and disturbance of habitat. Possible impact on breeding (seasonal).
	<i>Kaitiakitanga</i>	To protect QLDC's requirements under Resource Management Act. To protect takata whenua's access to resources and their rights to ensure the sustainability of natural resources.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	Ensure access to resources, seasonable collection and growth cycles of species and protection of resources. Ensure mana whenua are included in decision making.
	<i>Water</i>	Protect QLDC's legislative obligations. Protect against pollution of waterways, disturbance during breeding season (taoka species), access by Kaitiaki (Kaitiakitanga) , mahinga kai access, protection against impact on Ngai Tahu ki Murihiku values.	Key forms of legislation and Ngai Tahu ki Murihiku strategic direction as outlined in key reports considered.	Te Ao Marama Inc advises that waterways will be assessed on a case by case basis. Key concerns relate to pollution of waterways, access of takata whenua to mahinga kai sites, ensuring Kaitiaki can undertake their cultural roles, to protection of taoka species, their habitats, breeding seasons and movements etc.

Appendix G Archaeology and Heritage Report



MEMO

To:	Duncan Henderson, Tonkin+Taylor
From:	Lucy King, Heritage Planner, Origin Heritage Jeremy Moyle, Senior Archaeologist, Origin Heritage
Copy to:	Robin Miller, Director, Origin Heritage
Project Name:	QLDC Freedom Camping Bylaw – Heritage Input
Date:	10 June 2025
Subject:	Heritage Update – Task 1B, 2, 3, and 4

Introduction

This memo has been prepared for the development of the for the development of the Queenstown Lakes District Council (QLDC) Freedom Camping Bylaw. This memo provides our assessment on heritage attributes on QLDC-controlled land that may be affected by freedom camping, building on our Heritage Update – Task 1A, dated 14 March 2025.

As per the fee estimate dated 29 January 2025, the scope of services includes preparatory work into identifying heritage sites that may be affected by freedom camping, developing assessment criteria for heritage sites, assessing the potential negative effects of freedom camping on heritage values of identified sites, and providing advice on actions that could manage or mitigate adverse effects.

The assessment provides the written results of this work and covers:

- Background research undertaken to inform the development of assessment criteria for assessing impacts on heritage sites;
- The assessment criteria applied to heritage sites;
- Details of quality assurance undertaken for a selected number of sites;
- An assessment of the impacts of freedom camping on heritage attributes; and
- Advice on actions that could manage or mitigate adverse effects.

Disclaimer

The advice and/or information contained in this assessment may not be used or relied on in any other context for any other purpose. No responsibility is accepted for the use of any advice or information contained in it in any other context or for any other purpose. This disclaimer shall apply notwithstanding that this document may be made available to a local or regional authority and/or to the public in connection with any application for consent or pursuant to any legal requirement.

The professional advice and opinions contained in this report are those of Origin Consultants Ltd, and do not represent the opinions and policies of any third party. The professional advice and opinions contained in this report do not constitute legal advice.

Methodology and Limitations

Origin Heritage was engaged to provide heritage input into the development of the QLDC Freedom Camping Bylaw. We adopted a three-step process: identifying possible heritage attributes, developing assessment criteria, and providing mitigating or management recommendations for heritage attributes on QLDC-controlled land.

Origin Heritage is only advising on heritage data selection and providing recommendations on how heritage attributes can be managed to mitigate the effects of freedom camping on sites with identified heritage values. Tonkin+Taylor will determine the area considered to be subject to freedom camping laws and QLDC responsibility.

To define what constitutes 'freedom camping,' reference has been made to the relevant provisions of the:

- Freedom Camping Act 2011
- Self-Contained Motor Vehicles Legislation Act 2023
- Reserves Act 1977

Reference has been made to the following documents in preparing this memo:

- Ministry of Business Innovation and Employment resources on freedom camping regulation changes
- Existing and amended standards for self-contained vehicles
- Freedom camping model bylaw produced by Local Government New Zealand

Limitations

- Our approach was constrained by the methodology adopted by Tonkin+Taylor. This approach primarily utilised a desktop review of existing geographic information system (GIS) data sources recording known heritage attributes. However, it would not have been possible to undertake a complete, in-depth survey of the heritage values of all QLDC-controlled land within the timeframes and budget.
- The individual data sources consulted as part of this work have significant limitations. These are noted in Table 1 below. The way data has been recorded has created difficulties in correlating sites from different data sources, for example, ArchSite records site origin/ethnicity, while QLDC and HNZPT data does not.
- We are relying on known/recorded heritage sites; however, the data sources consulted do not represent an exhaustive record of the Queenstown Lakes District's heritage. Heritage sites are generally recorded ad hoc as a result of plan changes, surveys, development projects, or public reporting. Numerous archaeological sites are recorded in some areas because these areas have been subject to extensive archaeological surveys. Other areas have not been subject to systematic surveys (e.g. Wanaka) and potentially include further heritage sites that have not been recorded. An absence of recorded heritage sites does not mean that there are no heritage values associated with that area, just that assessment may not have been undertaken in that area. Where possible, we have utilised our local knowledge of the heritage of the Queenstown Lakes District to confirm the heritage attributes identified as part of this assessment.

Data Assumptions and Exclusions

- We have looked only at built heritage values. We have not included natural heritage, for example, character trees that may have heritage value.
- That no changes or alteration are proposed to the land area or built heritage to enable freedom camping, rather identified sites will rely on existing infrastructure. Where further infrastructure is required (e.g. construction of a toilet block), this could have additional impacts on the heritage values of an area and will need to be considered further.

Data Usage

Data supplied by HNZPT is subject to the following conditions and disclaimer:

- These coordinates are released for your organisation's use only and must not be published externally as a complete data set (e.g. as a GIS layer), unless by prior written agreement.
- Note that a single set of coordinates is provided for each List entry. The coordinates are based approximately on the centre of the land included in the List entry. It is important to note this because the List entry may include several other land parcels around the map point shown, or just part of the land parcel.
- The coordinates should be read in conjunction with the other location information provided in the HNZPT List and users should contact HNZPT if more detailed information is required about the extent of the List entry.

Regulatory Background

Freedom Camping

Freedom Camping Act 2011

The Freedom Camping Act (FCA) regulates freedom camping on land controlled or managed by local authorities, Waka Kotahi NZTA, the Department of Conservation, and Land Information New Zealand only (i.e. private land is not subject to the Act).

Freedom camping is defined in section 5 as:

Freedom camp means to camp (other than at a camping ground) within 200m of an area accessible by motor vehicle or within 200m of the mean low-water springs line of any sea or harbour, or on or within 200m of a formed road or a Great Walks Track, using either or both of the following:

- (a) tent or other temporary structure;
- (b) a motor vehicle.

The FCA describes three types of freedom camping:

1. In a tent or other temporary structure;
2. In a self-contained motor vehicle; or
3. In a non-self-contained motor vehicle.

It is an offence for freedom campers to interfere with or damage the area, or any structure, or to deposit waste in or on the area, other than into an appropriate waste receptacle (section 20(1)).

The FCA specifies that freedom camping is permitted in any local authority area, unless it is restricted or prohibited under a bylaw. Section 11 of the Act empowers local authorities to make bylaws declaring any area to be restricted or prohibited for freedom camping for one or more of the following purposes:

- a. to protect the area,
- b. to protect the health and safety of people who may visit the area, and
- c. to protect access to the area.

A bylaw can be made where it is the most appropriate and proportionate way of addressing the perceived problem in relation to that area and the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.

Freedom camping areas can be:

1. Prohibited – meaning no freedom camping can take place
2. Restricted – meaning freedom camping can take place, where people abide by restrictions set by the local authority

The 'area' protected under section 11 is the local authority area. As such, an assessment of the effects of freedom camping are limited to land controlled or managed by QLDC. Considerations of effects on adjacent land, effects on property values, or effects on nearby land owned by another party are irrelevant.¹

Self-Contained Motor Vehicles Legislation Act 2023

The Self-Contained Motor Vehicles Legislation Act seeks to regulate self-contained motor vehicles in order to manage the adverse effects of freedom camping on the natural environment. It creates requirements for self-containment certification.

Heritage Protection

There are two main pieces of legislation that provide heritage with statutory protection: the Resource Management Act 1991 (RMA 1991) and the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA 2014). Various other Acts, including the Reserves Act 1977 (RA 1977), and the Local Government Act 2002 (LGA 2002), also contain provisions addressing heritage protection.

Resource Management Act 1991

The RMA 1991 provides for the protection of historic heritage against inappropriate subdivision, use, and development as a matter of national importance (section 6). 'Historic heritage' is defined as "natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures" which may be derived from archaeological, architectural, cultural, historic, scientific, and technological qualities (section 2(1)). 'Historic heritage' may include historic sites, structures, places, and areas; archaeological sites; and sites of significance to Māori. There is no age requirement; a lack of time-depth does not mean that a heritage resource cannot be regarded as 'historic heritage.' Heritage protection is provided for in District Plans, where heritage sites are identified and recorded and resource consent is required for activities affecting these identified sites.

Heritage New Zealand Pouhere Taonga Act 2014

The HNZPTA 2014 provides the principal functions of HNZPT, including the regulation of archaeological activities in New Zealand and maintaining a list of historic places, historic areas, and wāhi tapu (the HNZPT List). Entries onto the HNZPT List are assessed against the heritage value typology listed in section 66(1): aesthetic, archaeological, architectural, cultural, historical, scientific, social, spiritual, technological, or traditional significance or value. HNZPT may add an entry onto the List where it is satisfied that one or more of these qualities are represented at the site. Each entry can be prescribed a status – Category 1 or 2. The HNZPT List does not provide sites with physical protection, rather it provides recognition of their heritage value and status.

The HNZPTA 2014 also creates an offence to modify or destroy, or cause to be modified or destroyed, an archaeological site if that person knows or ought to have reasonably suspected that the site is an archaeological site. An 'archaeological site' is defined as:

- a) any place in New Zealand, including any building or structure (or part of a building or structure), that—
 - i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and
 - ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and
- b) includes a site for which a declaration is made under section 43(1).

The HNZPTA 2014 contains a consent process for any work affecting archaeological sites (called an archaeological authority). Any person who intends to carry out work that may damage, modify or destroy an

¹ *New Zealand Motor Caravan Association Incorporated v Queenstown Lakes District Council* [2024] NZHC 2729.

archaeological site, or to investigate a site using invasive archaeological techniques, must first obtain an archaeological authority from HNZPT. It is an offence to modify or damage an archaeological site.

Reserves Act 1977

The RA 1977 administers areas of land for the purpose of providing, for the preservation and management for the benefit and enjoyment of the public:

- i. recreational use or potential, whether active or passive; or
- ii. wildlife; or
- iii. indigenous flora or fauna; or
- iv. environmental and landscape amenity or interest; or
- v. natural, scenic, historic, cultural, archaeological, biological, geological, scientific, educational, community, or other special features or value.

Areas can be classified as reserves associated with their primary purpose, including historic reserves. A historic reserve seeks to protect and preserve in perpetuity areas, objects, and natural features that are of historic, archaeological, cultural, educational, and other special interest (section 18).

The RA 1977 prohibits camping in reserves (section 44), unless specific decisions have been made to provide for it. Access to a reserve can be subject to conditions and restrictions that the administering body considers to be necessary for the protection and general well-being of the reserve and for the protection and control of the public using it.

Local Government Act 2002

Under the LGA 2002, local government is charged with promoting the social, economic, environmental, and cultural well-being of its community in the present and for the future (section 10). The conservation of our cultural heritage is pivotal in facilitating community well-being.

1. Identification of Heritage Sites

Heritage values are defined, identified, and recorded in many different ways and according to different statutory criteria. Our first step was to identify land with heritage attributes and to locate data sources that contained this information.

Sources of Information

The following sources have been consulted to identify possible heritage attributes:

Table 1. Data sources identifying heritage attributes of land.

Data Source	Description	Notes on Data Quality
QLDC Proposed District Plan	<p>Heritage sites and areas recorded in the Proposed District Plan:</p> <ul style="list-style-type: none">• 26.7 – Heritage precincts• 26.8 – Inventory of listed heritage features• 26.10 – Heritage overlay areas• 26.11 – Sites protected by Heritage Orders• 26.12 – Inventory of archaeological sites• Arrowtown Residential Historic Management Zone	<p>GIS data does not fully incorporate relevant aspects of the district plan schedules or other important details. For example, no site type, origin/ethnicity, or heritage significance, has been recorded. Additionally, heritage features are only recorded as single points, meaning the full extent of sites spread across multiple land parcels is not clear. Where further detail about each site/area is required, this information can be sourced from the</p>

		QLDC Proposed District Plan and/or the QLDC Heritage Inventory Register (dated June 2016).
Heritage New Zealand Pouhere Taonga List	Historic places and areas included on the Heritage New Zealand Pouhere Taonga List/Rarangi Korero, according to the statutory criteria outlined above. HNZPT also has the ability to enter into covenants providing for the protection of heritage values with land owners.	Like QLDC, GIS data provided by HNZPT recorded listed places and areas as single points. Identification of their full extent was not possible through GIS data. As above, where further detail about historic places/areas is required, this information is available from the HNZPT website. No data for heritage covenants was available. The title of each HNZPT Listed site on QLDC-controlled land was reviewed manually to identify the presence of a heritage covenant.
ArchSite	Archaeological sites recorded by the New Zealand Archaeological Association. These sites are of archaeological significance and may contain archaeological artefacts, subsurface or otherwise.	Archaeological site records are primarily designed and used to document the location and details of individual sites and the data is currently not suited to large-scale analyses. The data has been entered on an ad hoc basis by a wide range of users over the past 70 years as archaeological research or investigations are undertaken on particular sites or sets of sites. Geographic coverage and the detail of information associated with entries is uneven across the platform. Data definitions (e.g., what exactly constitutes a 'Mining' site type) and formatting is inconsistent for most fields. Legacy data is still attached to some sites as scanned paper forms and is not represented in database fields. The accuracy of site locations varies greatly from records noting a general area to precise site extents based on land parcel boundaries. Site ethnicity (Māori or Non-Māori) is generally accurate.
Reserves	Reserves designated under the Reserves Act – historic and local purpose.	Accurate data available from LINZ, though there is the potential for cemeteries to exist outside cemetery

		reserves (e.g., Arrowtown Cemetery).
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Other Sources Considered

The following data sources recording heritage attributes were also considered:

- Tohu Whenua – A visitor programme run by DOC and HNZPT that promotes New Zealand’s most significant heritage sites: Arrowtown has been identified as a Tohu Whenua. No defined area is identified as regarding as forming the ‘Tohu Whenua.’ Including Tohu Whenua as a heritage attribute would cover the entirety of Arrowtown with little justification of heritage values. As such, in our opinion, the heritage values of Arrowtown would be best considered as individual sites or smaller collections of sites which have defined townscape value (e.g. heritage precincts protected under the QLDC Proposed District Plan).

2. Development of Assessment Criteria

Risks and Impacts to Heritage Sites

Following the identification of heritage attributes, we considered how freedom camping might impact the heritage values of these identified sites. Although there are existing protection mechanisms within the FCA 2011 (i.e. offences to inappropriately deposit waste) to protect areas that might be used by freedom campers, there is evidence that freedom campers carry out these behaviours regardless of these being illegal and the impacts of these behaviours on heritage attributes can be irreversible.

The risks of freedom camping and impacts on heritage attributes are outlined in the following table. Some identified risks are not specific to heritage sites, and some are not unique to freedom camping. Some risks are considered to be more likely than others based on what is known about freedom camping behaviours.

Table 2. Risks and impacts to heritage sites associated with freedom camping.

Risk of Freedom Camping	Description	Source (if applicable)	Impacts on Heritage
Accidental damage	Ground disturbance associated with camping, setting up tents, vehicle use and driving, and potential for damage by vehicle movements	Historic Environment Scotland (n.d.); QLDC (2022) ²	Damage to heritage sites can be irreversible. Some sites, e.g. archaeology or ruins, will be more vulnerable to damage
Effluent disposal and human waste	Inappropriate disposal of effluent and human waste. Although freedom camping can be undertaken in self-contained vehicles, there is evidence that freedom	DIA (2011); Angus & Associates (2017); QLDC (2022) ³ ; QLDC (2024) ⁴	Potential irreversible effects with the desecration of sites with heritage significance

² See: FC21/0076.

³ See: FC22/0008, FC22/0014, FC22/0035.

⁴ See: FC24/0377, FC24/0324, FC24/0311, FC24/0156, FC24/0153, FC24/0133, FC24/0076, FC24/0050, FC24/0033, FC24/0027, FC23/0161, FC23/0159, FC23/0040.

	campers choose not to use these facilities.		
Vandalism	Deliberate destruction, defacing, or graffiti	Historic Environment Scotland (n.d.); QLDC (2024) ⁵	As above, damage to heritage sites can be irreversible
Trinket tourism/ fossicking	Taking small keepsakes of heritage sites (e.g. archaeological artefacts)	DOC (n.d.)	Loss of heritage fabric or archaeological artefacts where these are removed from the site
Fire risk	Fire risk is heightened depending on site type, vulnerability, and isolation	Lonergan (2020); HNZPT (2022); also see <i>Stuff</i> (2018); QLDC (2022) ⁶ ; QLDC (2024) ⁷	As above, fire damage to heritage sites can be irreversible
Waste disposal and litter	Irresponsible disposal of waste and littering	DIA (2011); Angus & Associates (2017); QLDC (2022) ⁸ ; QLDC (2024) ⁹	As above, potential desecration of sites with heritage significance
Degraded integrity of heritage sites and areas	An increased number of freedom campers (and associated infrastructure) to a heritage site or area or freedom campers staying for an extended period of time	See QLDC (2022) ¹⁰ and QLDC (2024) ¹¹ for examples of freedom campers affecting viewshafts or staying for extended periods of time	Potential to impact access, aesthetics, and appreciation of heritage sites (e.g. blocking significant viewshafts or restricting access), adversely impacting its heritage value. When viewed in isolation, one freedom camper could have a small, temporary impact, but where there is ongoing camping (by different people), this could become permanent
Inappropriate behaviour	Activities associated with freedom camping (e.g. hanging out washing and cooking) can be inconsistent with the etiquette expected at heritage sites	See QLDC (2022) ¹² and QLDC (2024) ¹³ for examples of freedom camping activities	Potential to impact experiential character (i.e. expectations of how heritage sites and spaces are used and appreciated) of heritage sites, adversely impacting its heritage value

⁵ See: FC24/0385.

⁶ See: FC21/0071, FC21/0072, FC22/0009.

⁷ See: FC24/0281, FC24/0275, FC24/0268, FC24/0262, FC24/0179, FC23/0089, FC23/0016.

⁸ See: FC22/0019, FC22/0022, FC22/0038.

⁹ See: FC24/0370, FC24/0361, FC24/0343, FC24/0340, FC24/0285, FC24/0283, FC24/0216, FC24/0206, FC24/0179, FC24/0158, FC24/0075, FC24/0028, FC24/0027, FC24/0014.

¹⁰ See: FC22/0020.

¹¹ See: FC24/0381, FC24/0310, FC24/0174, FC24/0241, FC24/0205, FC24/0201, FC24/0200, FC24/0199, FC24/0196, FC24/0194, FC24/0192, FC24/0186, FC24/0181, FC24/0088, FC24/0087, FC24/0075, FC24/0036, FC23/0247, FC23/0088.

¹² See: FC22/0010, FC22/0014, FC22/0049.

¹³ See: FC24/0232, FC24/0228, FC24/0210, FC24/0181, FC24/0051, FC24/0026, FC23/0245, FC23/0211, FC23/0209, FC23/0075, FC23/0053, FC23/0008, FC22/0120.

It is difficult to quantify impacts of freedom camping on the intangible values of heritage sites, identified in the last two rows in the table above. While freedom camping risks some physical impact on heritage sites (e.g. accidental damage, fire, vandalism, etc.), most significantly, freedom camping has been associated with behaviours that are inherently incompatible with expectations of how people should interact with heritage sites. There is evidence that freedom camping is associated with hanging out washing, cooking/cleaning dishes, and ablutions which do not align with the etiquette that may be expected at some heritage sites (e.g. cemeteries or civic buildings); however, this is not to say that these behaviours are not expected at all heritage sites (e.g. sites which are active camping sites). This is dependent on context.

Heritage Constraints to Freedom Camping Areas

The application of constraints to heritage sites is interesting: On one hand, freedom camping provides opportunities to encourage visitors to lesser known heritage sites and, on the other hand, it brings risks to the heritage values of these sites (see Table 2 above). Hard constraints are sites that we consider freedom camping would have an adverse and irreversible impact on heritage attributes. Consider constraints are sites where freedom camping may or may not be possible, where possible adverse impacts on heritage attributes can be mitigated or managed. It is important to note that a consider constraint on a heritage site may not mean that freedom camping will be associated with adverse impacts on that site. Mitigating and management recommendations are outlined in Table 5 below.

The following table adapts the constraints framework developed by Tonkin+Taylor to heritage attributes affected by freedom camping:

Table 3. Application of constraints to heritage sites.

No.	Level	Relative Name	Application to Heritage
3	High	Hard	We would not recommend freedom camping due to likely adverse impacts on heritage attributes (for example, a cemetery)
2	Moderate	Consider	Possible adverse impacts on heritage attributes. Freedom camping may be possible with conditions/restrictions that would manage/mitigate adverse effects on heritage but may choose not to/combination of multiple moderates (in conjunction with consider constraints identified by another stream)
1	Low	Notable ¹⁴	Freedom camping generally okay, possibly with minor conditions
0	None	No properties	Sites with no recorded heritage attributes. No restrictions on camping (from a heritage perspective)

In response to the data constraints, we have proposed a conservative approach to heritage attributes. Few attributes have been identified as 'hard' constraints, with the remainder identified as 'consider' constraints, which may allow for freedom camping where adverse impacts on heritage values could be managed or mitigated by the recommendations in Table 5 below.

¹⁴ Notable constraints not applied in heritage context.

Heritage Attributes

The following table contains heritage attributes considered to be relevant to freedom camping:

Table 4. Heritage attributes of QLDC-controlled land and application of constraints.

Attributes	Description	Data Source	Constraint	Relevance to the FCA 2011
Built heritage	Building, monument, cemetery, ruin, other	<ul style="list-style-type: none"> • QLDC PDP • HNZPT • ArchSite 	Consider/Hard – Different site types may be impacted differently by freedom camping, e.g. archaeological sites and ruins are more vulnerable to physical damage. Some site types (e.g. cemeteries) may be hard constraints.	To protect the area; to protect access to the area; to protect health and safety (where site involves ruin or dilapidated building)
Archaeological site	Archaeological sites of pre-1900 origin	<ul style="list-style-type: none"> • QLDC PDP • HNZPT • ArchSite 	Consider – It is an offence to modify or damage an archaeological site without an archaeological authority from HNZPT so activities on archaeological sites (recorded or otherwise) will need to be managed accordingly.	To protect the area; to protect access to the area
Site of Māori origin	Archaeological sites of Māori origin	<ul style="list-style-type: none"> • ArchSite 	Hard – Irreversible adverse effect on intangible values. In consultation with the Cultural stream, a 200m buffer has been applied to QLDC-controlled land around these sites. Little is known about archaeological sites of Māori origin recorded on ArchSite.	To protect the area
Heritage area	Heritage precincts, areas, and landscapes	<ul style="list-style-type: none"> • QLDC PDP • HNZPT 	Consider – Possible adverse effects on contextual/group value of connected sites.	To protect the area
Historic reserve	Historic reserve under the Reserves Act	<ul style="list-style-type: none"> • LINZ 	Consider – Camping is only permitted in some circumstances (see section 44).	To protect the area; to protect access to the area
Heritage Order	Site protected by a heritage order, a provision in a district plan to protect the heritage qualities of a particular place or	<ul style="list-style-type: none"> • QLDC PDP 	N/A – The description of the Heritage Order may control how the site can be used and developed making this a hard constraint or requiring conditions to allow for freedom camping. No Heritage Orders have been identified on QLDC-controlled land, with all Heritage Orders within the Queenstown Lakes District are located on privately owned land.	To protect the area

	structure (section 188, RMA)			
Heritage Covenant	Agreement between a landowner and HNZPT to protect heritage values of a site and can control how a site is used or developed	<ul style="list-style-type: none"> • HNZPT 	N/A – As above, the details of the covenant may control how the site can be used and developed or requiring conditions to allow for freedom camping. No HNZPT covenants have been identified on QLDC-controlled land. The title of every HNZPT Listed site on QLDC-controlled land has been review via LINZ Land Record Search.	To protect the area

Other Options Considered

- We considered whether heritage areas/precincts should be a hard constraint due to the possible impact of freedom camping on the areas contextual/group value by creating a disconnect between connected sites. This approach would have been too general as some heritage areas are large (e.g. the Proposed District Plan Macetown Heritage Overlay Area) and could accommodate some level of freedom camping before contextual value would be impacted.
- We also considered whether freedom camping could be constrained on the basis of the defined heritage value of each site (e.g. high, moderate, and low). There is also no agreed manner of assessing heritage significance in New Zealand, with different criteria adopted in the RMA 1991 and HNZPT 2014. Adopting this approach would require reconciling different ways of assessing heritage value, and some sites have no criteria to assess heritage value (e.g. historic reserves).

Application of Assessment Criteria to Data

Following the development of the assessment framework outlined above, and its use by Tonkin+Taylor to create a preliminary map of areas for restricting freedom camping, a quality assurance process was undertaken. This assessed accuracy of the risks identified and the appropriateness of the constraints proposed. A random sample of 5% each of the total number of archaeological sites (n=25) and QLDC heritage sites and areas (n=5) within QLDC-controlled land was made. The level of constraint associated with each site was identified, and the site accuracy, vehicle access, and potential risks were assessed. This was undertaken in lieu of site visits.

The key lessons from this process included:

- Confirmation that the detail and accuracy of the available data is limited. For example, the polygon for site F41/607 - near Gibbston, adjacent to the Kawarau River - is based on a historic grid reference and significantly understates the extent of the riverside gold workings it records. Also, the locations of Māori sites were particularly inaccurate as these were largely recorded in the 1960s-1980s.
- While theoretically in areas subject to freedom camping, many sites are effectively inaccessible, being located in very remote areas away from formed roads or tracks, or largely on private property. For example, site G39/6 is located next to a paper road in the mountains on the western shore of Lake Wakatipu. Alternately, the District Plan scheduled Van Der Walde Building (Ref. 108) is located adjacent to Ballarat Street mall, with no vehicle access.
- The potential physical risks to heritage sites identified were generally all relevant, providing that there was access available. However, it was also noted that there is no reason to believe that freedom camping in the vicinity of these sites was especially likely to result in these physical risks being realised.
- In contrast to this, several sites were assessed where it was clear that freedom camping could adversely affect the intangible qualities of the sites. For example, an excess of substantial campervans parked for an extended time in front of Granny Jones Cottage at 59 Buckingham Street, Arrowtown would certainly degrade its integrity as a heritage place. Another example is the cave shelter archaeological site recorded as E40/12. Freedom camping in the vicinity of this site is likely to involve activities, like eating, that could be seen as culturally inappropriate.

Overall, the quality assurance process helped understand the range of risks identified and supported the proposed constraints. On its own, the potential physical risk to heritage sites did not seem to reasonably warrant the prohibition of freedom camping. However, there is a likelihood that intangible values could be adversely affected given the behaviours that have been associated with freedom camping. The data available is also not accurate enough to try and refine any constraints associated with certain site types beyond ethnicity.

3. Mitigating or Management Recommendations

We have identified hard constraints as areas where freedom camping should not be permitted due to a real risk of an irreversible adverse impact on the heritage values of the attribute. These sites include cemeteries and archaeological sites of Māori origin. Consider constraints are areas where freedom camping may be provided for (from a solely heritage perspective), where the identified risks to the heritage attributes of the area can be mitigated/managed according to Table 6 below.

As noted above, while there are regulatory mechanisms in place within the FCA 2011 and HNZPTA 2014 (i.e. offences) to protect areas, these current regulatory controls are insufficient to protect heritage attributes from the impacts of freedom camping. There is evidence that freedom campers undertake illegal behaviours regardless of these being illegal (see Table 2 above). Similarly, despite a freedom camping vehicle being self-contained, there is evidence that campers choose not to use these onboard facilities and human waste is disposed of inappropriately (QLDC, 2022; QLDC, 2024; QLDC, December 2024; also see Table 2 above). The impact of these behaviours on heritage attributes is irreversible and can desecrate heritage sites. Furthermore, the risk of accidental damage to heritage attributes remains and many people may not be aware of the provisions of the HNZPTA 2014 relating to archaeology. As such, additional controls need to be in place to mitigate and manage risks to heritage attributes by encouraging and enabling freedom camping behaviours that will protect heritage attributes.

Mitigating or Management Options

Mitigating or management recommendations to manage the identified risks of freedom camping on sites with heritage attributes could include:

Table 5. Options to mitigate or manage the risks of freedom camping to heritage attributes.

Option	Rationale	Description
Provision of infrastructure/facilities	To protect the area	Provide infrastructure, e.g. rubbish bins, toilets, etc. to encourage behaviours that protect heritage attributes. Nb. The construction of further infrastructure can have additional impacts on the heritage values of sites which have not been considered as part of this assessment.
Signage (advisory and interpretative aids)	To protect the area; Protect access; Health and safety	Signage should advise freedom campers of the heritage significance of the site and that it is an offence to modify/destroy an archaeological site (if applicable). Some archaeological sites can present health and safety concerns (e.g. soil contamination and soil-borne illnesses such as tetanus, unknown/hazardous subsurface artefacts – broken glass and rusted metal, ground instability). Freedom camping near a heritage site could offer opportunities for interpretation and appreciation of the site.
Buffer zones/setbacks	To protect the area; Protect access; Health and safety	A buffer zone/setback around a heritage feature where camping is not permitted to protect the physical fabric of the site, intangible values (e.g. significant viewshaft within adjacent QLDC-controlled land), public access, or health and safety. Fencing or another physical barrier (e.g. boulders/rocks) could also be utilised.

		Where a site is unsafe, unstable or decaying (e.g. ruin or dilapidated building), a larger buffer zone should be applied. A buffer zone of 200m is recommended around archaeological sites of Māori origin to protect these from accidental damage and impacts on intangible values.
Site surveillance and security (CCTV, lighting, etc.)	To protect the area; Health and safety	Site surveillance may deter vandalism.
Restricted hours	Protect access	Freedom camping could be provided for only during restricted hours (e.g. overnight) to protect public access to the heritage site.
Defined camping/parking sites	Protect the area	Camping restricted to a defined area to protect (e.g.) potential for archaeology and significant viewshafts of the heritage site from within QLDC-controlled land.

We have also considered whether allowing different types of freedom camping (e.g. tents versus self-contained vehicles) would adequately manage the risk to heritage attributes. Due to the evidence that this does not manage the risk of inappropriate disposal of human waste, in our view, freedom camping should only be allowed on sites with heritage attributes where there are appropriate infrastructure/facilities available.

Application of Mitigating and Management Recommendations

The following table provides an outline of how the mitigating and management recommendations could be applied to heritage attributes in QLDC-controlled land. Please note that not all mitigation/management recommendations need to be applied and that these are best applied on a case-by-case basis, due to the accuracy of the data, rather than a generic one-size-fits-all approach.

Table 6. Application of mitigating and management recommendations for freedom camping on land with heritage attributes.

Site Type	Mitigation/Management Recommendations
Built heritage – building	<ul style="list-style-type: none"> Recommend provision of infrastructure/facilities Signage – interpretative and advisory (if relevant)¹⁵ Restricted hours – e.g. overnight only if site has daily operating hours (i.e. open to public access during the day) Buffer zone/setback or defined camping/parking sites to protect building from physical damage and health and safety of visitors to the site if a dilapidated building
Built heritage – monument	<ul style="list-style-type: none"> Recommend provision of infrastructure/facilities Signage – interpretative and advisory, if relevant Restricted hours – e.g. overnight only to protect public access Buffer zone/setback or defined camping/parking sites to protect building from physical damage or viewshafts
Built heritage – cemetery	N/A – identified as hard constraint. Freedom camping is not recommended within cemeteries.
Built heritage – ruin	<ul style="list-style-type: none"> Recommend provision of infrastructure/facilities Signage – interpretative and advisory (if relevant)

¹⁵ Some built heritage will have associated archaeology, which may be subsurface, subject to the provisions of the HNZPTA 2014.

	<ul style="list-style-type: none"> • Restricted hours – e.g. overnight only if site has daily operating hours (i.e. open to public access during the day) • Buffer zone/setback or defined camping/parking areas to protect ruin from physical damage and to protect health and safety of visitors to the site
Built heritage – other	<ul style="list-style-type: none"> • Recommend provision of infrastructure/facilities • Signage – interpretative and advisory (if relevant) • Restricted hours – overnight only if site has daily operating hours • Buffer zone/setback or defined camping/parking areas
Archaeological site (European)	<ul style="list-style-type: none"> • Recommend provision of infrastructure/facilities • Signage – interpretative and advisory of the potential for archaeology in the area • Buffer zone/setback or defined camping/parking areas to protect site from physical damage and to protect health and safety of visitors to the site
Archaeological site (Māori origin)	N/A – identified as hard constraint. Freedom camping is not recommended on sites of Māori origin.
Heritage area/precinct – collection of built heritage features	<ul style="list-style-type: none"> • Recommend provision of infrastructure/facilities • Restricted hours – overnight only to protect integrity of the area during the day • Defined camping/parking sites to protect significant viewshafts from within QLDC-controlled land
Historic reserve	<ul style="list-style-type: none"> • Recommend provision of infrastructure/facilities • Signage – interpretative and advisory (if relevant) • Restricted hours – e.g. overnight only if a site has daily operating hours (i.e. open to public access during the day) • Defined camping/parking areas to protect access to the area
Heritage Order	<ul style="list-style-type: none"> • Mitigating/management recommendations to be determined by the provisions of the Heritage Order <p>Nb. No heritage covenants were identified within QLDC-controlled land.</p>
Heritage Covenant	<ul style="list-style-type: none"> • Mitigating/management recommendations to be determined by the provisions of the covenant <p>Nb. No heritage covenants were identified within QLDC-controlled land.</p>

Concluding Comments

- Where freedom camping is proposed in an area that has identified heritage attributes, these areas may need to be reviewed more closely to confirm the appropriate mitigating/management recommendations.
- There may be camping locations that are desirable from a heritage perspective, where the risks of freedom camping can be managed appropriately. Freedom camping can offer an opportunity for heritage sites by drawing visitors to lesser known or underappreciated aspects of the Queenstown Lakes District's history.



Jeremy Moyle
Heritage Consultant/Senior Archaeologist
jeremy@originteam.co.nz



Lucy King
Heritage Consultant/Heritage Planner
lucy@originteam.co.nz

For and on behalf of Origin Consultants Ltd

Phone 03 442 0300
Office 9 Arrow Lane, Arrowtown
Post PO Box 213, Queenstown 9348
Web www.originteam.co.nz

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