



**MARLBOROUGH
DISTRICT COUNCIL**



Only Marlborough

Marlborough District Council
Review of Responsible Camping Control Bylaw 2020
Area, site and road assessments
November 2021

Review of Responsible Camping Control Bylaw 2020 - Area, site and road assessments

[9 November 2021]

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Parks and Open Spaces - Property and Community Facilities Department
Marlborough District Council
Cnr Seymour and High Streets
PO Box 443
Blenheim 7240

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1.0 Introduction

- 1.1 The Marlborough District Council reviewed its Freedom Camping Control Bylaw 2012 with 2016 amendments (2012 Bylaw) in 2019/20. After consultation and notification of a draft bylaw, the Responsible Camping Control Bylaw 2020 (2020 Bylaw) was adopted at an Extraordinary Council meeting on 27 November 2020, becoming effective from 1 December 2020.
- 1.2 In response to the adopted 2020 Bylaw, a claim for judicial review from the New Zealand Motor Caravan Association (NZMCA) was lodged with the High Court in May 2021. The main points from the NZMCA claim are that:
- submitters were not given the chance to make submissions on the restriction of freedom camping to five sites in the District, and that
 - the Council did not undertake a complete assessment of all areas in the District (other than for the five sites) against the criteria in the Freedom Camping Act 2011 (FCA).
- 1.3 The Council decided to undertake further consultation to address these points and to consider other matters that have arisen since the 2020 Bylaw was adopted. This includes the impacts of the 2020 Bylaw during the 2020/2021 camping season, being the first season managed under the new bylaw, the Government's review of the FCA with some major changes proposed, the impact of Covid-19 and consideration of the effects on the Council's infrastructure of a significant storm event in Marlborough in July 2021.
- 1.4 As part of preparing a new draft bylaw for consultation, the area assessments in Appendices 1- 5 of this report have been undertaken to identify and assess land that is either Council controlled or managed throughout Marlborough, which has the potential to be used for freedom camping as provided for under the FCA. These assessments build on the work undertaken by Paul McArthur, a recreation consultant who assisted the Council in reviewing the 2012 Bylaw.
- 1.5 The aims of the area assessments are to:
- consider all land controlled or managed by the Council within Marlborough where there is potential to camp in a vehicle (including road reserve);
 - provide a consistent approach to classification of land controlled or managed by the Council in relation to restrictions or prohibitions on freedom camping against the criteria set out in the FCA.

2.0 Requirements of the Freedom Camping Act 2011

- 2.1 The starting premise in the FCA is that freedom camping is permitted everywhere unless it is restricted or prohibited. Sections 10 and 12 of the FCA state respectively:
- 10 *Freedom camping is permitted in any local authority area unless it is restricted or prohibited in an area—*
- (a) in accordance with a bylaw made under section 11; or*
- (b) under any other enactment.*
- 12 *A local authority may not make bylaws under section 11 that have the effect of prohibiting freedom camping in all the local authority areas in its district.*
- 2.2 A bylaw is the instrument by which freedom camping can be prohibited or restricted in Marlborough. The FCA sets out the matters that may be considered by Council when making a bylaw in sections 11(1) and (2) of the FCA as follows:
- 11(1) *A local authority may make bylaws—*

- (a) *defining the local authority areas in its district or region where freedom camping is restricted and the restrictions that apply to freedom camping in those areas;*
- (b) *defining the local authority areas in its district or region where freedom camping is prohibited.*

11(2) *A local authority may make a bylaw under subsection (1) only if it is satisfied that—*

- (a) *the bylaw is necessary for 1 or more of the following purposes:*
 - (i) *to protect the area;*
 - (ii) *to protect the health and safety of people who may visit the area;*
 - (iii) *to protect access to the area; and*
- (b) *the bylaw is the most appropriate and proportionate way of addressing the perceived problem in relation to that area; and*
- (c) *the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990.*

3.0 Sites to be assessed

3.1 The following land is considered “in-scope” and has been assessed:

- Council administered land that is accessible and has a recognised safe parking area. This means that a vehicle (such as a campervan) can safely access the site by road verge or formed road.
- Formed roads administered by the Council and which are accessible by 2WD including road ends.
- Specific roads (roads that have been assessed are included within each of the relevant area assessments)
- Specific reserves administered under the Reserves Act 1977, which have vehicle access and a formed parking area.

3.2 The assessments are grouped under five areas, which are geographically shown in Figure 1. The areas are 1. Marlborough Sounds, 2. North Marlborough, 3. Wairau Plains, 4. Southern, Waihopai and Wairau Valleys and 5. South Marlborough. Within each of these there are areas, sites (which may include reserves) and roads that have been assessed. In all 43 area assessments have been undertaken.

3.3 A summary table can be found in section 9.0 of this report of the assessments undertaken and the relevant sections of s11(2) of the FCA as to why restrictions or prohibitions have been put in place for freedom camping in Marlborough.

4.0 Sites excluded from the area assessments

4.1 Some land has not been assessed and the circumstances and reasons for this are set out below:

- Private land and private roads – where land is owned by private persons/companies, for the purposes of freedom camping, this is beyond the control of the Council and cannot be managed under the FCA.
- Unformed legal road - while legal roads have exactly the same legal status as any public road, in that they remain open to public access, in practical terms they often not easily accessible. Some are part of farmland, some are too rough to cross or traverse coastal cliffs or there are not practical connections with formed road. Therefore no assessment of these areas has occurred.
- Public land other than that administered by the Council – this includes lands administered by the Department of Conservation, Land Information New Zealand or Waka Kotahi NZ Transport Agency (Waka Kotahi) or other crown agencies. The Council does not have control over other public land so it cannot manage freedom camping on this land under the FCA.

There is one exception to this and this is land administered by Waka Kotahi at Lake Elterwater. This area of state highway has been assessed for the purposes of freedom camping. The Council is in discussions with Waka Kotahi on establishing a “delegation of use” for the land to be used as a freedom camping site.

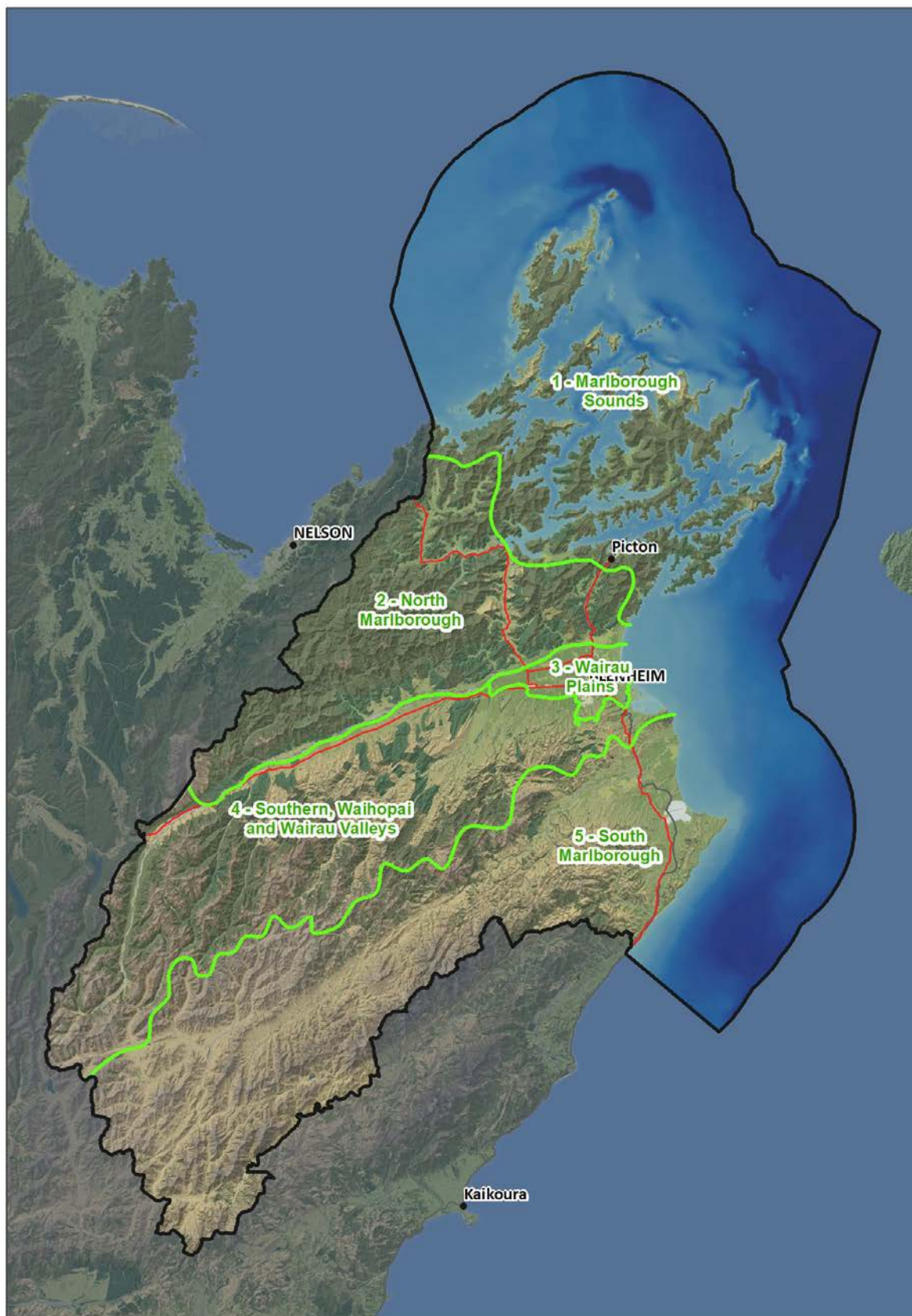


Figure 1: Areas of Marlborough within which assessments have been undertaken

- Cemeteries – all cemeteries have a high level of cultural and historical significance and as such are considered inappropriate for freedom camping. This includes cemeteries that are open, i.e. where interments still occur or cemeteries that are closed, i.e. where no interments take place.
- Occupied Council land – this is Council administered land including reserves that are occupied under a commercial or community lease or licence or occupied by Council for administration/operational purposes. This includes land leased for viticulture or farming purposes.
- Land not accessible by vehicle – some Council owned or administered land is not readily accessible by vehicles, including areas within the Marlborough Sounds or alongside rivers. These lands have not been assessed.
- Nohoanga – Ngāi Tahu manages a nohoanga site on the Waima (Ure) River in south Marlborough that may be used for camping. Under the Ngāi Tahu Claims Settlement Act 1998, nohoanga sites are specific areas of Crown-owned land adjacent to lakeshores or riverbanks, which can be used to facilitate the gathering of food and other natural resources by Ngāi Tahu Whānui.

5.0 Reserves Act 1977

- 5.1 Unlike the FCA where freedom camping is permitted everywhere unless otherwise restricted or prohibited, under the provisions of the Reserves Act 1977 the reverse applies. Of particular relevance is section 44 of the Reserves Act, which does not allow camping in reserves unless this is consented by the Minister of Conservation or is provided for in a reserve management plan prepared under the Reserves Act. (A delegation has previously been made from the Minister of Conservation to local authorities to administer section 44 of the Reserves Act and consent to camping in reserves.)
- 5.2 With the exception of the Havelock Domain, none of the reserves in Marlborough for which a reserve management plan is in place specifically provides for camping to occur. Nor has the Council made a specific decision to authorise camping on reserves the Council owns or administers (except as explained in paragraph 5.4). The default position in the Reserves Act therefore makes camping a prohibited activity on reserves owned or administered by the Council.
- 5.3 The following campgrounds enable camping on reserve lands administered by the Council through a formal lease.
- Alexanders Holiday Park – Picton
 - Havelock Holiday Park – Havelock
 - Awatere Settlers Motor Camp – Seddon
- 5.4 These lands, or the parts of these lands that are leased for this purpose, have not been included in the area assessments.
- 5.5 If, as a consequence of the 2020 Bylaw review there is proposed to be freedom camping on Council administered reserve land, a specific resolution will be required of the Council, acting under a Reserves Act delegation from the Minister of Conservation, to allow this. This process is considered more practical than reviewing the relevant reserve management plans to allow for camping due to the lengthy timeframe required for review. Additionally, given the old age of many plans, it would be more appropriate to use the opportunity to review the entire plans, not just whether camping should be allowed, which would take an even longer period of time. Therefore the use of a delegation under the Reserves Act is more efficient.
- 5.6 In using this method to allow for camping, consultation with the relevant communities of interest and consideration of their views would be necessary to inform the Council's decision. It is also important to consider whether freedom camping is appropriate in terms of the purpose for which a reserve has been vested or gazetted under the Reserves Act e.g. local purpose, scenic, recreation.

6.0 Resource Management Act 1991

6.1 In addition to the requirements of the Reserves Act, there are also potentially resource consent requirements that need to be addressed under the following three resource management plans¹:

- Marlborough Sounds Resource Management Plan (MSRMP) - operative
- Wairau/Awatere Resource Management Plan (WARMP) - operative
- Marlborough Environment Plan (MEP) - proposed

(The MEP is at the appeal stage meaning that where its provisions have not been appealed, they will be operative instead of the equivalent provisions in the MSRMP or the WARMP.)

6.2 The reserve type zonings in the MSRMP and WARMP are Local Recreation (neighbourhood type parks generally), District Recreation (larger parks including sports parks) and Conservation (often alongside the coast or rivers and includes most of Department of Conservation administered land). There are no specific freedom camping provisions within the two fully operative plans although there are discretionary activity rules for camping grounds and visitor accommodation in several of the zones.

6.3 In the MEP, the reserves zonings are generally Open Space 1, 2 and 3. There are specific rules for freedom camping for Open Space Zones 2 and 3. In these two zones, freedom camping is a permitted activity except where the area is identified as a prohibited area in a bylaw made by the Council. For Open Space 1, there are no permitted activity rules for freedom camping and a resource consent is required to enable this activity.

6.4 For roads managed by the Council, resource consent is required for any freedom camping in the road corridor through Rule 2.23.2, being a use of land not provided for as a permitted activity. Consent may also be required in other zones where freedom camping has not been specifically provided for e.g. Floodway Zone.

6.5 For the five freedom camping sites in the 2020 Bylaw resource consent is required at four sites as set out in the following table. Consent is currently being sought for these four sites.

Existing Freedom Camping Site	MEP Zone	Need Consent Y/N
Taylor Dam	Floodway Zone	Y
Wairau Diversion	Floodway Zone	Y
Wynen Street, Blenheim	Business 1	Y
Renwick Domain	Open Space 2	N
Lake Elterwater	Road	Y

6.6 Once the area assessments are complete in terms of the provisions of the FCA, and if further areas are considered appropriate for freedom camping, there will need to be consideration of whether resource consents are also required.

7.0 Assessments

7.1 Under the FCA, the Council may only make a bylaw if it is satisfied that a bylaw is necessary for the following purposes:

¹ As the Marlborough District Council is a unitary authority it has the functions of both a regional council and a district council. Accordingly the resource management plans prepared are combined regional policy statements, regional, coastal and district plans.

- To protect the area
- To protect the health and safety of people who may visit the area
- To protect access to the area

7.2 The report uses these purposes as the criteria for assessment and the following describes how these criteria have been interpreted in the assessments in Appendices 1 to 5. This interpretation is based on Paul McArthur's site assessment work and a review of several other councils' freedom camping site assessments. Further information about areas provided through the draft 2020 Bylaw has also been referenced in the following assessments where relevant as has other information that has become evident since the first assessments were prepared.

Protect the area

Natural values	Consideration of whether there is the potential for effects on ecosystems, biodiversity, plants and wildlife.
Cultural and historical values	Identification of areas of significance for iwi and whether there are heritage values present.
Water quality and water quantity values	Identification of the potential for adverse effects on both coastal and freshwater quality and whether there will be a demand for freshwater.
Landscape and amenity values	Determining the potential for effects on: <ul style="list-style-type: none"> • a loss of or compromised views from residential and commercial areas; • a reduction of natural and open space character and visitor experience; and • a loss of amenity for local residents including a loss of privacy and from noise from camping activity and the arrival and departure of campers.
Recreation assets	Consideration of what recreation facilities are in place, what the capacity of the area is and the potential for damage to facilities or land.

Protect the health and safety of people who may visit the area

Natural hazards	Identification of areas with flood hazard, potential for landslips and fire hazard. (Note that all of Marlborough's coast line has been identified as having an inundation risk from tsunamis. While this is a risk it has not been included in the assessments as there is existing residential activity occurring within these zones – more information on the inundation areas can found on the Council's website. Additionally, Marlborough sits in an area of high earthquake risk but this has not been specifically factored into the area assessments.)
Built environment hazards	Consideration of what is the nature of existing infrastructure including the type of roads and their use, any contaminated site issues, and other infrastructure issues.
Human hazards	Identification of any issues with the safety of vehicles entering and leaving a site, potential impacts on residents' physical health and wellbeing from unhygienic practices and the likelihood or risk of verbal or physical abuse between communities of users (local and visitors).

Protect access to the area

Restrict access	Determining the extent to which access to an area may be restricted for residents and other non-camping visitors (e.g. ability to access residential areas, boat ramps, foreshores, car parks, rivers, reserves, sports, recreation and community facilities). Consideration is also given to whether access to an area is hindered for emergency services, service vehicles (e.g. rubbish trucks), public transport, school buses and maintenance vehicles.
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Discourage access Whether high use of an area by freedom campers would discourage other users by reducing the experience and appeal to visit the area.

8.0 Assessment methodology

8.1 The scoring method is based on the three assessment criteria set out in the FCA. Each area has been allocated a score from 1 (being the lowest) to 5 (being the highest). The total score of each of the three criteria combined provides the total significance score.

Score	
1	No concerns
2	Minor concerns
3	Moderate concerns
4	Significant concerns
5	Very significant concerns

8.2 If the score is 8 or below, camping may be permitted at the area with some restrictions placed on the conditions specific to the type of camping or duration for camping at the area.

8.3 However, if the score for any one of the three criteria is 5, this means the area is deemed to have a “very significant issue(s)” and freedom camping should be prohibited. This is regardless of whether the total score is 8 or below. Camping should also be prohibited when the total score is between 12 and 15 as there are significant issues across all three FCA criteria.

8.4 Where the score is 9 or above, this means that the area has some significant issues and freedom camping may be prohibited dependent on whether the issues of concern can be practically or appropriately mitigated.

9.0 Summary of assessments

9.1 All individual area assessments are detailed in Appendices 1 to 5. A summary of the scores for each assessment is included in Table 2. For those areas where freedom camping is considered acceptable, Table 1 sets out these areas.

Table 1: Summary of assessments where freedom camping may be acceptable

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score	Assessment	FCA S11(2)(a)
16.	Opouri Road (adjacent to Carluke Domain)	2	3	2	7	Acceptable with conditions	i, ii, iii
22.	Wairau Diversion	2	3	1	6	Acceptable with conditions	i, ii
23b.	Renwick Urban Area – Renwick Domain	2	2	2	6	Acceptable with conditions	i, ii, iii
24b.	Blenheim Urban Area – Wynen Street carpark	2	1	2	5	Acceptable with conditions	i, iii
25a.	Taylor Dam Reserve – upper level	2	3	2	7	Acceptable with conditions	i, ii, iii
31b.	Wairau Plains – west of State Highway 1 – roads to be identified	2	3	2	7	Acceptable with conditions	i, ii, iii
33b.	Southern Valleys – roads to be identified	2	3	2	7	Acceptable with conditions	i, ii, iii
34b.	Waihopai Valley – roads to be identified	3	2	2	7	Acceptable with conditions	i, ii, iii
35b.	Wairau Valley – roads to be identified	3	3	1	7	Acceptable with conditions	i, ii
37.	Blairich Reserve	3	4	1	8	Acceptable with conditions	i, ii
38b.	Awatere Valley Area – roads to be identified	2	3	2	7	Acceptable with conditions	i, ii, iii
40.	Lake Elterwater Road Reserve	3	2	2	7	Acceptable with conditions	i, ii, iii

Table 2: Summary of all assessments

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score	Assessment	FCA S11(2)(a)
1.	D'Urville Island/Rangitoto ki te Tonga	4	5	3	12	Not acceptable	i, ii, iii
2	French Pass Township	4	2	5	11	Not acceptable	i, ii, iii
3.	French Pass Roads	3	5	3	11	Not acceptable	i, ii, iii
4.	Okiwi Bay Township	3	3	4	10	Not acceptable	i, ii, iii
5.	Havelock Urban Area	4	2	4	10	Not acceptable	i, ii

6.	Queen Charlotte Drive	3	5	4	12	Not acceptable	i, ii, iii
7.	Kenepuru Sound Roads	3	5	3	11	Not acceptable	i, ii, iii
8.	Double Bay Reserve	4	3	4	11	Not acceptable	i, ii, iii
9.	Ohingaroa Bay Reserve	4	2	4	10	Not acceptable	i, ii, iii
10.	Anakiwa Roads, Reserves and Village Green	4	4	4	12	Not acceptable	i, ii, iii
11.	Picton Urban Area	4	3	4	11	Not acceptable	i, ii, iii
12.	Port Underwood	4	5	3	12	Not acceptable	i, ii, iii
13.	Brown River	2	5	4	11	Not acceptable	i, ii, iii
14.	Alfred Stream	2	5	4	11	Not acceptable	i, ii, iii
15.	Rai Valley	3	4	2	9	Not acceptable	i, ii
16.	Opouri Road (adjacent to Carluke Domain)	2	3	2	7	Acceptable with conditions	i, ii, iii
17.	Te Hoiere/Pelorus Valley	4	4	3	11	Not acceptable	i, ii, iii
18.	Kaituna Valley and Northbank Valleys	3	4	2	9	Not acceptable	i, ii
19.	Koromiko, Para and Tuamarina	4	4	2	10	Not acceptable	i, ii
20.	Koromiko Recreation (Collins Memorial Reserve and Freeths Road)	4	3	4	11	Not acceptable	i, ii, iii
21.	Rarangi Blue Gum/Millennium Rock Road Reserve	5	1	4	10	Not acceptable	i, iii
22.	Wairau Diversion	2	3	1	6	Acceptable with conditions	i, ii
23a.	Renwick Urban Area	4	1	4	9	Not acceptable	i, iii
23b.	Renwick Urban Area – Renwick Domain	2	2	2	6	Acceptable with conditions	i, ii, iii
24a.	Blenheim Urban Area	4	4	4	12	Not acceptable	i, ii, iii
24b.	Blenheim Urban Area – Wynen Street carpark	2	1	2	5	Acceptable with conditions	i, iii
25a.	Taylor Dam Reserve – upper level	2	3	2	7	Acceptable with conditions	i, ii, iii
25b.	Taylor Dam Reserve – lower level	4	4	4	12	Not acceptable	i, ii, iii
26.	Wairau Plains – east of State Highway 1	4	5	4	13	Not acceptable	i, ii, iii
27.	Ferry Bridge Picnic Area	4	4	4	12	Not acceptable	i, ii, iii
28.	Grovetown Lagoon	5	3	4	12	Not acceptable	i, ii, iii
29.	River Reserve on Steam Wharf Road	4	4	4	12	Not acceptable	i, ii, iii
30.	River Reserve on Jones	3	4	4	11	Not acceptable	i, ii, iii

	Road						
31a.	Wairau Plains – west of State Highway 1	3	4	3	10	Not acceptable	i, ii, iii
31b.	Wairau Plains – west of State Highway 1 – roads to be identified	2	3	2	7	Acceptable with conditions	i, ii, iii
32.	Upper Spring Creek Reserve	4	4	4	12	Not acceptable	i, ii, iii
33a.	Southern Valleys	4	4	3	11	Not acceptable	i, ii, iii
33b.	Southern Valleys – roads to be identified	2	3	2	7	Acceptable with conditions	i, ii, iii
34a.	Waihopai Valleys	4	4	2	10	Not acceptable	i, ii, iii
34b.	Waihopai Valley – roads to be identified	3	2	2	7	Acceptable with conditions	i, ii, iii
35a.	Wairau Valley Township	4	3	4	11	Not acceptable	i, ii, iii
35b.	Wairau Valley – roads to be identified	3	3	1	7	Acceptable with conditions	i, ii
36.	Seddon Urban Area	4	2	4	10	Not acceptable	i, ii, iii
37.	Blairich Reserve	3	4	1	8	Acceptable with conditions	i, ii
38a.	Awatere Valley Area	4	4	2	10	Not acceptable	i, ii, iii
38b.	Awatere Valley Area – roads to be identified	2	3	2	7	Acceptable with conditions	i, ii, iii
39.	Marfells Beach Road	5	3	2	10	Not acceptable	i, ii, iii
40.	Lake Elterwater Road Reserve	3	2	2	7	Acceptable with conditions	i, ii, iii
41.	Ward Domain	4	3	4	11	Not acceptable	i, ii, iii
42.	Ward Roads	3	4	2	9	Not acceptable	i, ii, iii
43.	Lake Grassmere to Waima River Coast	4	3	4	11	Not acceptable	i, ii, iii

References

McArthur, P. May 2020. Responsible Camping Review for Marlborough District Council

McArthur, P. May 2020. Responsible Camping Review Site Assessments

MDC. November 2020. Decision Report of the Hearings Panel to Marlborough District Council and submitters in respect of Draft Marlborough District Council Responsible Camping Control Bylaw 2020 – includes schedule of decisions).

MDC. November. Post Hearings Site Assessment Update.

MDC. 2016. Marlborough District Council Freedom Camping Control Bylaw 2012 (with 2016 amendments)

MDC. August 2020. Draft Marlborough District Council Freedom Camping Control Bylaw 2020

MDC. November 2020. Marlborough District Council Responsible Camping Control Bylaw 2020 (adopted)

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MDC. Proposed Marlborough Environment Plan (appeals version as at September 2021).

Nelson City Council. June 2017. Site assessment Freedom Camping. Report prepared by Hammond Robertson Limited.

Queenstown Lakes District Council. July 2021. Assessment of sites for Freedom Camping. Report prepared by Xyst.

<https://www.marlborough.govt.nz/your-council/bylaws/proposed-east-coast-beach-vehicle-bylaw>

Appendices

Appendix 1 – Marlborough Sounds

Appendix 2 – North Marlborough

Appendix 3 – Wairau Plains

Appendix 4 – Southern, Waihopai and Wairau Valleys

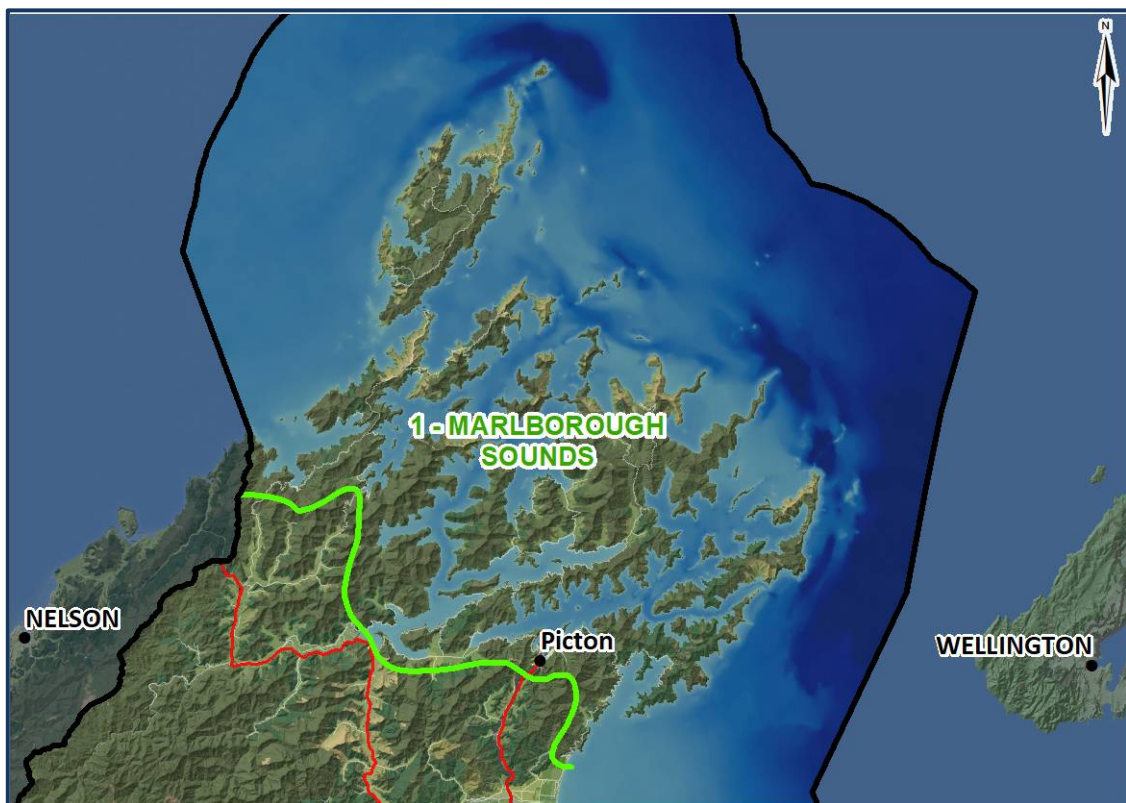
Appendix 5 – South Marlborough

Appendix 1 - Marlborough Sounds Area

Marlborough Sounds Area

The Marlborough Sounds Area includes roads, reserves, towns, townships and settlements within the catchment of the Marlborough Sounds as shown in the map below. The following areas, roads and sites have been assessed:

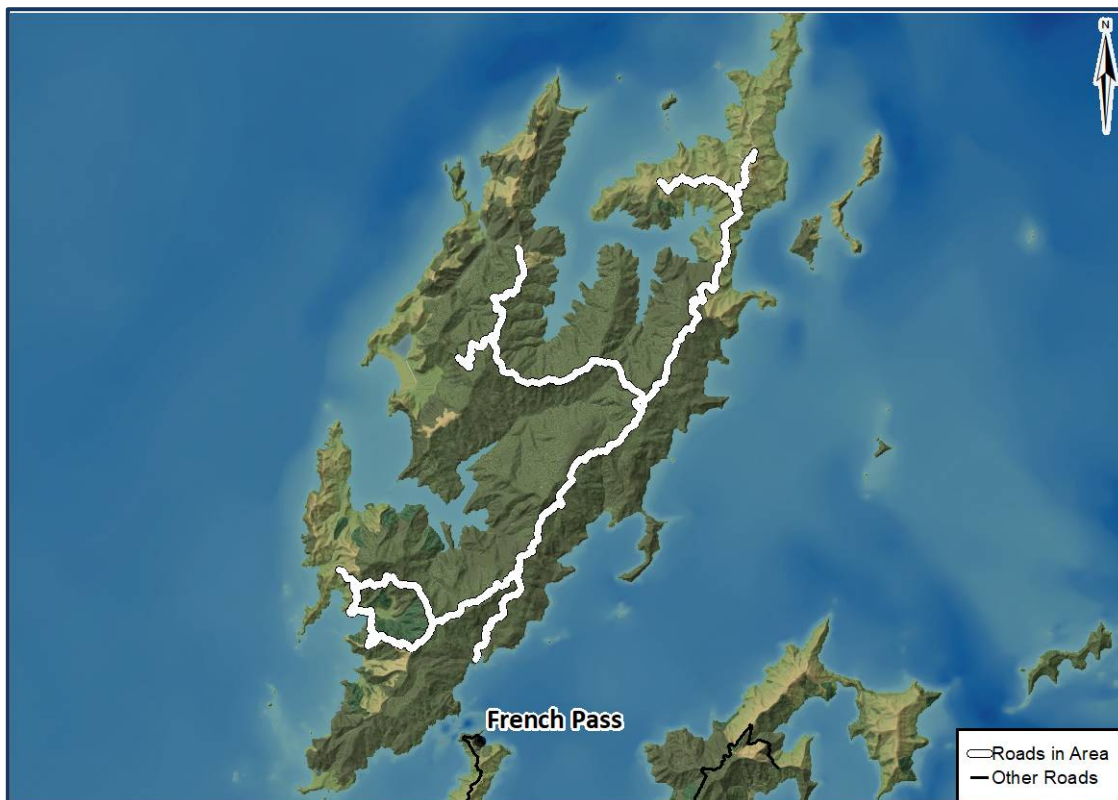
1. D'Urville Island/Rangitoto ki te Tonga
2. French Pass Township Area
3. French Pass Roads Area
4. Okiwi Bay Township Area
5. Havelock Urban Area
6. Queen Charlotte Drive Area
7. Kenepuru Sound Roads Area
8. Double Bay Reserve
9. Ohingaroa Bay Reserve
10. Anakiwa Road, Reserves and Village Green Area
11. Picton Urban Area
12. Port Underwood Area



1. D'Urville Island/Rangitoto ki te Tonga

Description

D'Urville Island/Rangitoto ki te Tonga is located in the north western part of the Marlborough Sounds. Vehicle access to the Island is by barge from the French Pass Township across to Kapowai. The area of assessment includes both the formed road and legal road on Main Road D'Urville Island, Greville Harbour Road, Kupe Road, Woodmans Road, Port Hardy Road, Waitai Road, Patuki Road and Waiiau Bay Road. Also included is the parking area adjacent to the Kapowai Wharf and the Local Purpose Reserve (Lot 5 DP 19808) extending along the foreshore adjacent to the Kapowai Wharf.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Significant conservation values exist in places including identified wetlands and marine areas with ecological significance. These values may be threatened by overnight camping.
Cultural and historical values	<p>There are cultural values that may be at risk from freedom camping. This was identified by Ngāti Koata through submissions on the draft 2020 Bylaw who stated that Rangitoto ki te Tonga is of significant cultural value to Ngāti Koata and that it is for most 'our <i>tūrangawaewae</i>'. There are particular concerns with the Port Hardy Road and Moawhitu area (Greville Harbour).</p> <p>Ngāti Koata are working on a multi-year project to re-establish the historical wetland and mahinga kai at Moawhitu and stated that there is considerable cultural and environmental risk should freedom camping be explicitly or implicitly allowed. Ngāti Koata also has a statutory acknowledgement over the Moawhitu area.</p>
Water quality and water quantity	There is some chance of inappropriate effluent and waste disposal affecting

issues	<p>stream or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.</p>
Landscape and amenity values	<p>D'Urville Island/Rangitoto ki te Tonga as a whole has been identified in the MEP as having outstanding landscape value. Significant areas on the Island and adjacent coastal area also have outstanding natural character values. There may be some concern at the impact of freedom camping on these values.</p> <p>Currently, there is not a high level of residential activity so there may be few concerns about the likely effect on landscape and amenity values from a presence of campervans staying overnight in this area. However, given the environment of the Island is relatively undeveloped, freedom camping could have a significant impact on amenity values.</p> <p>Through submissions on the draft 2020 Bylaw it was identified there was an increase in visitors to the Island so the potential for freedom camping to affect landscape and amenity values may change over time.</p>
Recreation assets	No specific risk has been identified.
Protect health and safety	
Natural hazards	<p>Some parts of the roads can be subject to slips, which are a limited risk in minor events but could be significant depending on the extent of the related trigger event. During the July 2021 storm event many areas of the Marlborough Sounds road network suffered extensive damage from slips and drop-outs. The risk to freedom camping occurring on roads on the Island from such events is considered very significant.</p> <p>There are a few areas on the Island identified with a Level 2¹ flood risk in the MEP. One of these is located at Kapowai and extends across the Local Purpose Reserve around the foreshore. This flood risk also extends across properties immediately behind the reserve.</p>
Built environment hazards	This is a very significant issue – the majority of roads on the Island are narrow, winding, have poor visibility and there are few parking places where vehicles can pull completely off the road. This was identified as a health and safety concern through submissions on the draft 2020 Bylaw.
Human hazards	<p>There are no public facilities along the Island's roads including no provision for the disposal of effluent. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>Ngāti Koata has also identified concerns with fire risk on the Island, particularly in the area of restoration occurring in the Moawhitu area.</p>

¹ The categories of flood risk identified in the MEP are as follows:

Level 1: Land that suffers flooding of shallow, low velocity water in a flood event with an annual recurrence interval of 1 in 50 years.

Level 2: Land that suffers flooding but the depth/velocity of the flooding is not well understood, or cannot easily be expressed relative to natural ground level, in a flood event with an annual recurrence interval of 1 in 50 years, or land within 8 metres of any lake, river or wetland;

Level 3: Land that suffers flooding of deep, fast flowing water in a flood event with an annual recurrence interval of 1 in 50 years, or land in the bed of any lake or river or in any wetland.

Protect access	
Restrict access	<p>There are few places to park safely along the Island's roads, so at times parking may occur partly on the roadway restricting access for other vehicles.</p> <p>A limited area for parking is available adjacent to the Kapowai Wharf. Use of this area for freedom camping may restrict other day use of this area, particularly for those travelling across to French Pass.</p>
Discourage access	<p>Given the access constraints to the Island, there is not a high level of public use <u>currently</u> so camping would be unlikely to reduce the quality and experience for other visitors. However, through submissions on the draft 2020 Bylaw it was identified there was an increase in visitors to the Island so the potential for freedom camping to reduce the quality and experience for other visitors may have an impact over time.</p>

Summary

Other than the Island's roads, there are few other areas of Council administered land with ready access available for freedom camping.

The Marlborough Sounds environment in which D'Urville Island/Rangitoto ki te Tonga sits, is a sensitive area with many significant cultural, natural and landscape values. As indicated in the assessment the MEP identifies areas on the Island with outstanding natural character and landscape values. There is some concern that these values may be compromised with freedom camping activity on the Island. Ngāti Koata has also identified significant cultural values that may be impacted by freedom camping, including a significant restoration project at Moawhitu.

The Island's roads are unsealed, narrow and winding with poor visibility, with few turning places or formed parking areas. These concerns were highlighted in submissions made to the draft 2020 Bylaw. There is also a significant risk for freedom campers in a storm event with the Island's roads subject to slips and drop-outs.

As a consequence of the assessment undertaken the scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
1.	D'Urville Island/Rangitoto ki te Tonga	4	5	3	12

For the reasons set out in the assessment the areas, sites and roads on D'Urville Island/Rangitoto ki te Tonga as described above are considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

2. French Pass Township Area

Description

The French Pass Township Area is located in Elmslie Bay off the Croisilles French Pass Road in the outer Pelorus Sound. The assessment area includes both the formed road and legal road on the Croisilles French Pass Road, including parking areas adjacent to the launching ramp and wharf, to the community hall on Local Purpose Reserve (Pt Sec 3 DP 3973 Blk V French Pass Survey District) and the foreshore. The launching ramp provides access for vehicles by barge to D'Urville Island/Rangitoto ki te Tonga.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are conservation values in the French Pass Township Area but these are unlikely to be threatened by freedom camping.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds but no obvious values are at risk in the French Pass Township Area. The Local Purpose Reserve on which the community hall sits is also the site of a war memorial. There may be some concern with freedom camping near this war memorial.
Water quality and water quantity issues	There is some chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the Area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.

Landscape and amenity values	<p>There is a small settlement at French Pass and there may be some effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>The area immediately surrounding the built environment of the French Pass township and the foreshore area have been identified as an outstanding landscape in the MEP. The foreshore area has also been identified as having very high natural character values. There may be some concern at the impact of freedom camping on these values.</p>
Recreation assets	The French Pass Township is a popular recreation area, including for launching boats to access the outer Sounds. There are public toilets located in the community hall and these may receive greater use with freedom camping in the township.
Protect health and safety	
Natural hazards	Some parts of the road can be subject to slips but this is not considered a significant risk in the township itself.
Built environment hazards	The Croisilles French Pass Road which provides access to the township is narrow and windy and there are limited places for parking, especially at the entrance to the township.
Human hazards	There is no provision for the disposal of effluent in the township and the public toilets are designed for day use. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC this risk should be minimised.
Protect access	
Restrict access	There is some risk of physical obstruction of access to properties and public areas, including to the launching ramp, jetty and foreshore area. There is little available space for freedom camping without compromising other activities, including the parking of cars and boat trailers. Given the limited land available it is possible that there may be conflict if this is used for freedom camping over other recreation related activities.
Discourage access	The French Pass Township Area is a popular recreation area, including for launching boats. Freedom camping may discourage day users from using this Area.

Summary

The French Pass Township Area had previously had issues with freedom camping and through a submission on the draft 2020 Bylaw, the French Pass Residents Incorporated sought additional signage to support the prohibition on freedom camping.

The Marlborough Sounds environment in which this area is located is a sensitive area with many significant cultural, natural and landscape values. The area is also a popular recreation area providing water access to the outer Pelorus Sound and D'Urville Island/Rangitoto ki te Tonga. There is no land available for freedom camping apart from road reserve in the township. The available road reserve is already used by visitors for parking and boat launching and this would be restricted by freedom camping. The restriction on access by freedom campers is considered a very significant issue at French Pass.

There is an alternative camping option available in the Department of Conservation campsite within the French Pass Township.

As a consequence of the assessment undertaken the scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
2	French Pass Township	4	2	5	11

For the reasons set out in the assessment the French Pass Township Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

3. French Pass Roads Area

Description

The French Pass Roads Area encompasses the Croisilles French Pass Road, Te Towaka-Port Ligar Road, Waitata Road, Bulwer Road (and the roads of the Bulwer township), Te Towaka Road, Cissy Bay Road and Township, Cissy Bay Recreation Reserve (Lot 21 D P 6623), Bill Bryants Road, Elaine Bay Road and Township, Tennyson Inlet Road, Duncan Bay Road and Township (and the foreshore area adjacent to the launching ramp and jetty), Archers Road, Penzance Bay Township (including Kamahi Road through to World's End) and Croisilles Road. The French Pass Roads Area includes the formed road and legal road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Significant conservation values exist in places along these roads, and these may be threatened by overnight camping. Of particular note is the Cissy Bay Recreation Reserve, which has a QE II covenant over the property while the Duncan Bay Township has a significant wetland area around the foreshore. Other areas have significant marine ecological values.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds but no specific values have been identified as being at risk or were raised through submissions on the draft 2020 Bylaw.
Water quality and water quantity issues	<p>There is some chance of inappropriate effluent and waste disposal affecting stream or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water in the Area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.</p>

Landscape and amenity values	<p>There are some small townships within this Area and there may be some effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>Additionally, many parts of the Area have been identified as an outstanding landscape and having outstanding or very high natural character values in the MEP, while the Marlborough Sounds as a whole has been identified as a high amenity landscape. There may be some concern at the impact of freedom camping on these values.</p>
Recreation assets	<p>There are a number of locations within this Area where there is a high level of recreational use made by day visitors, including for the launching of boats at locations such as Penzance Bay or Duncan Bay. There may be some effect on these assets with freedom camping occurring in these locations.</p>
Protect health and safety	
Natural hazards	<p>Some parts of the roads can be subject to slips, which is a limited risk in minor events but could be significant depending on the extent of the related trigger event. During the July 2021 storm event many areas of the Marlborough Sounds road network suffered extensive damage. The risk to freedom camping occurring on roads in the Area from such events is considered significant.</p>
Built environment hazards	<p>This is a significant issue – the identified roads including within the Area are narrow, winding and generally have poor visibility with few formed parking areas. These roads may also be unsuitable for larger sized vehicles with few turning areas.</p>
Human hazards	<p>There are few public facilities along these roads, including no provision for the disposal of effluent. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	<p>As there are few formed places to park, especially along the roads, at times parking may involve blocking an entranceway or driveway thereby restricting access for others.</p> <p>There is little available space for freedom camping without compromising other activities and there is likely to be some physical obstruction of access to public areas including launching ramps and jetties that are located adjacent to roads including at Penzance Bay, Elaine Bay, Cissy Bay and Duncan Bay. Given the limited land available it is possible that there may be conflict if this is used for freedom camping over other recreation related activities.</p>
Discourage access	<p>Some road ends such as at Duncan Bay, Elaine Bay and Cissy Bay are popular recreation areas for launching boats. Freedom camping may discourage others from using these areas.</p>

Summary

In terms of protecting the Area there are some concerns around impacts on natural values, water quality and quantity, recreational assets and landscape and amenity values. As indicated in the assessment the MEP identifies that many parts of the overall Area have outstanding natural character and landscape values. There is some concern these values may be compromised with freedom camping activity. Overall the Marlborough Sounds environment in which the French Pass Roads Area is located is a sensitive environment.

There are few areas of Council controlled reserve land in the French Pass Roads Area. This leaves roads as the only possible location for freedom camping. The roads are mostly unsealed, narrow and winding often with poor visibility and few turning places or parking areas. Given the nature of these roads generally, it is considered there are significant health and safety concerns with freedom camping vehicles being able to park completely off the road safely. In addition the susceptibility of the Marlborough Sounds road network to slips and dropouts during storm events means there is a risk to the health and safety of freedom campers. Collectively the potential health and safety issues for freedom campers on Marlborough Sounds roads, including those within this Area, are considered very significant.

Where there are recreational activities concentrated at road ends there may be some conflict between the two activities given the limited land available at these locations, including for parking. There are likely to be some restrictions on access to these locations if freedom camping is enabled. There are alternative opportunities for freedom campers within the Marlborough Sounds, at Department of Conservation sites and at commercial campgrounds.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
3.	French Pass Roads	3	5	3	11

The French Pass Roads Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

4. Okiwi Bay Township Area

Description

Okiwi Bay is located in the western part of the Marlborough Sounds accessed from State Highway 6 near Rai Valley. The Okiwi Bay Township Area includes the following roads (both the formed road and legal road): Croisilles Road, Wharf Road, Hope Drive, Soucis Lane, Renata Road, The Esplanade, The Parade, Karepa Crescent, Harbour View Road, Okiwi Crescent, Old Mill Road, Orchard Lane, Field Terrace, Ruataniwha Place and Croisilles French Pass Road. The Township also includes areas of Council owned land and Council owned or administered reserve.

- Lot 6 DP 4439 Blk X Whangamoia Survey District – Local Purpose (Utility) Reserve (known as Tunnickliffe Reserve)
- Lot 1 DP 5012 Blk X Whangamoia Survey District – Recreation Reserve
- Lot 2 DP 499708
- Sec 1 SO 398478



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Although the Area has been developed for residential activity over time there are significant natural values within the Township associated with wetlands, streams and indigenous vegetation. These values have been mapped in the MEP and include areas of Council reserve land. These values may be threatened by overnight camping.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds but no obvious values have been identified as at risk in the Township. No identified historic values are evident in the Township.
Water quality and water quantity	There is some chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh

issues	water in the area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	<p>There is some likely effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>The Marlborough Sounds as a whole has been identified as a high amenity landscape. There may be some concern at the impact of freedom camping on these values.</p>
Recreation assets	<p>There is likely to be greater pressure on any facilities such as toilets/rubbish bins etc that are provided at a scale for day use. There may also be some risk to recreation assets such as the launching ramp and parking areas providing access for day use at Okiwi Bay.</p> <p>Tunncliffe Reserve is a Council administered reserve that has a playground, shelter, public toilets and areas of open space. Areas of relatively flat open space public land are few in a Marlborough Sounds context and it is important these areas are protected for community use.</p>
Protect health and safety	
Natural hazards	There is an identified flood risk over much of the flatter Council owned or administered land in the Bay. The flooding risk is from the Kaimiko Stream and is characterised as Level 2 in the MEP. This risk also extends over residential properties in the flatter areas.
Built environment hazards	<p>Two areas of Council reserve off Karepa Crescent have been identified as being potentially contaminated given past activities of burning and spraying occurring.</p> <p>The main road connecting State Highway 63 and French Pass runs through Okiwi Bay Township. Roads in the township are generally narrow and with the exception of parking areas along The Parade there are few formed parking areas, including adjacent to Tunncliffe Reserve.</p>
Human hazards	Any public facilities in the Okiwi Bay Township are designed for day use and there is no provision in the outer Sounds for the disposal of effluent. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>There is some risk of physical obstruction of access to properties and public areas as roads are generally narrow with few formed parking areas.</p> <p>There is also some risk of physical restriction of access to public areas including to the launching ramp located adjacent to The Parade and to the Tunncliffe Reserve and other reserve land leased by the local community. The parking areas along The Parade are currently used by visitors and day users to Okiwi Bay.</p>
Discourage access	Okiwi Bay is a popular area for day use by the local community and visitors and use by freedom campers may discourage people using public spaces.

Summary

Okiwi Bay Township is a popular Marlborough Sounds location for both locals and visitors. Boat launching facilities enable access to the wider Okiwi Bay and beyond. There are several parcels of reserve land within the Bay, however some of this is leased to the local community for a variety of uses, other land has ecological values and the Tunnicliffe Reserve is retained as an easily accessible area of relatively flat green space in the Township (with public toilets, playground and picnic facilities).

The areas of reserve land with significant ecological values have been identified in the MEP. These areas are therefore not considered appropriate for freedom camping. There are some concerns about the potential impacts on water quality and quantity and on landscape and amenity values but these are not considered significant. There is also some concern at the potential effect on recreation assets in the township.

In terms of protecting health and safety there is an identified flood risk over the flatter areas of the Bay, including over road and reserve land. There are areas of contamination on several parcels of reserve land the most significant of which arises from past burning activities by the local community. It is not considered that there would necessarily be an effect from this contamination on freedom camping provided this is carried out in vehicles.

There are some concerns identified regarding the ability for freedom campers to restrict or otherwise discourage others, including locals and visitors, from accessing areas within the Bay. Given the popularity of the Bay for recreational activity, including the presence of a launching ramp, it is important to maintain areas for parking vehicles with trailers. While some of this does occur on reserve land leased to the local community association there are also visitors to the Bay who simply needs somewhere to park. There may also be a concern with freedom camping vehicles restricting access for those who own residences within Okiwi Bay.

There is an alternative option for freedom campers with a commercially available campground in Okiwi Bay.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
4.	Okiwi Bay Township	3	3	4	10

The Okiwi Bay Township Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

5. Havelock Urban Area

Description

The Havelock Urban Area encompasses the roads (both formed and legal road) in the area south of Mahakipawa Road across the estuary to the port/marina through to Cook Street then to the intersection with State Highway 6, then following the bush line back to Mahakipawa Road and State Highway 6. The Havelock Urban Area also contains areas of Council owned land and Council owned or administered reserve including Section 1 SO 5666 and Section 233 SO 4502 Town of Havelock Section 33 and Part Section 34 Town of Havelock – being land comprising Havelock War Memorial Park, commonly referred to as Havelock Domain.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>There are significant natural values within and surrounding the Havelock Urban Area. This includes on land and also within the surrounding coastal water in the Havelock estuary where there are areas with ecological significance. There are also resident weka populations along the Motuweka Pathway extending from Mahakipawa Road in the south to and along the mole on the east side of the port/marina.</p> <p>There is a risk to natural values from freedom camping activity, particularly from fire, inappropriate waste disposal and from campers with dogs.</p>
Cultural and historical values	<p>The Havelock Area is of cultural significance for iwi with some areas having statutory acknowledgements over them. There are also a number of identified items of historic significance such as the Havelock War Memorial whose values may be affected by freedom camping near them.</p>
Water quality and water quantity	<p>There is some risk to stream or coastal water quality depending on how effluent and waste disposal from vehicles is managed. The potential is for poorly</p>

issues	managed disposal reaching waterways through stormwater drains or directly.
Landscape and amenity values	Some areas within Havelock have been identified as having high amenity landscape value in the MEP. There may be an effect on landscape and amenity values, particularly for residents, from a presence of campervans staying overnight on urban roads, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	<p>There is a wide variety of recreational activities occurring within areas of open space in the Havelock Urban Area, particularly on Havelock Domain. The Domain is the largest area of open space where there is formalised sporting activity occurring as well as more informal recreation use of the picnic, barbecue, playground, tennis courts and fitness facilities. (Part of the Domain is also used for a commercial campground.) There is limited capacity for freedom camping at the Domain.</p> <p>There is also likely to be greater pressure on toilet and rubbish facilities that have been provided for at a scale for day use only, although if freedom camping is required to be CSC the added pressure on toilet facilities should be minimised.</p>
Protect health and safety	
Natural hazards	No specific risks have been identified although the potential for fire is always apparent with the surrounding native vegetation.
Built environment hazards	<p>Some roads in Havelock are narrow and are not appropriate for freedom camping. The limited formed width in some locations may make it difficult for local residents to park or easily access their property if freedom camping occurs e.g. roads such as Beach Place and Wilson Street.</p> <p>Havelock Domain is an identified HAIL site although there is no specific risk identified for freedom camping.</p>
Human hazards	There is some risk of inappropriate use of public facilities for food preparation/utensil cleaning. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>Freedom camping in front of private property on urban roads will likely restrict use of these areas for parking by residents and their visitors. A number of roads are also in hillside locations so are not practical from a camping point of view.</p> <p>For the few areas of public open space where there is related parking, this is generally set aside for recreational activity e.g. Havelock Domain. If this area is used for freedom camping then this will restrict access for local users or day visitors.</p> <p>The Pelorus Pavilion is also located on Havelock Domain and vehicle access for users of this community facility may be restricted if freedom occurs at this location.</p>
Discourage access	There is some risk that freedom camping may discourage access in locations that are popular for recreational activity.

Summary

Havelock is a small town on the main road between Blenheim and Nelson and there has been use of urban streets for freedom camping in the past. Issues have occurred with campers not acting responsibly. However, since the area was identified as a prohibited area for freedom camping under earlier bylaws most of these issues have been resolved.

Some public land within the Area is not available for camping as it is leased or used for other activities e.g. cemetery, hall, public toilets so the areas available for freedom camping are somewhat limited. There are some areas of road reserve adjacent to the recently completed Havelock Community Pathway that connects Mahakipawa Road with the Havelock Township. These areas of road reserve are not formed but do provide an access point for maintenance activities for the pathway as well as providing access to Council services located within this part of Havelock. These areas need to remain unobstructed for these reasons.

The large area comprising Havelock Domain is well used for other recreational activities. The Pelorus Pavilion, located on the Domain, is home to a range of local community groups, provides changing rooms and clubrooms for sports and recreation activities as well as serving as a place for community meetings. Unobstructed access to the Domain is therefore essential for the local community and visitors to enable ongoing use of the existing assets.

There are only a few concerns in relation to health and safety matters and these are not considered significant.

There are a range of values existing within the Area that may be affected by freedom camping. There are significant natural values in the surrounding marine area as well as identified wetland areas. The Area is of particular significance for local iwi and there are also other heritage values that have been identified in the MEP.

There is an existing camping facility in Havelock to service the needs of campers located within the Havelock Urban Area. There are also several other camping options nearby.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
5.	Havelock Urban Area	4	2	4	10

The Havelock Urban Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

- to protect the area, and
- to protect access to the area.

6. Queen Charlotte Drive Area

Description

Queen Charlotte Drive Area includes all areas of the legal road between State Highway 6 at Havelock to the Picton Urban Area including all formed road, road reserve, road verges and the Queen Charlotte Drive Lookout. It also includes Moenui Road, Pukenui Road, Belvue Bay Road, Te Puia Heights, Cullensville Road, Phillips Road, Manuka Drive and Brough Place. This Area also includes:

- Sec 3 of 15 Blk X Linkwater Survey District (Linkwater Hall)
- Esplanade reserves adjacent to Manuka Drive
- SO 5582 Reclamation Blk IX Linkwater Survey District
- Parking area adjacent to Grove Wharf



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Significant conservation values exist in places along Queen Charlotte Drive including identified wetlands and marine areas with ecological significance. These values may be threatened by overnight camping.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds. No obvious values at risk have been identified although some areas have statutory acknowledgements over them. There are no known historic values of significance that would be affected by freedom camping.
Water quality and water quantity	There is some chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh

issues	water in the area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	There is some likely effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. The entire route of Queen Charlotte Drive from Havelock to Picton is identified as having high amenity landscape value in the MEP.
Recreation assets	There are high levels of recreational activity along this route by both locals and visitors and in some areas the Link Pathway (linking Havelock and Picton) runs immediately alongside Queen Charlotte Drive. There are a number of access points from the road to the sea for viewing and for more active recreation although there is little in the way of formalised recreational assets. The Council maintains a small reserve with picnic facilities adjacent to Mahakipawa Arm – these would receive increased use if freedom camping activity occurred here.
Protect health and safety	
Natural hazards	Some parts of the roads can be subject to slips, which are a limited risk in minor events but could be significant depending on the extent of the related trigger event. During the July 2021 storm event many areas of the Marlborough Sounds road network suffered extensive damage. This included Queen Charlotte Drive which was closed for an extended period and is still subject to ongoing extensive repairs. The risk to freedom camping occurring on roads in the Area from such events is considered very significant. Additionally, there are a number of areas along the route where there is an identified flood risk and the potential for fire is always apparent with the surrounding native vegetation.
Built environment hazards	This is a significant issue – aside from the Linkwater Straight, most of these roads are narrow, winding and generally have poor visibility. There are formed parking areas at both Ngakuta Bay and Momorangi Bay however these are on Department of Conservation land. There are some pull off areas but these are small, not formed and often lead to private land.
Human hazards	There are public facilities available at Ngakuta Bay, Momorangi Bay and Aussie Bay located on Department of Conservation land, although there is no provision for the disposal of effluent. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised. Issues with the winding and narrow roads and limited visibility means there is some concern with safety of vehicles entering and leaving roads.
Protect access	
Restrict access	As there are few formed places to park, especially along the roads, at times parking may involve blocking an entranceway or driveway thereby restricting access for others, including the many residents who live along Queen Charlotte Drive or the small settlements adjacent to it. There is little available space for freedom camping without compromising other activities and there is likely to be some physical obstruction of access to public areas and possibly some loss of recreational value associated with these areas.
Discourage access	Queen Charlotte Drive provides access to many areas in the Marlborough Sounds, both directly off the road as well as to outer Sounds locations. It is considered that freedom camping in the Area would not significantly discourage

	others from accessing these locations.
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Summary

Like other areas in the Marlborough Sounds there are few reserves in the Queen Charlotte Drive Area where freedom camping could occur without considerably affecting other activities occurring, or the reserve does not lend itself to be practicably used for parking a vehicle.

A very significant issue for freedom camping on Queen Charlotte Drive relates to safety issues associated with a narrow winding road with poor visibility, few turning places or formed parking areas. The recent storm event in July 2021 has also caused very significant damage to many areas of Queen Charlotte Drive and several small roads leading from it. This is a very significant health and safety issue given the outcome if freedom campers had been parked in areas where slips and dropouts occurred.

There are a number of areas of residential activity along the length of Queen Charlotte Drive who may be affected through a loss of amenity with freedom camping, particularly if this occurs year round. There are also few areas where vehicles are able to pull safely off the road without also potentially affecting access to private property.

The Marlborough Sounds environment in which Queen Charlotte Drive is located is a sensitive area with many cultural, natural and landscape values. Along with the very significant health and safety concerns regarding roadside camping the Area is considered of such significance that any camping should occur within areas where there are facilities to service the needs of campers. There are two Department of Conservation campgrounds located on Queen Charlotte Drive along with a commercial holiday park.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
6.	Queen Charlotte Drive	3	5	4	12

The Queen Charlotte Road Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

7. Kenepuru Sound Roads Area

Description

This assessment covers all roads servicing Kenepuru Sound north from Queen Charlotte Drive at Linkwater and includes all formed road, road reserve, road verges and accessways. These roads are:

- Kenepuru Road which runs from Queen Charlotte Drive at Linkwater to the Kenepuru Road
- Moetapu Bay Road which runs from Kenepuru Road to Moetapu Bay Road
- Mahau Road which runs from Kenepuru Road to Mahau Road end
- Broughton Bay Road which runs from Kenepuru Road to Broughton Bay
- Te Mahia Road which runs from Kenepuru Road to Te Mahia Bay
- Tara Bay Road which runs from Kenepuru Road to Tara Bay
- Lawrence Road which runs from Kenepuru Road to Puketea Bay
- Torea Road which runs from Kenepuru Road at Portage to Torea Bay
- Onahau Road which runs from Kenepuru Road to Waterfall Bay
- Sandy Bay Road which runs inland from Kenepuru Road
- St Omer Road which runs from Kenepuru Road to St Omer
- Crail Bay Road which runs from Kenepuru Road to Crail Bay
- Elie Bay Road which runs from Crail Bay Road
- Hopai Road
- Manaroa Road which runs from Waitaria Bay to Clova Bay Road
- Clova Bay Road which runs from Manaroa Road to Otatara Road
- Totaranui Road which runs off Clova Bay Road to road end
- Titirangi Road which runs from Kenepuru Road to Titirangi
- Williams Road which runs from Titirangi Road inland between Deep Bay and Kenepuru Head
- Akerbloms Road which runs from Titirangi Road to Punga Cove
- Anakoha Road which runs from Titirangi Road to Masons Road
- Masons Road which runs off Anakoha Road to road end
- Kinders Road which runs off Mason Road to road end.

Also included in the assessment are the following areas:

- Accessways to the foreshore from Kenepuru Road at Moetapu Bay and north of Ohingarua Bay
- Reclamation Block IV Linkwater Survey District – Reserve for Parking Purposes (Te Mahia road end)
- Lot 4 DP 8235 Blk VI Gore Survey District – Local Purpose Esplanade Reserve, Kenepuru Head
- Sec 31 Blk I Gore Survey District – Local Purpose Reserve (site for a Public Hall, Waitaria Bay)
- Lot 2 DP 7098 BLK II Orieri Survey District – Esplanade Reserve
- Lot 12 DP 2899 Elie Bay

Note that separate assessments have been prepared for reserves at Double Bay and Ohingarua Bay, located along the Kenepuru Road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Significant conservation values exist in places along these roads including identified wetlands, marine areas with ecological significance and areas having significant riparian natural character. These values may be threatened by overnight camping.
Cultural and historical values	<p>There are cultural values associated with many areas of the Marlborough Sounds. No obvious values at risk have been identified although some areas have statutory acknowledgements over them.</p> <p>There are no known historic values of significance that would be affected by freedom camping.</p>
Water quality and water quantity issues	There is some chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	<p>There is likely to be some effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>Many parts of the Area have been identified as an outstanding landscape and having outstanding or very high natural character values in the MEP, while the Marlborough Sounds as a whole has been identified as a high amenity landscape. There may be some concern at the impact of freedom camping on these values.</p>

Recreation assets	There is no obvious risk to recreation assets with exception of the activities occurring around Te Mahia Bay wharf, which provides access to Kenepuru Sound for boaties. There are public toilets near the wharf and a parking area for vehicles. These would be subject to greater use if freedom camping were allowed to occur here.
Protect health and safety	
Natural hazards	<p>Some parts of the roads can be subject to slips, which are a limited risk in minor events but could be significant depending on the extent of the related trigger event. During the July 2021 storm event many areas of the Marlborough Sounds road network suffered extensive damage. This included Kenepuru Road which was still closed to the public beyond Te Mahia at the time of preparing this assessment. Extensive repairs are required to make this road passable.</p> <p>The risk to freedom camping occurring on roads in the Area from such events is considered very significant. Additionally, there are a number of areas along the route where there is an identified flood risk and the potential for fire is always apparent with the surrounding native vegetation.</p>
Built environment hazards	This is a significant issue – the majority of these roads are narrow, winding, have poor visibility and there are few formed parking areas where it is safe for larger vehicles to pull off and park.
Human hazards	<p>There are few public facilities along these roads, including no provision for the disposal of effluent. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>Issues with the winding and narrow roads and limited visibility means there is some concern with safety of vehicles entering and leaving roads.</p>
Protect access	
Restrict access	<p>As there are few formed places to park, especially along the roads, at times parking may involve blocking an entranceway or driveway thereby restricting access for others, including the many residents who live along the Kenepuru Roads or the small settlements adjacent to it.</p> <p>There may be some loss of recreational values experienced with freedom camping along the roads in this Area, including by those living in the small settlements. There is little available space for freedom camping without compromising other activities and there is likely to be some physical obstruction of access to public areas.</p>
Discourage access	The Kenepuru Roads provides access to many areas in the Marlborough Sounds, both directly off the road as well as to outer Sounds locations. It is considered that freedom camping in the Area would not significantly discourage others from accessing these locations.

Summary

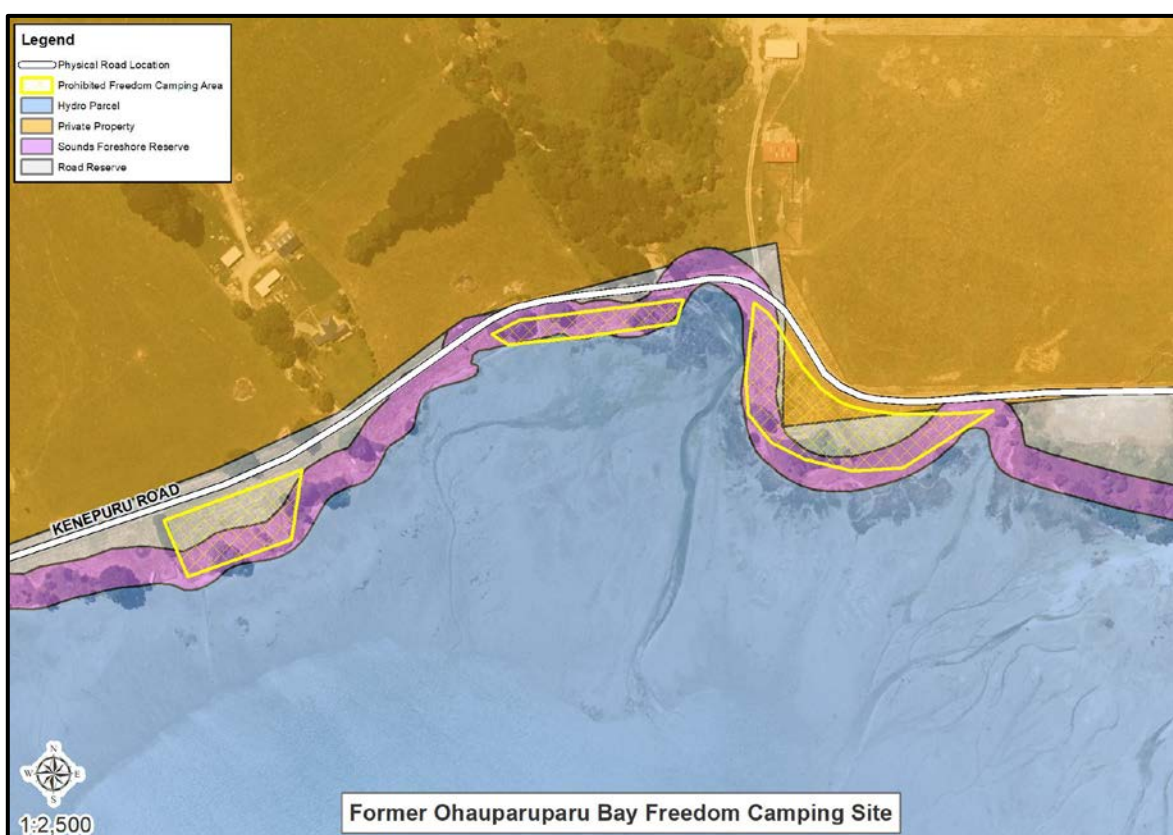
Several parcels of Council owned land and reserve adjacent to Kenepuru Road are not practically appropriate for freedom camping given their steep nature and unstable character. In general safety issues associated with narrow, winding roads with poor visibility and few turning places or parking areas are a significant reason why freedom camping on the Kenepuru Roads is not appropriate. The recent storm event in July 2021 has also caused significant damage to many areas of Kenepuru Road. This is also a very significant health and safety issue given the outcome if freedom campers had been parked in areas where slips and dropouts occurred. At the time of preparing this assessment parts of the Kenepuru Road are limited to residents only while other parts are closed to all traffic.

There are also a number of areas of residential activity along Kenepuru Road that may be affected through a loss of amenity with ongoing freedom camping. There are also few facilities and those that do exist are designed for day use and day use volumes.

The Marlborough Sounds environment in which these roads are located is a sensitive area with many cultural, natural and landscape values. Collectively the area is considered of such significance that any camping should occur within areas where there are facilities in place to service the needs of campers. There are a number of such facilities on Kenepuru Road from Moetapu Bay to Kenepuru Head.

For the purposes of clarification, an area at Ohauparuparu Bay was previously identified as a freedom camping site in earlier versions of the Council's bylaw. However, during development of the 2020 Bylaw it was identified that the site is located on land that is a mixture of Sounds Foreshore Reserve (under the control of the Department of Conservation), private ownership and unformed legal road with the site being predominantly in private ownership. As the land is not all under the control or management of the Council, the Council cannot legally control freedom camping under the provisions of the FCA on the areas of private land or Sounds Foreshore Reserve.

The map below shows the land status of the Bay with the former freedom camping sites overlain.



No separate assessment has been undertaken for those parts of Ohauparuparu Bay that are road reserve as this falls within the assessment undertaken for the Kenepuru Roads as a whole.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
7.	Kenepuru Sound Roads	3	5	3	11

The Kenepuru Roads Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

8. Double Bay Reserve, Kenepuru Road

Description

Double Bay is a small coastal reserve, being Lot 4 DP5720 Local Purpose (Recreation), accessed via a driveway from Moetapu Bay Road, off Kenepuru Road. All parts of the Reserve including the entrance road form part of this assessment.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	A significant wetland area identified in the MEP is located along the western side of the reserve. There is some risk of the values of this wetland being affected by camping and campers had been observed dumping waste into this wetland area.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds. No obvious values at risk have been identified in Double Bay although some adjacent areas have statutory acknowledgements over them. There are no known historic values of significance that would be affected by freedom camping.
Water quality and water quantity issues	There is some risk of inappropriate effluent and waste disposal affecting stream or coastal water quality. Local residents have identified this as a concern when freedom campers used this area previously. Concerns with people bathing in the stream and sea with soap and shampoo and dumping waste into the stream and the sea were highlighted. The ability to supply freedom campers with fresh water in the area would be difficult without potentially affecting the availability of water for local residents or

	communities or affecting instream ecological values. Submitters on the draft 2020 Bylaw did note that freedom campers had requested residents to provide water.
Landscape and amenity values	<p>An adverse effect on amenity values has been experienced by some local residents from freedom camping at this Reserve previously. This included the Reserve being constantly used by freedom campers, the camping activity spreading beyond vehicles including washing being hung from vegetation and noise generated from the camping activity. Submitters on previous Annual Plans, Long Term Plan and the draft 2020 Bylaw commented on a range of amenity issues they had experienced with freedom campers.</p> <p>The Double Bay area is identified as having high amenity landscape value in the MEP.</p>
Recreation assets	There are picnic facilities and a public toilet located on the Reserve. There has been concern expressed by residents including through submissions on the draft 2020 Bylaw about the impact of freedom camping on these recreation assets. This has included dumping cassettes from portable toilets in the public toilet.
Protect health and safety	
Natural hazards	No specific risk has been identified with the Reserve itself although there have been issues with the roads providing access to the Reserve being subject to significant storm damage.
Built environment hazards	<p>Through submissions on the draft 2020 Bylaw it was identified the access road into the Reserve was challenging for some vehicles, particularly the larger vehicles. Observations had also been made about near misses involving campervans and other road users at the entranceway to the Reserve.</p> <p>Access to the Reserve along Queen Charlotte Drive and Kenepuru Roads has the same challenges as described for those Area assessments and at the time of preparing this assessment there is no public access available to Double Bay (there is resident access only).</p>
Human hazards	<p>Public facilities at the Reserve are designed for day use so there is some risk that inappropriate use by people staying overnight may create a hygiene risk. There has been some reported misuse of the toilet facility and of a lack of appropriate hygiene from campers.</p> <p>There has also been reported intimidation of locals by freedom campers and the lighting of fires on the Reserve.</p> <p>Some concern has also been identified with campers finding access from Moetapu Road to the Reserve difficult, especially at night.</p>
Protect access	
Restrict access	There have been some reported instances of physical obstruction by freedom campers to properties surrounding the Reserve. Local residents have also highlighted concerns with freedom campers parking on an area set aside for emergency helicopter landings and that they and day visitors to the reserve are not able to use the picnic facilities and related shade as these are constantly used by freedom campers.
Discourage access	Double Bay is a popular area for day use by the local community and visitors. Concern has been expressed by locals at having lost the use of this reserve for recreation by families and a local school at the expense of freedom camping.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Double Bay Reserve was provided for under the 2012 Bylaw. Campers were able to stay in a CSC vehicle for a maximum of two nights in a four week period with a limit of six vehicles. As a result of adoption of the 2020 Bylaw, freedom camping at Double Bay Reserve was prohibited.

Through Annual Plan and Long Term Plan submissions and hearings as well as through submissions and hearings on the draft 2020 Bylaw, the Council was made aware of the impact that freedom camping had had on this small coastal reserve. These impacts were across all three sections 11(2)(a) FCA matters as set out in the assessment. In summary while not all freedom campers acted in an inappropriate way, the reported behaviours of those freedom camping at Double Bay did had an adverse effect on residents of the area and on visitors to the area.

In summary the values affected have been natural values and water quality with inappropriate bathing and waste disposal occurring (cleaning teeth and spitting into the stream and waste from portable toilets being disposed of in this area). Other values that residents considered had been significantly affected by freedom camping related to a loss of amenity values from noise, freedom camping activity extending beyond the vehicle, bathing in the open, rubbish being left and the constant presence of campervans at the Reserve. Concerns over the impact on recreation assets with inappropriate disposal of waste from portable toilets into the public toilet facility had also been highlighted.

Health and safety concerns included intimidation of locals, waste from campervan portable toilets being disposed of in the public toilet, a lack of appropriate hygiene and fires being lit in the Reserve and on the beach. Campervans entering the Reserve from Moetapu Bay Road had been observed as resulting in near misses with other vehicles on the road due to unfamiliarity with the road and often arriving in the dark when visibility is not good.

The use of the Reserve for freedom camping previously limited the available space for day use, which had a negative effect on local residents and other users. If freedom camping were allowed back at the Reserve this situation may likely arise again as the site was very popular with campers as it is a seaside location. Additionally, use of the Reserve by local residents and other users had been discouraged with the constant use of the area by freedom camping.

This current assessment has determined the scoring for each of the FCA criteria as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
8.	Double Bay Reserve	4	3	4	11

The Double Bay Reserve as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

9. Ohingaroa Bay Reserve, Kenepuru Road

Description

Ohingaroa Bay Reserve is a coastal reserve located between the coastal marine area (sea) and Kenepuru Road approximately 7 kilometres from Linkwater. The reserve comprises two parcels of land being Lot 16 DP 7670 and Lot 4 DP 8447 Blk VI Linkwater Survey District, Local Purpose (Esplanade) Reserve. The reserve includes a gravelled area immediately adjacent to the Kenepuru Road as well as a grassed area.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	No specific risk has been identified.
Cultural and historical values	<p>There are cultural values associated with many areas of the Marlborough Sounds. No obvious values at risk have been identified in Ohingaroa Bay although some adjacent areas have statutory acknowledgements over them.</p> <p>There are no known historic values of significance that would be affected by freedom camping.</p>
Water quality and water quantity issues	There is some risk of inappropriate effluent and waste disposal affecting coastal water quality. The ability to supply freedom campers with fresh water in the area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	The Reserve is highly visible from the nearby houses in the area and passing traffic. An adverse effect on amenity values has been experienced by local residents from camping at this Reserve, including from noise and rubbish being

	left behind. This was conveyed through submissions on the draft 2020 Bylaw. The Ohingaroa Bay area is identified as having high amenity landscape value in the MEP.
Recreation assets	There are picnic facilities and a public toilet located on the Reserve. These would receive increased use if freedom camping activity occurred here. There has been some reported misuse of the public toilet on the Reserve with waste from campervan portable toilets being disposed of in the public toilet.
Protect health and safety	
Natural hazards	No specific risk has been identified with the Reserve itself although there have been issues with the roads providing access to the Reserve being subject to significant storm damage.
Built environment hazards	No specific risk has been identified although access to the Reserve along Queen Charlotte Drive and Kenepuru Roads has the same challenges as described for those Area assessments. At the time of preparing this assessment there is no public access available to Ohingaroa Bay (there is resident access only).
Human hazards	There is some risk of inappropriate effluent and waste disposal and the toilet facility on the Reserve has been used to dispose of effluent from portable toilets. This creates a hygiene issue as well as affecting how the toilet system operates.
Protect access	
Restrict access	There is some risk of access being impeded for other users given the relatively small area of the reserve and also that there is a public toilet facility that serves local use of the bay and passing traffic.
Discourage access	Ohingaroa Bay is a popular area for day use by the local community and visitors. Use by campers has discouraged some people from using this public space.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Ohingaroa Bay Reserve was provided for under the 2012 Bylaw (with 2016 amendments). Campers were able to stay in a CSC vehicle for a maximum of two nights in a four week period with a limit of four vehicles. As a result of adoption of the 2020 Bylaw, freedom camping at Ohingaroa Bay Reserve was prohibited.

The area used for freedom camping in the 2012 Bylaw was small with provision for only four vehicles. The May 2020 site assessment undertaken by Paul McArthur identified this reserve should be prohibited for freedom camping given that the space would be limited for day users and as an area for passing travellers to take a break. This would still be a concern if freedom camping were again allowed to use this Reserve.

With no other Council freedom camping sites available for use in the immediate area it is considered there would be considerable pressure placed on the Reserve with campers wanting to stay at this coastal location. This was identified by the Council in its consideration of three freedom camping sites in the Marlborough Sounds during the draft 2020 Bylaw (being Double Bay, Anakiwa Village Green and Ohingaroa Bay). Because roads in the area were also prohibited for freedom camping closing one or two sites would likely see added pressure for use brought to other sites in the area. This situation still exists for Ohingaroa Bay and it is considered there would be a significant effect on both the values of the area and on access to the Reserve if freedom camping were allowed to occur once again at this location.

The concerns highlighted by submitters of the impact freedom camping had had on this small coastal reserve on the draft 2020 Bylaw included health and safety issues, intimidation of locals, noise, original day use purpose lost and rubbish disposal. A reported loss of enjoyment by local residents and visitors had been experienced at this Reserve.

This current assessment has determined the scoring for each of the FCA criteria as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
9.	Ohingaroa Bay Reserve	4	2	4	10

The Ohingaroa Bay Reserve as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

- to protect the area, and
- to protect access to the area.

10. Anakiwa Roads, Reserves and Village Green Area

Description

The Anakiwa Roads, Reserves and Village Green Area includes all formed road, road reserve and road verges from the turn off at Queen Charlotte Drive through to the Anakiwa Road end. It also includes Tirimoana Terrace, Okiwa Place, Oliver Place, Thompson Place and Lady Cobham Drive, the foreshore areas adjacent to Tirimoana Terrace and the Cobham Outward Bound School, and the reserves collectively known as Tirimoana Reserve (off Tirimoana Terrace and Thompson Place) as follows:

- Lot 13 DP 3180 – Recreation Reserve
- Lot 14 DP 3180 – Local Purpose (Esplanade) Reserve
- Lot 51 DP 5718 – Local Purpose (Esplanade) Reserve
- Lot 52 and 53 DP 5718 – Local Purpose (Public Utility) Reserve
- Lot 54 DP 5718 – Local Purpose Reserve



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	An ecologically significant marine site extends around the head of Okiwa Bay (head of Queen Charlotte Sound) from Tirimoana Terrace. There is a small risk of the values of this site being affected by freedom camping.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds. The adjacent coastal marine area has a statutory acknowledgement over it. Tirimoana Reserve has been identified by Te Ātiawa o Te Waka-a-Māui as having deep cultural significance for the iwi. There are no known historic values of significance that would be affected by freedom camping.
Water quality and water quantity	There is some chance of inappropriate effluent and waste disposal affecting

issues	<p>stream or coastal water quality. The ability to supply freedom campers with fresh water in the area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.</p> <p>A submitter on the draft 2020 Bylaw did note that freedom campers had come into buildings on private property to fill water containers.</p>
Landscape and amenity values	<p>There is some likely effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. The Anakiwa/Tirimoana area does have an extensive area of residential activity and is also home to the Cobham Outward Bound School.</p> <p>The adjacent coastal area has a very high natural character rating in the MEP and the land and water areas are identified as having high amenity landscape value.</p>
Recreation assets	<p>The Village Green Area is a community space of mostly road reserve used for picnicking, community events and parking. Use of the Village Green for freedom camping previously did limit the use of this open space asset for wider community use.</p> <p>There are public toilets located approximately 150 metres from the area previously used for freedom camping. There is likely to be greater use of these facilities with freedom camping despite a requirement for CSC.</p> <p>The Tirimoana Reserve has picnic facilities and a petanque court that may receive greater use if freedom campers are allowed.</p>
Protect health and safety	
Natural hazards	<p>Some parts of the roads can be subject to slips, which are a limited risk in minor events but could be significant depending on the extent of the related trigger event. During the July 2021 storm event many areas of the Marlborough Sounds road network suffered extensive damage, including part of the Anakiwa Road.</p> <p>There is an area of flood risk in the Village Green area through to Lady Cobham Drive. This is identified as Level 2 in the MEP.</p>
Built environment hazards	<p>There is some risk with parking of vehicles on Anakiwa Road and other roads, which are narrow in parts. Concerns with parking on the road were identified through submissions on the draft 2020 Bylaw.</p>
Human hazards	<p>Public facilities at Anakiwa are designed for day use so there is some risk that inappropriate use by people staying overnight may create a hygiene risk. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>The Anakiwa Road end is the terminus for the Queen Charlotte Track and the area can become very busy with vehicles, with people arriving and leaving the area. There has been some concern with traffic safety in this area with the range of recreational activities occurring and limited areas for parking.</p>
Protect access	
Restrict access	<p>There is some risk of restricting access and competing with users of the Queen Charlotte Walkway, the Village Green, the Tirimoana Reserve area and other areas along the foreshore. Although currently no overseas cruise ships are operating in the Marlborough Sounds, when they are the Anakiwa area can become very congested with short tours operating for passengers. Coupled with users of the Queen Charlotte Track and other day visitors, the public open spaces</p>

	<p>areas are well used.</p> <p>There is also a launching ramp and public jetty at Tirimoana that may be affected if freedom camping was allowed to occur along this part of the coast. The Link Pathway is also very close to the road in a number of locations along the Anakiwa Road.</p>
Discourage access	The road end and foreshore areas are very popular for day use and a proliferation of campervans parking overnight may discourage such use.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Anakiwa Village Green was provided for under the 2012 Bylaw. Campers were able to stay in a CSC vehicle for a maximum of two nights in a four week period with a limit of four vehicles. As a result of adoption of the 2020 Bylaw, freedom camping at the Anakiwa Village Green was prohibited.

The area used for freedom camping in the 2012 Bylaw was small with provision for six vehicles. With no other Council freedom camping sites available for use in the immediate area it is considered there would be considerable pressure placed on the Reserve with campers wanting to stay at this coastal location. This was identified by the Council in its consideration of three freedom camping sites in the Marlborough Sounds during the draft 2020 Bylaw (being Double Bay, Anakiwa Village Green and Ohingaroa Bay). Because roads in the area were also prohibited for freedom camping closing one or two sites would likely see added pressure for use brought to other sites in the area. This situation still exists for the Anakiwa area and it is considered there would be a significant effect on both the values of the area and on access to the Reserve if freedom camping were allowed to occur once again at this location.

Concerns highlighted with freedom camping at this location included health and safety issues, noise, original day use purpose lost, danger on roads leading to the Village Green, water quality and availability and rubbish disposal. The use of the Village Green for freedom camping limited the available space for day use, which has had a negative effect on local residents and other users of this area. This includes use by those walking the Queen Charlotte Track. Additionally there are a range of health and safety concerns with many users of the roads and parking areas as well as some risk from flooding.

Other roads and reserves in this area have similar characteristics to the Village Green and therefore similar concerns apply to these areas. This current assessment therefore has determined the scoring for each of the FCA criteria as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
10.	Anakiwa Roads, Reserves and Village Green	4	4	4	12

The Anakiwa Roads, Reserves and Village Green Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

11. Picton Urban Area

Description

The Picton Urban Area encompasses the Elevation, Wairau Road, Essons Valley, following the bush line through to and including Boons Valley Road, Waikawa Bay and Victoria Domain through to Shelly Beach, Picton Foreshore through to the Picton Cemetery at Gravesend Place and back to Wairau Road. The Area includes the roads (both formed and legal road), Council owned land and Council owned or administered reserve.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>There are significant natural values within and surrounding the Picton Urban Area. This includes on land and also within the surrounding coastal water where there are areas with ecological significance. Victoria Domain is an area in particular where there is considerable biodiversity enhancement work occurring by the local community and supported by the Council. Essons Valley is another area where biodiversity enhancement is happening.</p> <p>There is a risk to natural values from freedom camping activity, particularly from fire, inappropriate waste disposal and from campers with dogs.</p>
Cultural and historical values	<p>There are cultural values associated with many areas of the Marlborough Sounds. Victoria Domain Reserves, Waikawa Bay Foreshore Reserve and Picton Foreshore Reserve in particular are of deep cultural significance for Te Ātiawa. Some areas also have statutory acknowledgements over them. There are also a number of identified items of historic significance such as memorials whose values may be affected by freedom camping near them.</p>
Water quality and water quantity	<p>There is some risk to stream or coastal water quality depending on how effluent and waste disposal from vehicles is managed. The potential is for poorly</p>

issues	managed disposal reaching waterways through stormwater drains or directly.
Landscape and amenity values	Some areas within Picton have been identified as having high amenity landscape value in the MEP. There will likely be an effect on landscape and amenity values from a presence of campervans staying overnight on urban roads or in parks, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	<p>There is a wide variety of recreational activities occurring within areas of open space in the Picton Urban Area. For some locations such as Endeavour Park, there is formalised sporting activity occurring regularly as well as evening practices. In other areas like the Waikawa Bay Foreshore Reserve, recreation is more informal with family groups using the picnic, barbecue and playground facilities during the day and after work. This Reserve also provides access to Queen Charlotte Sound through a public launching ramp.</p> <p>Throughout Picton's reserves and open spaces there are a wide range of recreation assets that may be affected by freedom camping activity. This includes greater pressure on toilet and waste facilities and parking that have been provided for at a scale for day use only.</p>
Protect health and safety	
Natural hazards	<p>There are several areas with a Level 2 flood risk identified in the MEP. One area, being Waitohi Domain, also has a Level 3 flood risk. This area forms part of the Council's flood management system for flood flows from Waitohi Stream.</p> <p>Fire hazard is also a risk for areas such as Victoria Domain Reserves and Essons Valley Reserves.</p>
Built environment hazards	<p>Some roads in Picton are narrow and steep and are not appropriate for freedom camping. The limited width in some locations may make it difficult for local residents to park or easily access their property if freedom camping occurs e.g. roads such as Seaview Crescent and Russell Street.</p> <p>In addition, the main road connecting Picton and Waikawa has been identified as an urban cycle route in the Council's Marlborough Walking and Cycling Strategy 2019-29. Allowing freedom camping along this route may conflict with this activity.</p>
Human hazards	<p>There is some risk of inappropriate use of public facilities for food preparation/utensil cleaning or effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>There have been reported instances of conflict between freedom campers and adjacent landowners when campers had been able to stay at a carpark on High Street. This included noise and inappropriate behaviours of campers. This was conveyed through submissions on the draft 2020 Bylaw. There have also been confrontations between freedom campers at Waikawa Bay Foreshore Reserve and some members of the local community.</p>
Protect access	
Restrict access	<p>Freedom camping in front of private property on urban roads will likely restrict use of these areas for parking by residents and their visitors. Access to areas of public open space may be restricted to locals and other users with freedom campers occupying available parking space. For example:</p> <ul style="list-style-type: none"> • Waikawa Bay Foreshore Reserve provides for day users (including late into the evenings) as well as for boaties who park up cars and trailers

	<p>while out in the Sounds and also for workers.</p> <ul style="list-style-type: none"> • Picton Foreshore area is a very popular area for locals and visitors. Many using the area are waiting to board the interisland ferries and take advantage of the features of this open space while others are locals who are frequent users of this area. Use extends into evenings and the area is also used for events. • Victoria Domain Reserves are also very popular with locals and visitors with use extending into the evenings. This includes use of the sports fields, which form part of the Reserves, Memorial Park, the ridgeline road and Shelly Beach. • There are a number of smaller neighbourhood type reserves with limited parking that is generally on-street. <p>Allowing freedom camping into these areas could restrict access for locals and visitors.</p>
Discourage access	<p>There is some risk that freedom camping may discourage access for locals in locations that are popular for recreational activity. This is particularly so where areas are high use such as Victoria Domain Reserves, Waikawa Bay Foreshore Reserve and Picton Foreshore.</p>

Summary

Picton is the terminus for vehicles travelling on the interisland ferries between the South and North Islands and many freedom campers travel through Picton every year.

Some areas in the Picton Urban Area have previously been trialled for freedom camping under earlier iterations of the Council's freedom camping bylaws when these were being developed. This included Waitohi Domain, Picton Foreshore and High Street carpark. Despite these trials, ultimately the 2012 Bylaw did not provide for any areas for freedom camping in Picton given the issues that had arisen with their use and the concerns raised by the community through submission and hearings held on the trials.

An assessment of the reserves in Picton was undertaken for development of the 2012 Bylaw and this assessment was what supported the prohibition for freedom camping in the Picton Urban Area. For completeness that assessment has been updated for the review of the 2020 Bylaw and is shown in Table 1.

The reasons freedom camping was prohibited extended across all three FCA criteria. As Picton is the primary gateway to the South Island by campervans, there had been significant use of urban streets for freedom camping in the past and resulting negative impacts, particularly where vehicles were not CSC. Since the area was identified as a prohibited area most of these issues have been resolved, although there are still instances of camping occurring on roads and reserves.

In the draft 2020 Bylaw the Council considered two possible sites that may have been acceptable for freedom camping, these being a carpark on High Street and an area of Memorial Park. Issues identified with the sites were:

- High Street carpark - adjacent landowners had experienced issues of noise and inappropriate behaviours from freedom campers at this location previously when it had been used on a trial basis.
- Memorial Park - the proximity of the site to the emergency centre facility was of concern to many as was the loss of area for boat trailer parking on the reserve, the impact on the amenity of the Park to nearby residents and to nearby marina activities.

There are a number of areas of public land that are not available for freedom camping as there are leases in place or other activity is occurring. For example there is a lease in place for part of Waitohi Domain for a truck stop and for a holiday park on an area of reserve land adjacent to Waitohi Stream. Parking for marina activities also occurs on part of Memorial Park. Additionally, the Victoria Domain Reserves Management Plan does not include specific provision for camping – it is prohibited unless there is a bylaw in place that enables it.

There are locations in Picton where freedom campers may find it attractive to stay overnight, however given the assessment it is considered more appropriate that camping should occur at one of the recognised holiday park options in the Picton Urban Area (or nearby).

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score	Assessment
11.	Picton Urban Area	4	3	4	11	Not acceptable

The Picton Urban Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

Table 1: Picton Reserves

Reserve	Assessment	Protect the area	Protect the health and safety of people who may visit the area	To protect access to the area
Arthur Crescent Reserve	Steep bush land, conservation values, no formed access onto the reserve.	✓		✓
Auckland Street Reserve	Skate park and dog exercise area, no carpark, no road access to the reserve.	-	-	-
Beach Road Reserve and Captain's Close	Flat open space area used by local community, no carpark, subject to Level 2/3 flood hazard, very busy area with Beach Road leading to Waikawa Marina, potential for access to be restricted, impact on amenity values for residents.	✓	✓	✓
Buller Street Reserve	Not available for use – cleanfill operation.	-	-	-
Endeavour Heights Reserve	Location of Marina to Marina Track – connecting Picton and Waikawa. Significant community use and dog off leash area, restricts access for local community, no carparks.			✓
Endeavour Park	Major sporting and community hub for Picton area. Area of high use, restrict access for community use, conflict with day users.	✓		✓
Essons Valley Reserve	Significant conservation values, conflict with day users, fire risk, limited parking.	✓	✓	✓
Heather Place Reserve and walkway	Accessway to Waitohi Stream and Alexander's Holiday Park, no carpark, and no vehicle access onto the reserve.			✓
Huia Street Reserve	Location of Marina to Marina Track – connecting Picton and Waikawa. Significant community use and dog off leash area, restricts access for local community, no carparks, site for future community garden development.			✓
London Quay	No parking, commercial use, Sounds transport activities, conflict with day users and tourist and commercial operators.			✓
Market Street Reserve	Used for Girl Guides and Menz Shed – not available for use.	-	-	-
Memorial Park	Restrict access for local community, dog off leash area, significant heritage and open space amenity values, some land used for marina activities.	✓		✓
Memorial Park Entranceway	WWII Memorial Park entrance – significant heritage values. Restrict access for local community	✓		✓

Moana View Reserve	Small neighbourhood park, no carpark, impact on amenity values for residents, restrict access for local community.			✓
Nelson Square	Open park surrounded on four sides by road, no vehicle access onto reserve, conflicts with day users.			✓
Otago Street Bank	Area of bush, no vehicle access onto reserve, no carpark.	-	-	-
Parklands Reserve (playground)	Neighbourhood park, no carpark, impact on amenity values for residents, restrict access for local community, impact on recreation assets.			✓
Picton Foreshore Reserve	Significant recreational area for day use, conflict with day users, potential for increased impact on recreation assets, area of high amenity for locals and visitors, playground, significant heritage and cultural values present.	✓		✓
Picton Marina Esplanade Reserves	No physical access.	-	-	-
Rimu Terrace Reserve	Small neighbourhood park, no carpark, impact on amenity values for residents, restrict access for local community.	✓		✓
Queen Charlotte Drive Lookout and Road Berm	Lookout site conflicts with short term use by visitors viewing over Picton Harbour. Road berm areas between lookout and Picton not available as these areas have been developed for the Link Pathway.	✓		✓
Powerhouse Reserve	Limited space available as multiple activities already on site, restoration project on dwelling occurring. Small carpark for public toilets.			✓
Scotland Street Reserve (playground)	Neighbourhood park and steep bushland, no carpark, impact on amenity values for residents, restrict access for local community.	✓		✓
Shelly Beach Reserve	Significant recreational area for day use, conflict with day users, potential for increased impact on recreation assets, area of high amenity for locals and visitors, partly leased to Queen Charlotte Yacht Club.	✓		✓
Suffolk Street Reserve	Steep bush land, conservation values, no formed access, no carpark	✓		✓
Thorburns Reserve	Very small neighbourhood park, no carpark, impact on amenity values for residents, restrict access for local community.	✓		✓
Victoria Domain Reserves	Significant recreation and conservation values, fire risk, scenic lookout over Picton Harbour, restrict access for local community and day visitors.	✓		✓
Waikawa Bay Foreshore	Significant recreational area for day use, already limited area for parking, conflict with day users, playground, potential for increased impact on recreation assets	✓		✓

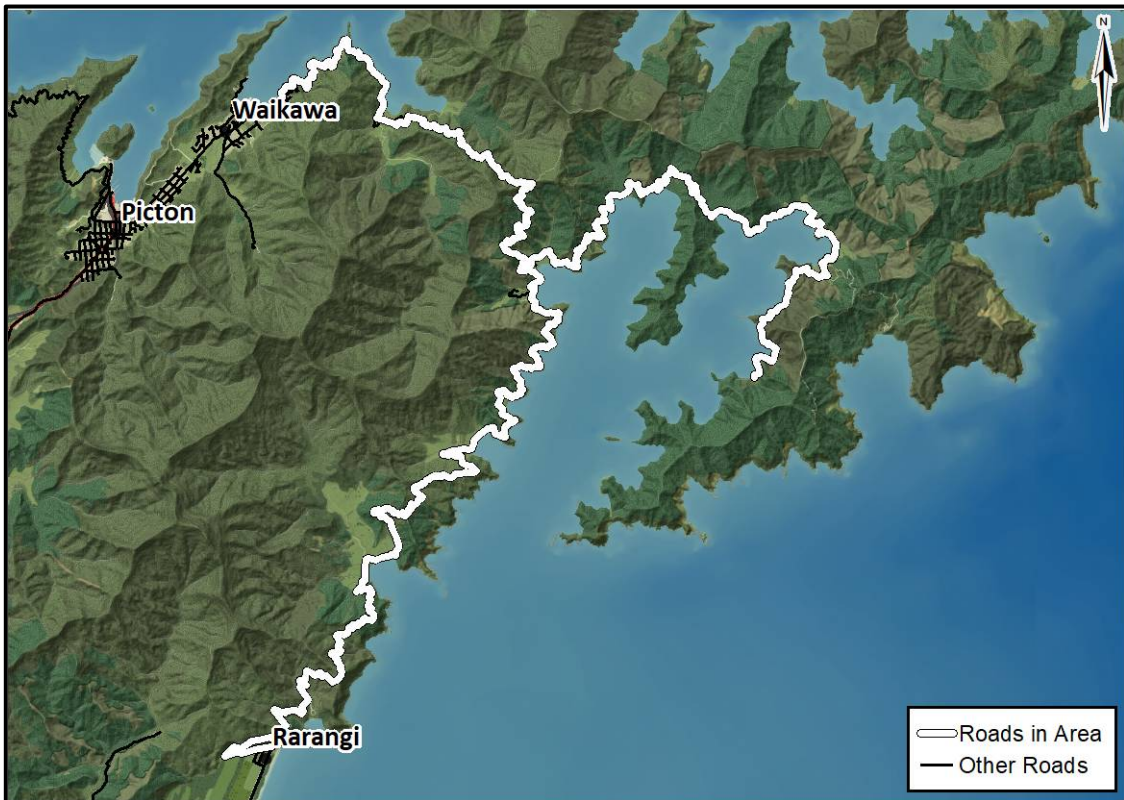
*Waikawa Marina – local purpose reserve	Not available – leased for marina activities	-	-	-
Waitohi Domain	Partly leased for commercial activity, Level 3 flood risk (flood retention area), to be used for redevelopment of ferry terminal.	-	-	-

12. Port Underwood Area

Description

The Port Underwood Area includes the Port Underwood Road that runs from Waikawa Bay to Rarangi along the western side of the Port and Tumbledown Bay Road which runs around the head of Port Underwood and down its eastern shore. The Area includes both the formed road and legal road and the following reserves:

- Lot 3 DP 2557 Local Purpose (Esplanade) Reserve – Ophi Bay
- Lot 4 DP 5440 Local Purpose (Esplanade) Reserve – Whangataura Bay
- Lots 5 and 6 DP 9787 Local Purpose Reserve – Hakahaka Bay
- Section 27 Block XII Arapawa Survey District, Local Purpose Reserve – Oyster Bay
- Lot 11 DP 496158, Te Tio Terrace
- Lot 3 DP 3466 Vested as Esplanade Reserve and Lot 2 Local Purpose (Esplanade) Reserve – Ocean Bay



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Some natural values exist in places, particularly near the heads of bays in close proximity to the road. The Graham River in Whatamonga Bay is an area with significant riparian natural character values. There may be some concern with freedom camping near these areas.
Cultural and historical values	There are cultural values associated with many areas of the Marlborough Sounds and the Port Underwood area generally is of significance for a number of Marlborough's iwi. Some concern was identified with graves and memorials located in areas where freedom camping has occurred – Heritage Resource 48 in MEP.
Water quality and water quantity	There is some chance of inappropriate effluent and waste disposal affecting

issues	<p>stream or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water in the area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.</p>
Landscape and amenity values	<p>Some likely effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There are pockets of residential activity in various locations around Port Underwood.</p> <p>Some parts of Port Underwood have high and very high natural character areas identified in the MEP. Additionally, many parts of the Area have been identified as an outstanding landscape while the Marlborough Sounds as a whole has been identified as a high amenity landscape. There may be some concern at the impact of freedom camping on these values.</p>
Recreation assets	There are no Council formalised recreation assets around Port Underwood although it is a very popular place for recreational activity.
Protect health and safety	
Natural hazards	<p>Some parts of the roads can be subject to slips, which are a limited risk in minor events but could be significant depending on the extent of the related trigger event. This is evident from the July 2021 storm event with many areas of the Marlborough Sounds road network suffered extensive damage.</p> <p>There are some identified areas of flood risk (Level 2) along the western side of Port Underwood and an area with both Level 2 and 3 flood risk in Whatamonga Bay.</p>
Built environment hazards	This is a significant issue – the majority of these roads are narrow, unsealed, winding, have poor visibility and few parking places. With a predominant land use of forestry within the Port Underwood area, there has been some concern expressed about safety of freedom camping vehicles parked on roadsides.
Human hazards	<p>There are few public facilities in this area. If vehicles are CSC and they are being appropriately used and waste is being disposed of appropriately then there should be minimal risk to human health.</p> <p>There is some risk from fire generated by campers to forestry which is a predominant land use in the Port. There have also been instances of conflict between locals and those who have camped illegally, which was raised in submissions to the 2020 draft Bylaw.</p>
Protect access	
Restrict access	As there are few places to park, at times parking may involve blocking an entranceway or driveway thereby restricting access. Given the Port Underwood Area generally is popular for recreational activity there is some concern that access to the coast will be restricted by freedom camping.
Discourage access	Members of the local community have highlighted that day users have been unable to access some areas because of freedom camping and consequently these areas have become uninviting to use. This was stated through submissions on the draft 2020 Bylaw.

Summary

There are few areas of Council controlled reserve land in the Port Underwood Area. This leaves roads as the only possible location for freedom camping. The roads are mostly unsealed, narrow and winding often with poor visibility and few turning places or parking areas. Given the nature of these roads generally, it is considered there are significant health and safety concerns with freedom camping vehicles being able to park completely off the road safely. In addition the susceptibility of the Marlborough Sounds road network to slips and dropouts during storm events means there is a risk to the health and safety of freedom campers. There is also a potential for conflict with freedom camping vehicles parked on roadsides with large forestry vehicles using these narrow roads. Collectively the potential health and safety issues for freedom campers on Marlborough Sounds roads, including those within this Area, are considered very significant.

Although there are several reserve areas under the Council's control in the Port Underwood Area, there are no facilities or other assets on these reserves.

The Marlborough Sounds environment in which the Port Underwood Area is located is a sensitive area with many cultural, recreational and landscape/amenity values. Collectively the area is considered of such significance that any camping should occur within areas where there are facilities to service the needs of campers such as those located at Whatamonga Bay, Robin Hood Bay and Whites Bay.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
12.	Port Underwood	4	5	3	12

The Port Underwood Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

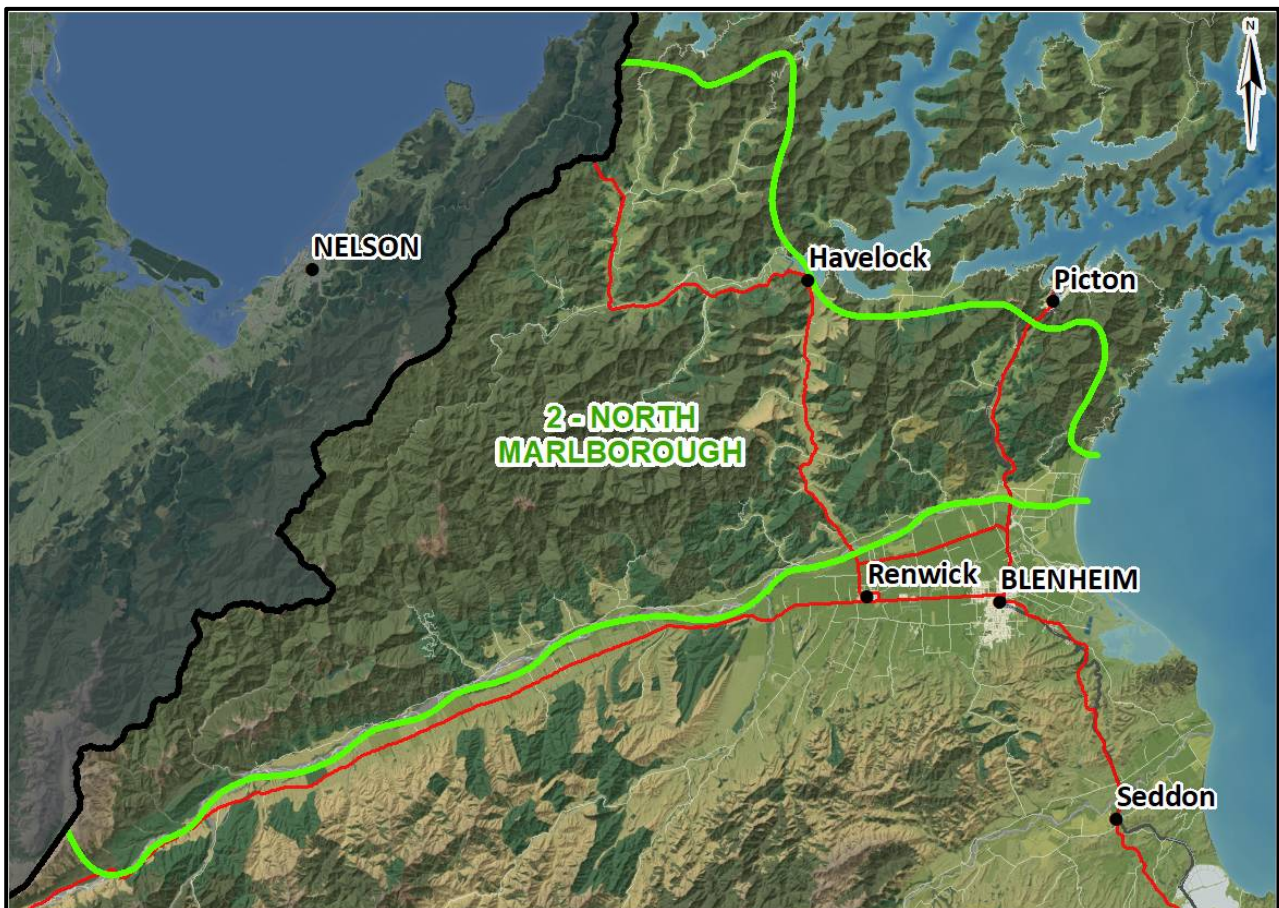
- to protect the area,
- to protect the health and safety of people who may visit the area, and
- to protect access to the area.

Appendix 2 – North Marlborough

North Marlborough

The North Marlborough area includes roads, reserves, towns, townships and settlements within the catchment largely to the north of the Wairau River and Wairau Diversion. The following areas, roads and sites have been assessed:

13. Brown River Picnic Area
14. Alfred Stream Reserve
15. Rai Valley Area
16. Opouri Road adjacent to Carluke Domain
17. Te Hoiere/Pelorus Valley Area
18. Kaituna Valley and Northbank Valleys Area
19. Koromiko, Para and Tua Marina Area
20. Koromiko Recreation (Collins Memorial Reserve) and Freeths Road Area
21. Rarangi Blue Gum/Millennium Rock Road Reserve
22. Wairau Diversion



13. Brown River Picnic Area

The Brown River Picnic Area sits adjacent to the Rai River and is located close to the French Pass Road turn-off from State Highway 6, just north of the Rai Valley Township. The site is a mix of Land Information New Zealand rivers land and road reserve but is not a Reserves Act reserve.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	No specific values have been identified at the site although a significant wetland is located on the opposite side of the Rai River from the site.
Cultural and historical values	No specific cultural and historical values have been identified although there is a statutory acknowledgement over the Rai River being a tributary of Te Hoiere/Pelorus River.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting fresh water quality. The ability to supply freedom campers with fresh water to the site would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	There will be some effect on landscape and amenity values from a presence of campervans staying overnight at the site, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There is some limited concern with the visual impacts of freedom campers from the state highway and litter from campers.
Recreation assets	There are recreation assets in place that were originally used by locals and passing traffic prior to this picnic area being used for freedom camping. However, increased and ongoing use by campers has had an impact on the site, particularly as there has been no time for the site to recover. There is an existing toilet facility at the site, which was well used by freedom campers previously.

Protect health and safety	
Natural hazards	There is a very significant flood and erosion risk from the adjacent Rai River. This area is identified with a Level 2 ¹ Flood Hazard overlay in the MEP and the picnic area can be inundated relatively quickly. Recent floods during July 2021 caused extensive damage to the site (including loss of land through erosion), which has not yet been completely reinstated.
Built environment hazards	Some limited concern has been identified with access to the site when vehicles are parked on either side of Ronga Road but otherwise no specific risk has been identified. Locals have noted that alterations to the layout of the area to restrict numbers of freedom campers have made the area less friendly for vehicles.
Human hazards	<p>Overcrowding of freedom campers has occurred at this area over previous summers, with many, and sometimes large, vehicles filling up the site in close proximity to one another. Changes to the layout of the site were undertaken to reduce the number of vehicles as well as protecting the assets of the site.</p> <p>There is a public toilet at this location which is intended for day use, including by the travelling public. There is some risk that inappropriate use by people camping overnight may create a hygiene risk for other users. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	The Brown River Area is a popular site for day use by the local community and passing traffic. Concern has been expressed by locals at having lost the use of the site for recreation by families for picnics and barbecues, for swimming and occasional use for school activities. This was particularly so if campers stayed two nights and did not leave the site during the day.
Discourage access	Despite physical access still being possible, the site was significantly less appealing for community use when freedom camping occurred at Brown River.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at Brown River was provided for under the 2012 Bylaw. Campers were able to stay in a CSC or NCSC vehicle or a tent for a maximum of two nights in a four week period. There was no limit on the number of vehicles able to stay at this location. However, the Council was made aware of the impact that camping had had on this area through submissions and hearings on the 2020 Bylaw when notified and through a petition received through the Rai Valley Branch - Rural Women. Concerns included the loss of a popular day use area for the local community and passing travellers, traffic concerns and flooding risks.

The flood risk at the site and the speed with which flooding can occur means managing overnighting campers can be difficult. The costs and practicality of implementing flood protection works or a more formalised flood warning system for this site are not warranted, given the size of the site and its remote location. The assessment has identified the flood risk as resulting in very significant health and safety concerns for people who may visit the area for the purposes of freedom camping. It is noted that the site is still appropriate for day use by the community and visitors.

¹ The categories of flood risk identified in the MEP are as follows:

Level 1: Land that suffers flooding of shallow, low velocity water in a flood event with an annual recurrence interval of 1 in 50 years.

Level 2: Land that suffers flooding but the depth/velocity of the flooding is not well understood, or cannot easily be expressed relative to natural ground level, in a flood event with an annual recurrence interval of 1 in 50 years, or land within 8 metres of any lake, river or wetland;

Level 3: Land that suffers flooding of deep, fast flowing water in a flood event with an annual recurrence interval of 1 in 50 years, or land in the bed of any lake or river or in any wetland.

Given the concerns with the flooding risk and the loss of the area for community use it is considered that freedom camping would significantly conflict with health and safety and access matters.

This current assessment therefore has determined the scoring for each of the FCA criteria as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
13.	Brown River	2	5	4	11

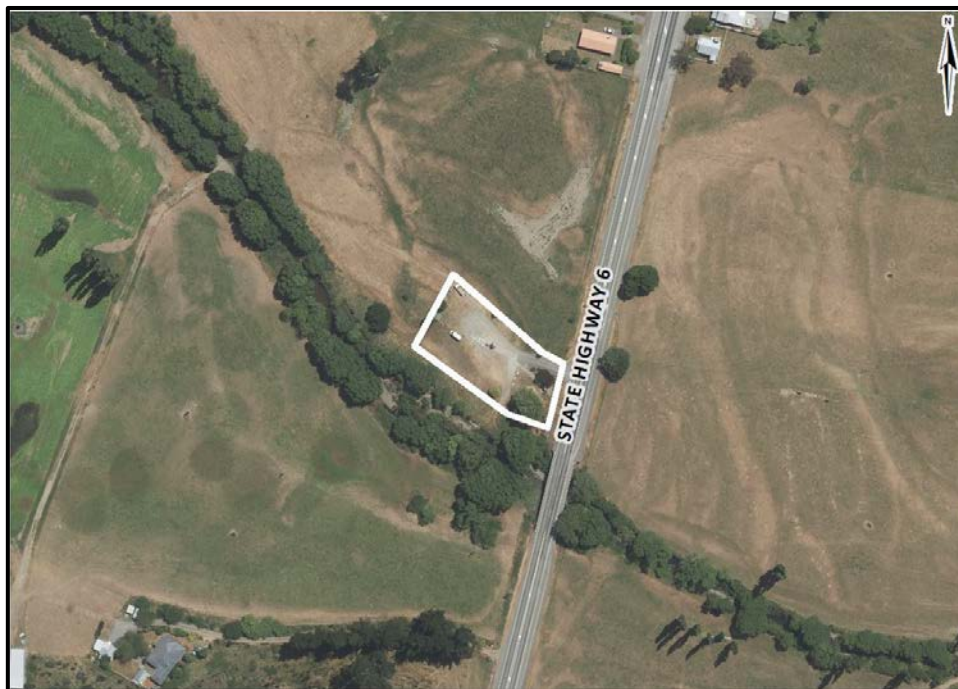
The Brown River picnic area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

14. Alfred Stream Reserve

Description

Alfred Stream Reserve is a small rural reserve of some 3900m² located near the south western entrance to the Rai Valley Township. It is a Local Purpose (Picnic Area) Reserve described as Lot 1 DP 366864.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	No specific natural values have been identified.
Cultural and historical values	No specific cultural and historical values have been identified although there is a statutory acknowledgement over Alfred Stream being a tributary of Te Hoiere/Pelorus River.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water to the site would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	There will be some effect on landscape and amenity values from a presence of campervans staying overnight at the site, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There is some limited concern with the visual impacts of freedom campers from the state highway and litter from campers.
Recreation assets	There are recreation assets in place that were originally used by locals and passing traffic prior to this picnic area being used for freedom camping. However, increased and ongoing use by campers has had an impact on the site, particularly as there has been no time for the site to recover. There is an existing toilet facility at the site, which was well used by freedom

	campers previously.
Protect health and safety	
Natural hazards	There is a flood risk from the adjacent stream although this is not as significant as the Brown River Picnic Area, which has a much larger catchment. This area is however, identified with a Level 2 Flood Hazard risk in the MEP.
Built environment hazards	There has been some concern with direct access from the Reserve onto and from State Highway 6, although this is a 60kmph area. Locals have noted that alterations to the layout of the area to restrict numbers of freedom campers have made the area less friendly for vehicles.
Human hazards	Overcrowding of freedom campers has occurred at this area over previous summers, with many, and sometimes large, vehicles filling up the site in close proximity to one another. Changes to the layout of the site were undertaken to reduce the number of vehicles as well as protecting the assets of the Reserve. There is a public toilet at this location which is intended for day use, including by the travelling public. There is some risk that inappropriate use by people camping overnight may create a hygiene risk for other users. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	The Alfred Stream Reserve is a popular site for day use by the local community. With significant numbers of campers having used the area previously, locals did identify there was limited opportunity for their use of the area for picnics, barbecues, swimming and occasional use for school activities, particularly if campers stayed two nights and did not leave the site during the day.
Discourage access	Despite physical access still being possible, the site was significantly less appealing for community use when freedom camping occurred at Alfred Stream Reserve.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at Alfred Stream Reserve was provided for under the 2012 Bylaw). Campers were able to stay in a CSC or NCSC vehicle or a tent for a maximum of two nights in a four week period. There was no limit on the number of vehicles able to stay at this location. However, the Council was made aware of the impact camping had had on the Reserve through submissions and hearings on the 2020 Bylaw when notified and through a petition received through the Rai Valley Branch - Rural Women. Concerns included the loss of a popular day use area for the local community and passing travellers, traffic concerns and flooding risks.

The flood risk at the site and the speed with which flooding can occur means managing overnighting campers can be difficult. The costs and practicality of implementing flood protection works or a more formalised flood warning system for this site were considered not warranted, given the size of the Reserve and its remote location. The assessment has identified the flood risk as resulting in very significant health and safety concerns for people who may visit the area for the purposes of freedom camping. It is noted that the Reserve is still appropriate for day use by the community and visitors.

Given the concerns with the flooding risk and the loss of the Reserve for community use it is considered that freedom camping would significantly conflict with health and safety and access matters.

This current assessment therefore has determined the scoring for each of the FCA criteria as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
14.	Alfred Stream Reserve	2	5	4	11

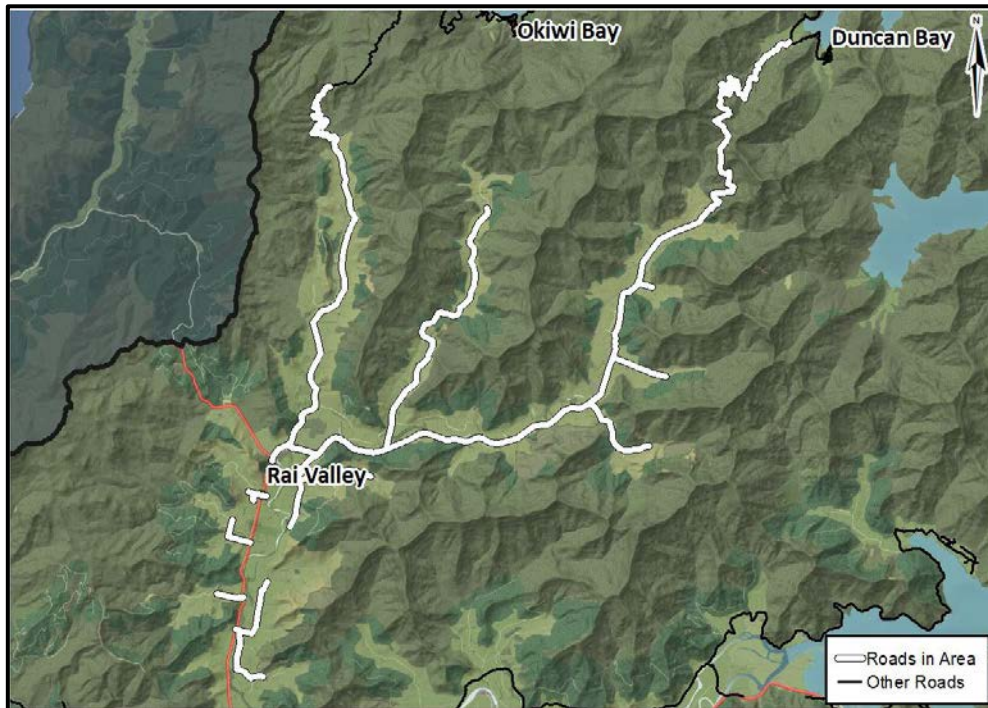
The Alfred Stream Reserve as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

15. Rai Valley Area

The Rai Valley Area includes Rai Valley Township, (including Bryants Road and Robertson Mill Place), Ronga Road, Opouri Road, Tunakino Valley Road, Staghorn Road, Kaiuma Road, Tennyson Inlet Road, Tunapai Road, Carluke Road, Rimu Gulley Road, Bulford Road, Hills Road and Hebbberds Road. The Rai Valley Area also includes Lot 20 DP 403493 Rai Stream Recreation Reserve.

Note that the Alfred Stream Reserve, Brown River Picnic Area and Opouri Road adjacent to Carluke Domain areas that are located within the Rai Valley Area, are each covered under a separate assessment.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are a number of identified natural values within the Rai Valley Area, particularly significant wetlands that are close to roads.
Cultural and historical values	No specific cultural and historical values have been identified although there is a statutory acknowledgement over all streams/rivers in this Area being tributaries of Te Hoiere/Pelorus River.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting fresh water quality. The ability to supply freedom campers with fresh water in the Area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	There is likely to be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	There is a reserve with a playground in the Rai Valley Township although there is no carpark directly associated with playground. Other than this there is no capacity for freedom camping other than on road and no recreation assets are considered to be at risk.

Protect health and safety	
Natural hazards	There is an identified flood risk over a number of the roads within this Area, particularly from the Rai River, Tunakino River and Opouri River, which all have large catchments. The flood risk is identified as a Level 2 risk in the MEP.
Built environment hazards	The roads are typical rural roads, being generally narrow with no formed parking areas and in most cases no sealed pull off areas for vehicles to safely park overnight. Some of these roads lead into the French Pass Roads Area, while others are no exit roads.
Human hazards	<p>Currently there are no public facilities along these roads nor is there provision for the disposal of effluent. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>Of note is that the Council has received funding from central Government's Tourism Infrastructure Fund to locate an effluent disposal facility near Carluke Domain – see the <i>Opouri Road – adjacent to Carluke Domain</i> assessment for information on this.</p>
Protect access	
Restrict access	As there are few places to park completely off the road, at times parking may involve blocking an entranceway or driveway. For the Rai Valley Recreation Reserve in Rai Valley Township, there is no formed parking available on the adjacent Bryants Road, which is also a narrow roadway.
Discourage access	Freedom camping on Bryants Road may discourage use of the Rai Valley Recreation Reserve by the local community. Given there are few other recognised recreational areas, there is no concern with access being otherwise discouraged in the remainder of the Area.

Summary

The nature of roads in the Rai Valley Area is a significant impediment to being appropriate for freedom camping. Like many formed rural roads, those in the Rai Valley Area are narrow, have little or no pull off areas and rarely contain areas that have been formed for parking. In many cases fencing from adjacent farmland is sited within one to two metres of formed road leaving no safe place for parking.

A number of roads in this Area have also been identified with a flood hazard risk in the MEP. The flood hazard does not extend over all roads in this Area, however there are sufficient areas with a flood risk to suggest that it would be difficult to ensure the safety of freedom campers in a flood situation who may be distributed over a number of roads.

The Rai Valley Recreation Reserve in the Rai Valley Township is a neighbourhood reserve with a children's playground, serving local residents. The reserve itself has no parking on it and the adjacent road is not suitable for parking given its narrow formed width.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
15.	Rai Valley	3	4	2	9

The Rai Valley Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

- to protect the area; and
- to protect the health and safety of people who may visit the area.

16. Opouri Road – adjacent to Carluke Domain

Description

Opouri Road is located to the northeast of the Rai Valley Township, off Ronga Road. An area of Opouri Road adjacent to the Carluke Domain has been assessed for its appropriateness for freedom camping. The assessment does not cover the Domain itself as this is leased and is not presently available to be included under a Council bylaw for freedom camping.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are no specific natural values identified in close proximity to the site.
Cultural and historical values	There is a building approximately 200 metres away that is identified in the MEP as a Category A Heritage Resource. This is a Pioneer Cottage that is dedicated to the early settlers of the Rai Valley area. It is unlikely the values of the heritage building would be reduced by freedom camping at the assessed site.
Water quality and water quantity issues	There are no waterways immediately adjacent to this site so there is no concern with inappropriate effluent and waste disposal affecting water quality. There is very limited water availability at this site and there would be some concern at the potential for campers using these water resources, which are consented for the local community hall and toilets.
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight at this site, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There are several dwellings in reasonably close proximity to this site.
Recreation assets	The adjacent Carluke Domain is a recreation reserve and is leased to a community association. A hall located on the Domain adjacent to the road serves as a meeting place for the surrounding community. There may be some concerns

	with freedom camping at this location having an impact on assets on the Domain.
Protect health and safety	
Natural hazards	A Level 2 Flood Hazard risk over the southwestern corner of the Domain has been identified in the MEP. It is not considered this is a significant concern for freedom camping on the assessed area of roadside as this sits higher than the area of identified with risk.
Built environment hazards	The formed road is narrow at this location and currently there is no formed or sealed area for parking vehicles except immediately in front of the community hall. The hall frontage is not suitable for freedom camping as access for locals using the hall may be restricted.
Human hazards	Presently there are no public facilities at this site or facilities for the disposal of effluent, so there is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised. The Council has recently received funding from central Government's Tourism Infrastructure Fund for the establishment and maintenance of an effluent disposal facility so this would further alleviate concerns regarding this issue.
Protect access	
Restrict access	Freedom camping is likely to restrict access to the Domain as this area of road will be used by for parking by users of the Domain. This would be particularly so when organised events are occurring. This could be managed by temporarily closing the area for camping when events are held.
Discourage access	Freedom camping on Opouri Road may discourage use of Carluke Domain by some in the local community.

Summary

As outlined in the report to the assessments any reserve the Council owns or administers and for which there is a lease or licence in place, means the reserve is unavailable for freedom camping, unless the lease is amended with agreement. Carluke Domain falls into this category as it is leased to the Carluke Domain Association Incorporated. The Domain is used for recreation, sporting activities and agricultural shows and has a community hall as a meeting place.

However, it may be appropriate for freedom camping to occur adjacent to the Domain on legal road albeit with some restrictions in place to address some of the concerns highlighted above. These include:

- restricting the camping area to vehicles on the south side of Opouri Road adjacent to the grassed area of the Domain;
- restricting the number of vehicles able to be parked between the east side of the hall and the east boundary of the property (may be 8 or 10 vehicles);
- the freedom camping area would be closed for camping when significant events are carried out on the Domain; and
- no water from the community hall supply is to be used for topping of water tanks in campervans.

Initial consultation with some representatives of the local community association highlighted a preference for campers to be located on the Domain rather than roadside. No specific site was agreed upon and further consultation including with the wider community, will be required to identify a site.

There are several other matters that would need to be addressed before freedom camping could be established here and these include the following:

- confirmation from Marlborough Roads that a safe area of the formed road can be established for camping if a roadside location is pursued;
- review of the current lease if camping on the Domain is pursued;
- funding to be sourced to form a parking area; and
- potentially a resource consent to enable freedom camping.

If these matters can be satisfied then the scoring for each of the FCA criteria would be as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
16.	Opouri Road adjacent to Carluke Domain	2	3	2	7

An area of Opouri Road adjacent to Carluke Domain may be considered acceptable for freedom camping with restrictions in accordance with section 11(2)(a) of the FCA to:

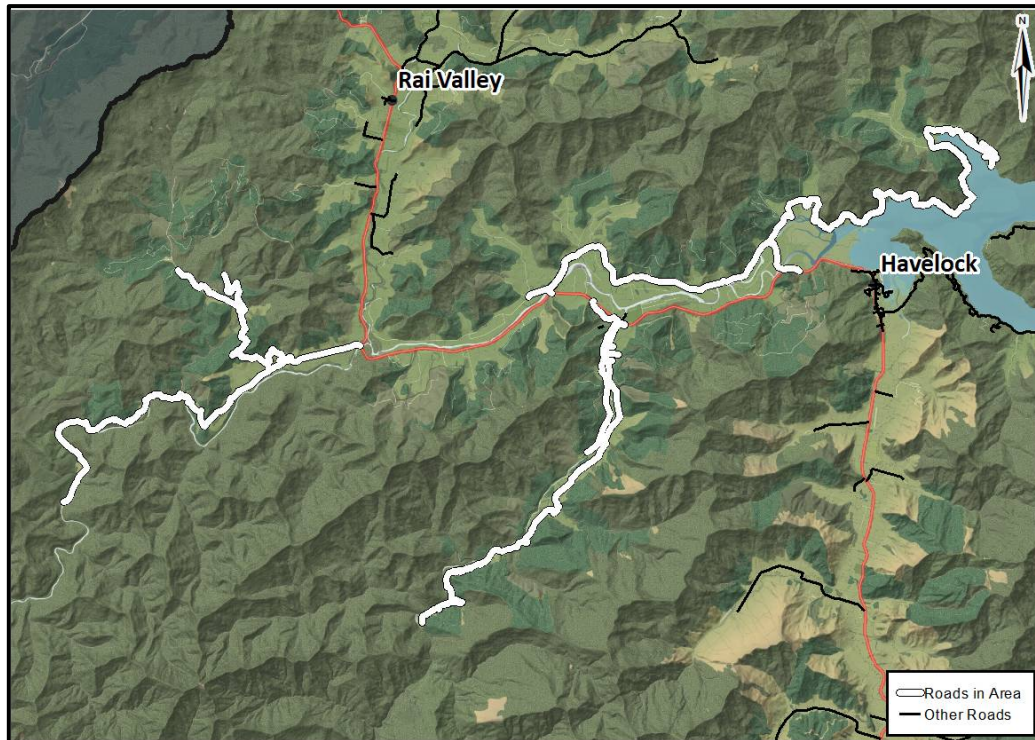
- to protect the area,
- to protect the health and safety of people who may visit the area, and
- to protect access to the area.

Dependent on the outcome of further consultation an assessment of Carluke Domain will be necessary.

17. Te Hoiere/Pelorus Valley Area

Description

Te Hoiere/Pelorus Valley Area includes Maungatapu Road, Tinline Road, Mount Richmond Road, Reserve Road, Te Hora Pa Road, Tapps Road, Wakamarina Road, Healys Road, Greig Lane, Rush Lane, Taylors Road, Daltons Road, Kaiuma Bay Road, Te Hoiere Road, Kuia Drive, Orapito Road, Tai Close and Toki Place. The Area includes both the formed road and legal road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>Te Hoiere/Pelorus, Tinline and Wakamarina Rivers have significant riparian natural character areas along their length. Roads run alongside these rivers. There are also significant wetlands located along Te Hoiere/Pelorus River, particularly adjacent to the Kaiuma Bay Road. The mouth of Te Hoiere/Pelorus River has significant marine ecological values adjacent to the Kaiuma Bay Road as does the head of Kaiuma Bay.</p> <p>There is some concern that freedom camping may affect these values.</p>
Cultural and historical values	<p>Te Hoiere/Pelorus River is a very significant area for iwi, who have a long and rich association with the river and carry active kaitiaki responsibilities. There is a statutory acknowledgement over the river and there is a marae and urupa at Canvastown. There is some concern that freedom camping may affect these values.</p> <p>No identified historic values are evident in the Area.</p>
Water quality and water quantity issues	<p>There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the area would be difficult without potentially affecting the availability of</p>

	water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight at this site, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	Te Hoiere/Pelorus River is a popular river for recreational activities along its length including for kayaking, swimming and fishing. The Wakamarina River is also popular for recreational activities. Recreational assets of significance are a launching ramp in Kaiuma Bay and a public toilet at Canvastown.
Protect health and safety	
Natural hazards	The length of Te Hoiere/Pelorus River from upstream of the Rai River confluence downstream to the river mouth is identified as a Level 2 flood hazard in the MEP. An area of the Wakamarina River upstream from Canvastown also has the same level of flood risk. This does create a potential risk for freedom campers.
Built environment hazards	Many of the roads in this area are narrow, winding and unsealed. In a number of locations the roads are used for forestry purpose and there are few safe areas for parking completely off the road. There is some level of risk with overnight camping on these roads.
Human hazards	There are few public facilities along these roads, so there is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised. (There are Department of Conservation toilets located at Pelorus Bridge and a public toilet at Canvastown.)
Protect access	
Restrict access	There are few places to park safely along most of these roads, so at times parking may occur partly on the roadway creating access difficulties for other vehicles. Use of a limited area of land for freedom camping in Kaiuma Bay adjacent to the launching ramp may restrict other day use of this site.
Discourage access	There is a lot of recreational activity that occurs in a number of locations in this Area. The presence of freedom camping may discourage day users from accessing these locations.

Summary

The nature of roads in Te Hoiere/Pelorus Valley Area is a significant impediment to being appropriate for freedom camping. Like many formed rural roads, those in this Area are often unsealed, narrow, winding and have little or no pull off areas and rarely areas that have been formed for parking. There is also forestry use of some roads in this Area.

There is an extensive flood risk over much of this Area, particularly downstream of Pelorus Bridge. While the flood hazard does not extend over all roads in this Area, there are sufficient locations to suggest that it would be difficult to ensure the safety of freedom campers in a flood situation, who may be distributed over a number of roads.

A range of significant ecological and natural character values are evident along the roads and rivers of this Area and these have been identified in the MEP. Te Hoiere/Pelorus Valley is also of significant cultural value for iwi.

In addition, Te Hoiere catchment has been identified as an exemplar catchment as a part of the Ministry for the Environment's 'At Risk Catchments' programme and by the Department of Conservation as one of its 14 Ngā Awa rivers. A restoration project is underway to address land use derived issues with a focus on landscape-scale conservation projects that have environmental, social, economic, and cultural benefits. It is important the outcomes proposed are not compromised by freedom camping activity.

There are existing facilities within the Area that provide a similar camping option to freedom camping both at Pelorus Bridge and near Canvastown.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
17.	Te Hoiere/Pelorus Valley	4	4	3	11

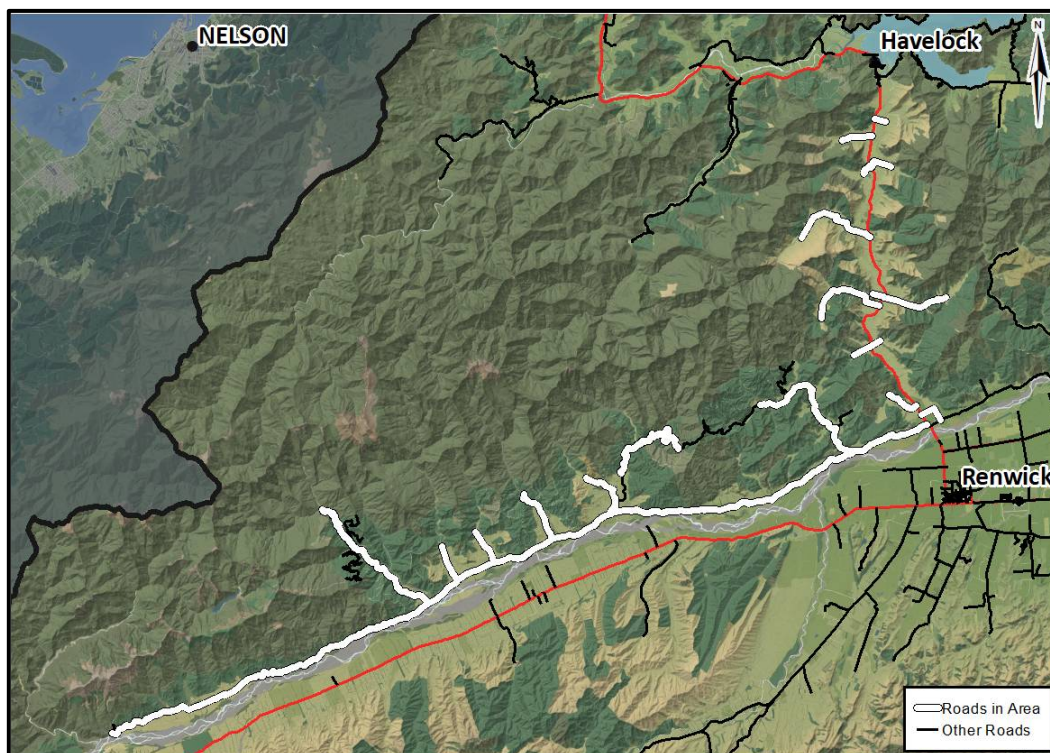
The Te Hoiere/Pelorus Valley Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

18. Kaituna Valley and Northbank Valleys Area

Description

The Kaituna Valley and Northbank Valleys Area includes the following roads off State Highway 6: Readers Road, Douslins Gully Road, Prices Road, Twidles Road, Long Valley Road, Norths Road, Kenningtons Road, Mt Riley Road, Camerons Road, Leslies Road, Lamberts Road and Mahers Road. It also includes the Onamalutu Valley Roads, Bartletts Creek Road, Fabians Valley Road, Pine Valley Road, Cat Creek Road, Te Rou Road, Top Valley Road, Northbank Road and Goulter Road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are a number of identified natural values within the Kaituna Valley and Northbank Valleys Area, including significant wetlands that are close to roads.
Cultural and historical values	The Kaituna River and Wairau River are both significant areas for iwi with statutory acknowledgements recorded over these rivers and their tributaries.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the Area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	The Northbank Roads and valleys adjacent to the Wairau River are popular for recreational activity however, there are no obvious recreational assets at risk.

Protect health and safety	
Natural hazards	There is an identified flood risk over large parts of this Area, including the Kaituna River and some of the tributaries of the Wairau River. These have a Level 2 Flood Hazard risk in the MEP. The Wairau River itself has a Level 3 risk in some places and a Level 2 in others. In previous storm events the roads have been subject to washouts and flooding, particularly in the Northbank Valley catchments and alongside the Wairau River.
Built environment hazards	The roads are typical rural roads, being generally narrow with no formed parking areas and in most cases no sealed pull off areas for vehicles. Some of these roads lead into the Mt Richmond Forest Park and others are extensively used by forestry, farming and viticulture activity. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict.
Human hazards	<p>With large parts of the Area having been developed for viticulture, roads are used extensively to service this activity. There may be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There are no public facilities along these roads, so there is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	As there are few places to park completely off the road, at times parking may involve blocking an entranceway or driveway. Many of the roads are used for forestry and viticulture activity so freedom camping may restrict access for this purpose.
Discourage access	Although the Area is popular for recreational activity, it is considered there are only minor concerns with access being discouraged in the Area.

Summary

In terms of protecting the Area there are some general concerns around impacts on natural values, cultural values and landscape and amenity values. Freedom camping may not be an appropriate activity in locations where these values are present. There are not considered to be significant concerns with freedom camping affecting access to the Area.

The nature of roads in the Kaituna Valley and Northbank Valleys Area is a significant impediment in considering whether freedom camping is appropriate. Like many formed rural roads around the district, they are narrow, have little or no pull off areas and rarely contain areas that have been formed for parking. The roads are used extensively for viticulture, farming and forestry activity and the nature of these activities, particularly viticulture, may also make roadside freedom camping inappropriate given spraying and frost fighting activities that occur.

Extensive parts of this Area have also been identified with a flood hazard risk in the MEP. While the flood hazard does not extend over all roads in this Area, there are sufficient areas to suggest that it would be difficult to ensure the safety of freedom campers in a flood situation who may be distributed over a number of roads.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and	Score – Protect access	Total Score
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			safety		
18.	Kaituna Valley and Northbank Valleys	3	4	2	9

The Kaituna Valley and Northbank Valleys Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

- to protect the area, and
- to protect the health and safety of people who may visit the area.

19. Koromiko, Para and Tua Marina Area

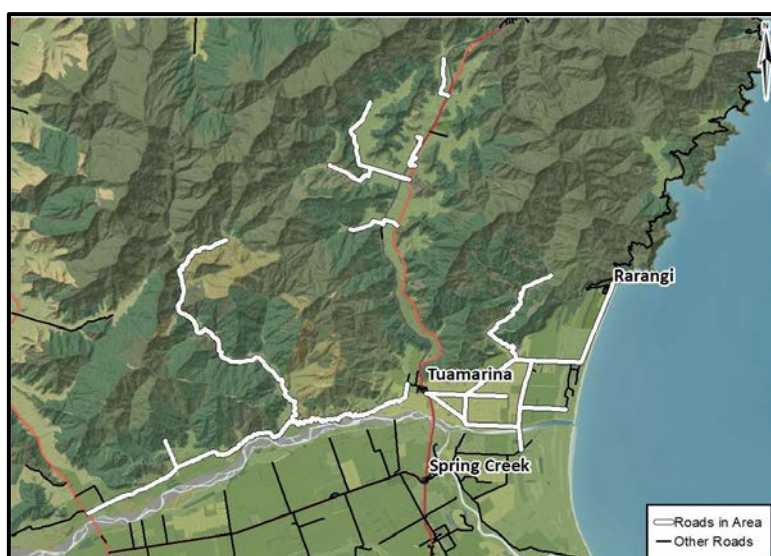
Description

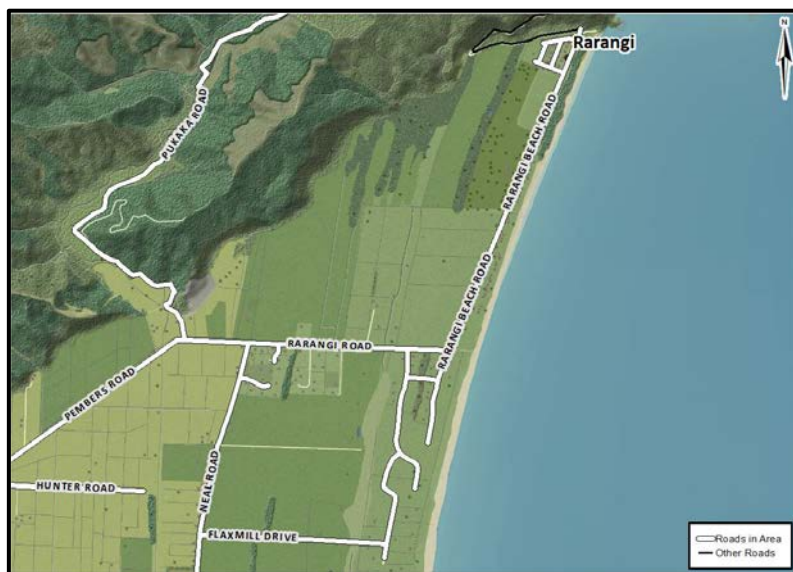
The Koromiko, Para and Tua Marina Area includes

- Lindens Road
- Factory Road
- Hawker Lane
- Sirocco Lane
- Station Road
- Speeds Road
- Speeds Road South
- Para Road
- Kaituna-Tua Marina Road
- Gibsons Road
- Waikakaho Road
- Tua Marina Township (including Parkes Road, Bush Road, Wakefield Street, England Street, Pioneer Place, Cotterill Street, Campbell Road)
- Hunter Road
- Blind Creek Road
- Pembers Road
- Tarrants Road
- Thomas Road
- Neal Road
- Flaxmill Drive
- Pukaka Road
- Rarangi Road
- Rarangi Beach Road
- Rarangi settlements (including Isobel Place, Beatrice Street, Hinepango Drive, Bay End, Pipitea Drive, Ocean View Crescent, Edgewater Place, Woolleys Crossing, Shoreline Place, Karaka Street, Miro Street, Ngaio Street, Titoki Street)

Other land included in this Area is Part Section 119, Village of Tua Marina, Local Purpose Reserve (site for a public hall). Note that separate assessments have been undertaken for Koromiko Recreation (Collins Memorial) Reserve/Freeths Road, Rarangi Bluegums Corner and the Wairau Diversion.

There are significant areas around the margins of the Wairau River that are managed for river control purposes. Areas of this land are either unsuitable for freedom camping because of the nature of protection works or have been leased for other land uses and are therefore not available for freedom camping. This type of land has not been assessed further.





Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are a number of locations that have been identified with ecological and natural character value in the MEP. This includes the significant area of the Para Swamp, other significant wetland areas and riparian natural character areas alongside the Waikakaho River.
Cultural and historical values	<p>There are several identified historical sites and notable trees within this Area. This includes the site of the Wairau Incident at Tua Marina.</p> <p>The rivers and tributaries in this Area are significant for iwi with statutory acknowledgements being recorded over them, including the Para Swamp.</p>
Water quality and water quantity issues	There is an identified Groundwater Protection Area at Koromiko. These areas are locations where land above an aquifer is considered as high risk for contaminants reaching groundwater. There is some risk therefore with inappropriate effluent

	<p>and waste disposal affecting water quality.</p> <p>The ability to supply freedom campers with fresh water in the Area would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.</p>
Landscape and amenity values	<p>There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There are a number of residential settlements in this area including those at Tua Marina and along the Rarangi coastline whose amenity values may be affected by freedom camping.</p>
Recreation assets	<p>The roads and valleys adjacent to the Wairau River are popular for general recreational activity including duck shooting through the Para Swamp. However, there are no obvious recreational assets at risk.</p>
Protect health and safety	
Natural hazards	<p>There is an identified flood risk over large parts of this Area, including from the Waikakaho, Tua Marina and Wairau Rivers. Some of these areas have a Level 2 Flood Hazard risk in the MEP while others, particularly around the Wairau River, have a Level 3 risk.</p> <p>Significant areas of the Kaituna-Tua Marina Road, the Tua Marina settlement and through the Para Swamp were inundated during the July 2021 storm event.</p>
Built environment hazards	<p>The roads are typical rural roads, being generally narrow with no formed parking areas and in some cases no sealed pull off areas for vehicles. Some of these roads lead into the Mt Richmond Forest Park and others are extensively used by forestry, viticulture and farming activity. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict.</p> <p>Through submissions on the draft 2020 Bylaw a concern was highlighted with the narrowness of roads, including Blind Creek Road and Thomas Road and the extent of large truck use coming and going from a quarry.</p>
Human hazards	<p>Large parts of the Area have been developed for viticulture. Roads are used extensively in this Area for viticulture activities. There may be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There are no public facilities along these roads, so there is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	<p>As there are few places to park completely off the road, at times parking may involve blocking an entranceway or driveway. Many of the roads are also used for forestry and viticulture activity so freedom camping may restrict access for this purpose.</p> <p>There would otherwise be few circumstances where access would be restricted for visitors or the local community with freedom camping. Areas where this would be a concern however, are:</p> <ul style="list-style-type: none"> • Tua Marina Community Hall car park which is used by both the local community; and

	<ul style="list-style-type: none"> the car park for the Tua Marina cemetery.
Discourage access	There is little concern with access to the Area being discouraged by freedom campers.

Summary

In terms of protecting the Area there are some general concerns around impacts on natural values, cultural values and landscape and amenity values. There are significant ecological values associated with the Para Swamp area. Freedom camping may not be an appropriate activity in locations where these values are present.

The nature of roads in the Area is a significant impediment in considering whether freedom camping is appropriate. Like many formed rural roads around the district, they are narrow, have little or no pull off areas and rarely contain areas that have been formed for parking. The nature of activities occurring, particularly viticulture, may also make roadside freedom camping inappropriate given spraying and frost reducing activities that occur.

Extensive parts of this Area have also been identified with a flood hazard risk in the MEP. While the flood hazard does not extend over all parts of the Area, there are sufficient areas to suggest that it would be difficult to ensure the safety of freedom campers in a flood situation who may be distributed over a number of roads.

There are also some limited concerns in relation to freedom camping restricting access for visitors or locals to community assets such as the Tua Marina Community Hall or Tua Marina cemetery.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
19.	Koromiko, Para and Tua Marina	4	4	2	10

The Koromiko, Para and Tua Marina Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

- to protect the area, and
- to protect the health and safety of people who may visit the area.

20. Koromiko Recreation (Collins Memorial) Reserve/Freeths Road Area

Description

Freeths Road and the Koromiko Recreation (Collins Memorial) Reserve (being Section 1 of Section 32 Waitohi Registration District) are located adjacent to State Highway 1 at Koromiko, south of Picton.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	A considerable number of trees on the Reserve (as well as on the adjoining QEII National Trust area) have been identified as having significant value and are protected trees in the MEP.
Cultural and historical values	Te Ātiawa have previously expressed strong opposition to freedom camping at the Reserve. There is a memorial at the Reserve dedicated to the memory of two locals (Harold and Lionel Collins) killed in an accident. The Reserve is also known as Collins Memorial Reserve.
Water quality and water quantity issues	There are no related water quality issues at the site. The ability to supply freedom campers with fresh water at the site would be difficult without potentially affecting the availability of water for local residents or operation of toilet facilities on the Reserve.
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly as numbers staying here were always high and ongoing. There are a number of dwellings located nearby and there have been concerns raised by residents at a loss of amenity from

	freedom camping, including noise from campers, that campers are always there and rubbish being left behind or bins overflowing.
Recreation assets	<p>There are public toilets and a shelter located at this Reserve. Prior to freedom occurring at the Reserve it was used for a rest area and picnic area. The toilets are currently being replaced as part of a district wide renewals programme with funding assistance from central Government's Tourism Infrastructure Fund.</p> <p>Freedom camping vehicles had caused considerable damage to the paved area of the Reserve with high numbers of campers using the site. This has been repaired, with assistance from central Government's Responsible Camping Fund. However if the site were to be used for freedom camping, given its close location to the Picton interisland ferries there could once again be heavy use of the site and the potential for damage.</p>
Protect health and safety	
Natural hazards	No specific risk has been identified.
Built environment hazards	<p>The Reserve is located adjacent to a 100 km/h area on State Highway 1 and is accessed off Freeths Road. Freeths Road is narrow with no formed area for parking although previously campers have parked on grass berms.</p> <p>Submitters through Annual Plan/Long Term Plan processes and through the draft 2020 Bylaw identified safety issues with freedom camping vehicles exiting and entering State Highway 1 from Freeths Road.</p>
Human hazards	There is a public toilet facility at the Reserve although there is no provision for the disposal of effluent from freedom camping vehicles. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>The Reserve has been used previously by travellers as a rest area/short stop location. The demands on the site meant campervans arriving early in the day restricted day use.</p> <p>Previous use of Freeths Road by campervans also restricted safe movement up and down the road for other users.</p>
Discourage access	The site is less appealing for day users when there are campervans present.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Koromiko Recreation (Collins Memorial) Reserve was provided for under the 2012 Bylaw. Campers were able to stay in a CSC or non CSC vehicle for a maximum of two nights in a four week period with a limit of 12 vehicles. The Koromiko Recreation Reserve was the closest freedom camping site to Picton and a popular location for those travelling to or from the interisland ferries.

In previous years there have been significant issues with freedom camping at this Reserve, particularly with overcrowding and traffic management issues as well as freedom campers parking along Freeths Road, which was a prohibited area. The issues had been reduced through tighter bylaw conditions and active enforcement patrols. However, in response to submissions on the draft 2020 Bylaw the Reserve became a prohibited area for freedom camping with:

- the Wairau Diversion being the preferred fatigue stop for travellers,
- a desire to return this reserve to a day use purpose as a picnic area and toilet stop, and

- for providing access to the adjacent QE II National Trust area.

The Wairau Diversion is still being identified as the preferred fatigue stop for travellers moving to and from the interisland ferries. The other matters are also still relevant considerations in this current assessment.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
20.	Koromiko Recreation (Collins Memorial) Reserve/Freeths Road	4	3	4	11

The Koromiko Recreation (Collins Memorial) Reserve/Freeths Road Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

21. Rarangi Blue Gum/Millennium Rock Road Reserve

Description

The Rarangi Blue Gum/Millennium Rock Road Reserve is located at the intersection of Rarangi Road and Rarangi Beach Road and adjoins the Department of Conservation Rarangi Recreation Reserve.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There is public conservation land adjacent to this site in which freedom camping is a prohibited area under the FCA due to the presence of the endangered <i>Kiwaia moth</i> . There is a value in a prohibition of this area under the Council's freedom camping bylaw to ensure consistency of rules.
Cultural and historical values	No specific values have been identified as at risk.
Water quality and quantity	There is a small chance of inappropriate effluent and waste disposal affecting coastal water quality. The ability to supply freedom campers with fresh water at the site would be difficult without potentially affecting the availability of water for local residents.
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. The site is visible from passing traffic and there are dwellings nearby.
Recreation values	The site is a very popular access point for walkers using the Rarangi Beach frontage. While there are no specific recreation assets at risk the area is being enhanced for day users through the Council's Small Townships Programme.
Protect health and safety	
Natural hazards	No specific risk has been identified.

Built environment hazards	No specific risk has been identified.
Human hazards	No specific risk has been identified.
Protect access	
Restrict access	While the site has been used previously for the stockpiling of road gravel, it has been included in the Council's STP for enhancement as a picnic area for day use. Work is due to commence during spring 2021, Covid 19 restrictions permitting.
Discourage access	This is currently a low use public area but use will likely increase with STP enhancements.

Summary

The Department of Conservation has confirmed that a prohibition is useful to ensure protection of the adjacent conservation land, which has been prohibited for freedom camping. Enhancement plans proposed through the Council's Small Townships Programme for this area would not be compatible with use by freedom camping.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
21.	Rarangi Blue Gum/Millennium Rock Road Reserve	5	1	4	10

The Rarangi Blue Gum/Millennium Rock Road Reserve as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

- to protect the area, and
- to protect access to the area.

22. Wairau Diversion

Description

The Wairau Diversion was constructed in the 1960s to carry a large portion of the flood flow from the lower Wairau River. The area covered by this assessment is located on the north side of the Wairau Diversion extending from Neal Road in the west to the sea. (The land was taken under the Public Works Act and is not held as reserve land.)



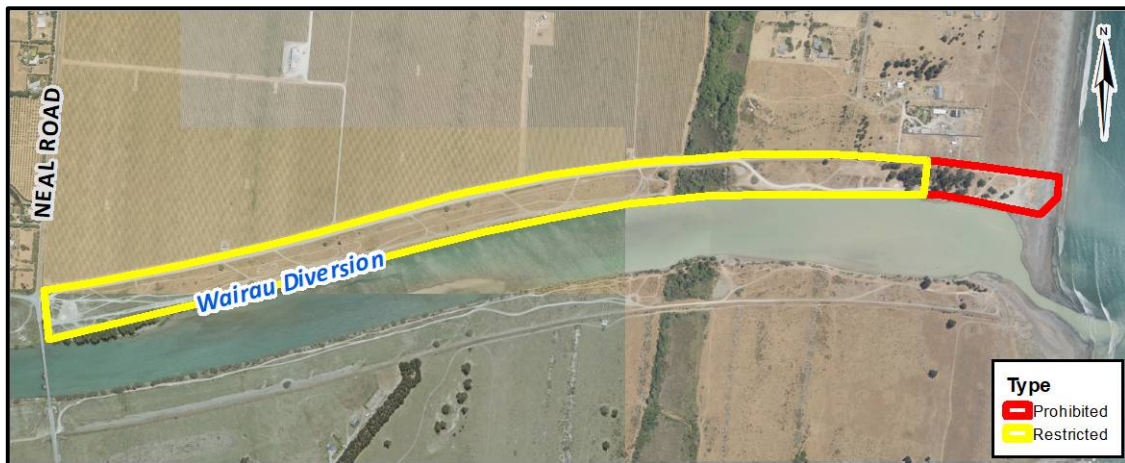
Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There is a significant wetland (Hinepango) located just west of the current restricted area for freedom camping.
Cultural and historical values	No specific risk has been identified for iwi although the tributaries of the Wairau River have a statutory acknowledgement over them.
Water quality and quantity	<p>There is some concern with the potential for inappropriate effluent and waste disposal affecting freshwater and coastal water quality. Submitters on the draft 2020 Bylaw raised concerns about water quality being affected by the actions of some campers.</p> <p>The ability to supply freedom campers with fresh water at the site would be difficult without potentially affecting the availability of water for local residents or communities given that available water resources in this area are either over-allocated, fully allocated or have a low reliability of supply.</p>
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There are several dwellings located just north of the Area. Through submissions on the draft 2020 Bylaw concerns were expressed that amenity values have diminished as a result of freedom camping for some that use this Area.
Recreation assets	The Wairau Diversion Area as a whole is a very popular recreation spot. Fishing, walking, cycling, whitebait fishing, picnicking and trail bike riding all occur. Concerns have been highlighted by local residents through submissions on the draft 2020 Bylaw about the effect of freedom camping on the assets of the Diversion. This includes damage to the biodiversity of the area and that constant use by campers means the site never gets a chance to recover.

	<p>There is a public toilet located towards the eastern end of the Area and despite freedom camping required to be in CSC vehicles, high use of the toilets by campers has been observed by residents, in addition to that made by day users. This asset was never intended for the level of use that it has received.</p> <p>There are proposals to provide enhanced facilities for both day users and freedom campers at the Wairau Diversion.</p>
Protect health and safety	
Natural hazards	<p>There is an identified flood hazard in the MEP over the whole Area. This is a Level 3 risk. Given the use of the Diversion for camping over a number of years processes have been established to remove campers from this location when forecast rains may result in floods.</p> <p>Concern has been expressed by the Council's Rivers Engineer about vehicles parking close to the river's edge and the potential for collapsing banks. However, reformatting proposals would see vehicles parked further away from the edge.</p> <p>A significant storm event in July 2021 saw record flow follows in the Diversion waterway, which has significantly impacted the Area – see further commentary on this in the Summary below.</p>
Built environment hazards	Other than some planned safety improvements to the entrance/exit from Neal Road/Thomas Road intersection, which will benefit all users of the Diversion, there are no other specific risks identified.
Human hazards	<p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>The Area is very popular for whitebait fishing and there have been occasions where conflict occurs between campers seeking optimum sites for fishing adjacent to the river's edge. The Council had previously provided for a permit system enabling those undertaking whitebait fishing to stay longer at the Diversion than otherwise provided for through freedom camping bylaws. This permit system no longer operates. Note also that the whitebait fishing activity itself is not managed by the Council but by the Department of Conservation.</p>
Protect access	
Restrict access	The Diversion is a large area so restriction of access is unlikely provided there is clear delineation about where freedom campers can stay and areas that are set aside for day use.
Discourage access	When large numbers of campers are present the site may be less appealing for community use.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Wairau Diversion was enabled in part under the 2012 Bylaw. Campers were able to stay in a CSC vehicle for a maximum of two nights in a four week period with no limit on vehicle numbers. An area of the Diversion was also prohibited for freedom camping. This was an area at the eastern end of the site, which was set aside for day users – see aerial below.

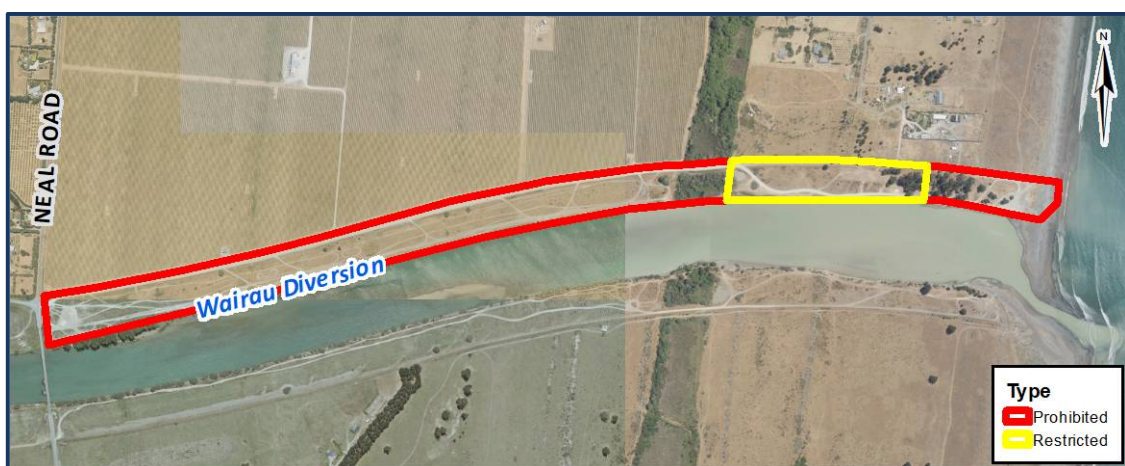


Through the process of developing the draft 2020 Bylaw, a reformatting of the area available for freedom camping was proposed to:

- allow for improved monitoring,
- better direction and access for those using the area,
- improved health and safety management, and
- provide an opportunity for an ambassador type programme.

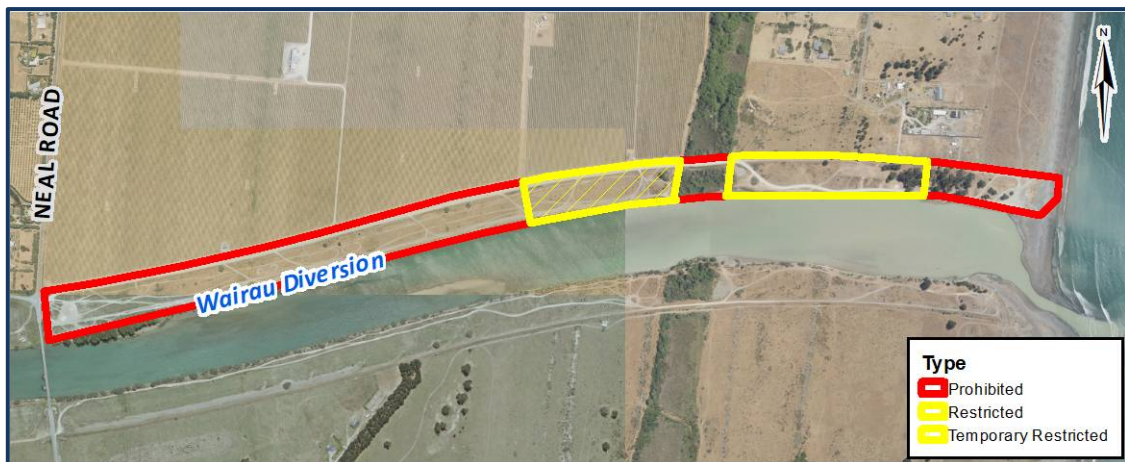
In conjunction with the closure of the freedom camping site at Koromiko Recreation Reserve, the reformatting proposals were intended to allow the Wairau Diversion to be used as the main resting area for travellers either heading from or to the Picton ferry terminals. Part of the reformatting proposals for the Area also included additional toilet facilities, shelters, enhanced plantings and improved signage.

The reduced area, which was adopted by the Council in the final 2020 Bylaw, saw camping restricted to CSC vehicles, with a maximum of 75 vehicles and a stay of no more than two nights in a four week period – see aerial below. While the Council is aware of a range of particular amenity value and recreation value concerns highlighted through the 2020 Bylaw review for this location, the Wairau Diversion is substantial in area. With better delineation of areas for freedom camping and other recreational activities, a reduction in the area and number of campers able to stay and other proposed enhancements for the whole Area, freedom camping is considered acceptable with restrictions.



One other important note is that with the significant storm event of July 2021 in Marlborough, record flood flows occurred in the Wairau River and Diversion. With formalised warning processes in place, campers were removed from the site well before flood flows reached danger levels. The area set aside for freedom camping suffered the loss of land along the edge of the waterway – some 30 metres extending for several hundreds of metres. However, the area for camping did not become inundated, being the highest area along the length of this side of the Diversion.

The prohibited areas either side did become inundated. Additionally, the prohibited area adjacent to the sea at the eastern end of the Area suffered significant damage with a considerable area of land washed away, including road access to this area. The Area was closed for freedom camping with works underway to make the area safe and reinstate the area that has been lost. In the meantime a temporary area for freedom camping has been made available on the west side of the Hinepango Swamp until such time reinstatement works are completed – see the aerial below.



The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
22.	Wairau Diversion	2	3	1	6

The Wairau Diversion as described above is considered acceptable for freedom camping, with restriction, in accordance with section 11(2)(a) of the FCA:

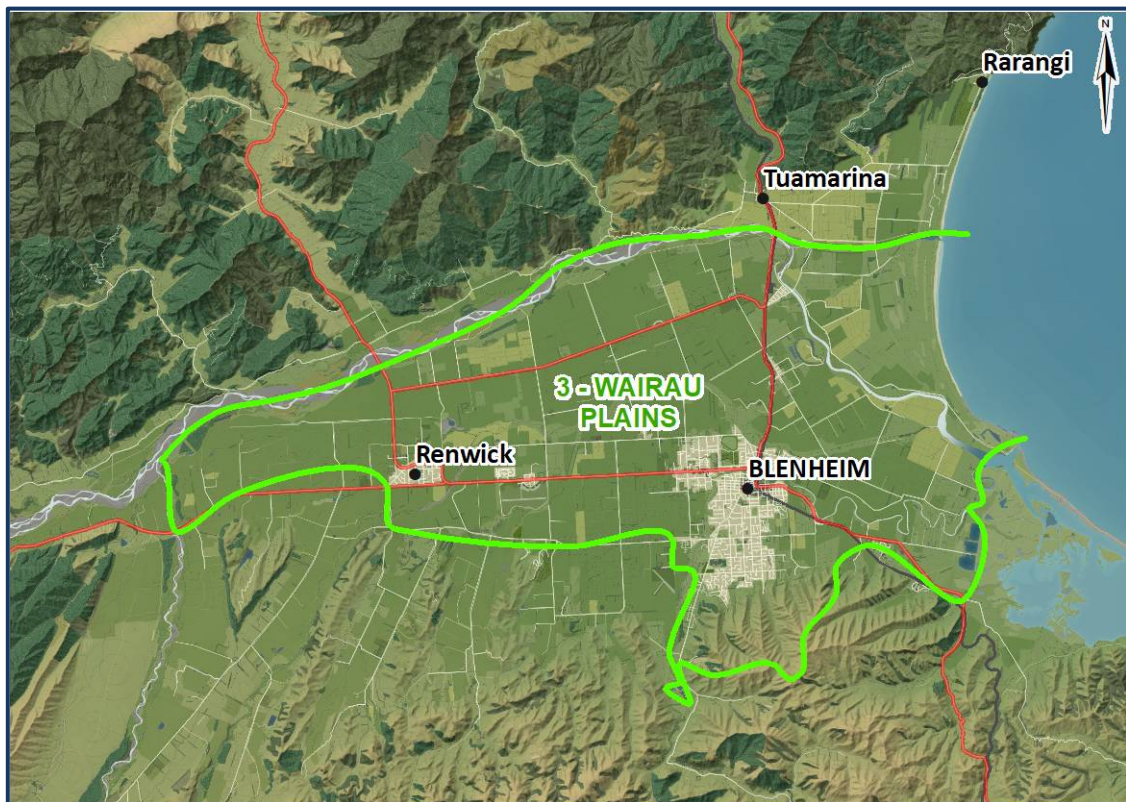
- to protect the area, and
- to protect the health and safety of people who may visit the area.

Appendix 3 – Wairau Plains

Wairau Plains

The Wairau Plains area includes roads, reserves, towns, townships and settlements within the catchment largely to the south of the Wairau River and Wairau Diversion, Renwick and to the east of Renwick and south of Blenheim to the foot of the Southern Valleys. The following areas, roads and sites have been assessed:

23. Renwick Urban Area
24. Blenheim Urban Area
25. Taylor Dam Reserve Area
26. Wairau Plains Area - east of State Highway 1
27. Ferry Bridge Picnic Area
28. Grovetown Lagoon
29. River Reserve on Steam Wharf Road
30. River Reserve on Jones Road
31. Wairau Plains Area - west of State Highway 1
32. Upper Spring Creek Reserve

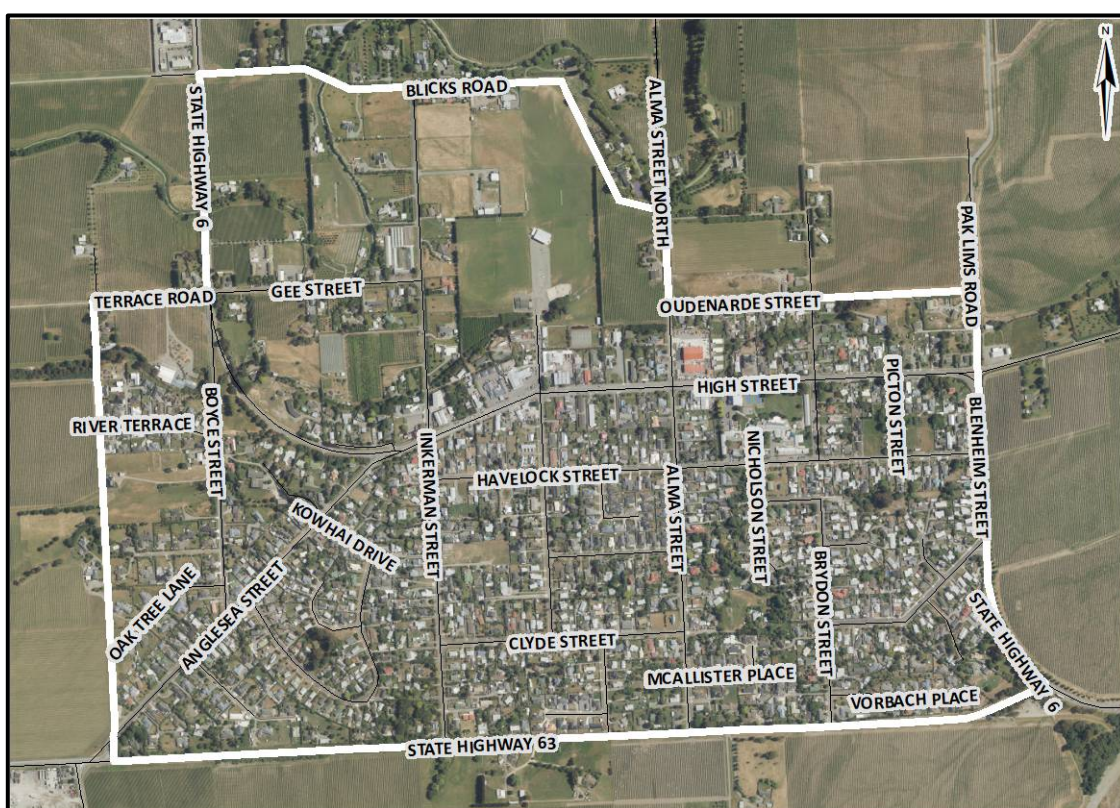


23. Renwick Urban Area

Description

The Renwick Urban Area encompasses the area from the intersection of High Street and Old Renwick Road along State Highway 6 through to the north side of State Highway 63 where it intercepts with Anglesea Street to Boyce Street including River Terrace and Terrace Road, from the Terrace Road/Gee Street intersection to Blicks Road, then into Alma Street North to Oudenarde Street across to and including the length of Pak Lims Road and back to the intersection of Old Renwick Road. The Area includes the roads (both formed and legal road) and the following reserve land:

- Part Lot 35 Deeds 5A Recreation Reserve and Lot 1 DP 11063 Local Purpose (Recreation) Reserve - Renwick Domain
- Lot 27 DP 3709, Lot 11 DP 3632, Lot 14 DP 3775 Recreation Reserve - Rousehill Reserve
- Lot 5 DP 340677 Recreation Reserve - Vorbach Reserve
- Lot 93 DP 5710 Recreation Reserve - Kowhai Drive Reserve
- Lot 23 DP 412782 Recreation Reserve – Hammond Reserve



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	No specific risks have been identified.
Cultural and historical values	No specific risks have been identified.
Water quality and water quantity issues	There is some risk to stream or coastal water quality depending on how effluent and waste disposal from vehicles is managed. The potential is for poorly managed disposal reaching waterways through stormwater drains or directly.
Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight on urban roads or adjacent to parks, particularly if

	<p>numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>The Renwick Domain is to the north of the main residential area of Renwick and there is less likelihood of an effect on nearby dwellings from freedom camping.</p>
Recreation assets	<p>The area with the most significant recreation assets are the Renwick Domain which is a substantial sports park with playground and play area facilities and public toilets.</p> <p>An area of carpark on Renwick Domain has previously been used for freedom camping subject to restrictions on numbers, CSC and time of use. There have been a few reported instances of issues with camping at this location, with campers exceeding the restrictions (in terms of numbers and duration of stay), use of the public toilet facilities despite the requirement for CSC and misuse of the public toilets/basins for cleaning/bathing.</p> <p>The two larger neighbourhood parks (Rousehill and Kowhai Drive) and two smaller neighbourhood parks (Vorbach and Hammond) provide playground facilities for the local communities although there are no toilet facilities.</p>
Protect health and safety	
Natural hazards	A Level 1 ¹ flood risk over the lower terrace in Renwick has been identified in the MEP.
Built environment hazards	There are some roads that have been identified as an urban cycle route in the Council's Marlborough Walking and Cycling Strategy 2019-29. Allowing freedom camping along these routes may conflict with this activity.
Human hazards	There is some risk of inappropriate use of public facilities for food preparation/utensil cleaning, bathing in public facilities or effluent and waste disposal. There have been reports of inappropriate use of the public facilities at the Domain by campers. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>Freedom camping in front of private property on urban roads will likely restrict use of these areas for parking by residents and their visitors.</p> <p>Access to areas of public open space may also be restricted for locals and other users with freedom campers occupying any available parking space. For example, access to Rousehill Reserve is already limited with access through a cul-de-sac and walkway at one end and only a couple of parking spaces at the other, although through a cul-de-sac. There is also the potential for access to private property to be restricted at this western end of the reserve.</p> <p>The two smaller neighbourhood reserves are also in cul-de-sacs and overnight parking by freedom campers would restrict access for local residents.</p> <p>Renwick Domain is a large sports park with a carpark and is located away from</p>

¹ The categories of flood risk identified in the MEP are as follows:

Level 1: Land that suffers flooding of shallow, low velocity water in a flood event with an annual recurrence interval of 1 in 50 years.

Level 2: Land that suffers flooding but the depth/velocity of the flooding is not well understood, or cannot easily be expressed relative to natural ground level, in a flood event with an annual recurrence interval of 1 in 50 years, or land within 8 metres of any lake, river or wetland;

Level 3: Land that suffers flooding of deep, fast flowing water in a flood event with an annual recurrence interval of 1 in 50 years, or land in the bed of any lake or river or in any wetland.

	<p>the rest of the residential area. An area for 10 freedom camping vehicles is currently provided for in the 2020 Bylaw. Given that events are held at the Domain some restriction is necessary to close the area for freedom camping from time to time.</p> <p>Some use (not for the purposes of camping) of the carpark also occurs overnight from trucks during vintage.</p>
Discourage access	There is some risk that freedom camping may discourage access for locals in locations that are popular for recreational activity, particularly in areas adjacent to the neighbourhood parks.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Renwick Domain was provided for under the 2012 Bylaw. Campers were able to stay in a CSC vehicle for a maximum of two nights in a four week period with a limit of 10 vehicles. Campers were also restricted to the hours of 6pm to 9am. Those same restrictions were retained in the 2020 Bylaw.

Freedom camping in all other parts of the Renwick Urban Area had been prohibited under both the 2012 Bylaw and the 2020 Bylaw. The main reasons for prohibiting freedom camping were because of the effects on access, amenity and recreational assets.

There has in the past been significant use of urban streets for freedom camping and this resulted in adverse impacts for the local community. Aside from streets there are very few other areas of public open space that would be practically available for freedom camping in Renwick. There are only a few reserves and these have no off street parking aside from the much larger Renwick Domain. With the Domain being located away from residences, freedom camping is less likely to create adverse effects on amenity. Additionally, with appropriate controls in place to ensure community use of the Domain's assets are not unduly restricted, it is considered appropriate to retain an area for freedom camping.

For other areas in Renwick for the reasons set out in the assessment it is considered there should be no freedom camping.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
23a.	Renwick Urban Area	4	1	4	9
23b.	Renwick Urban Area – Renwick Domain carpark	2	2	2	6

The Renwick Urban Area as described above is considered acceptable in part for freedom camping, with restriction, in accordance with section 11(2)(a) of the FCA:

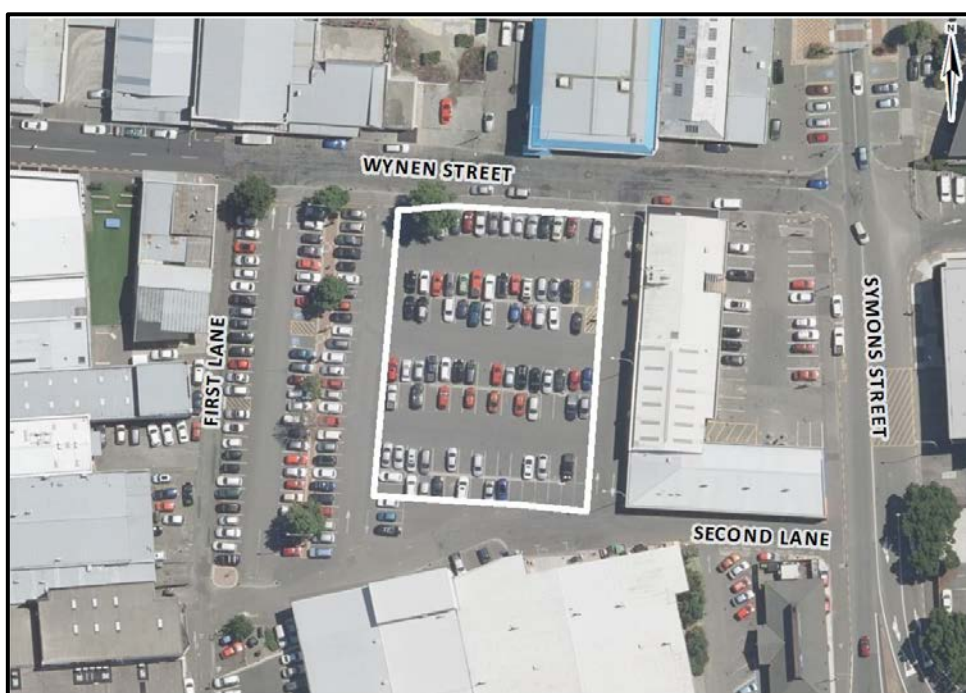
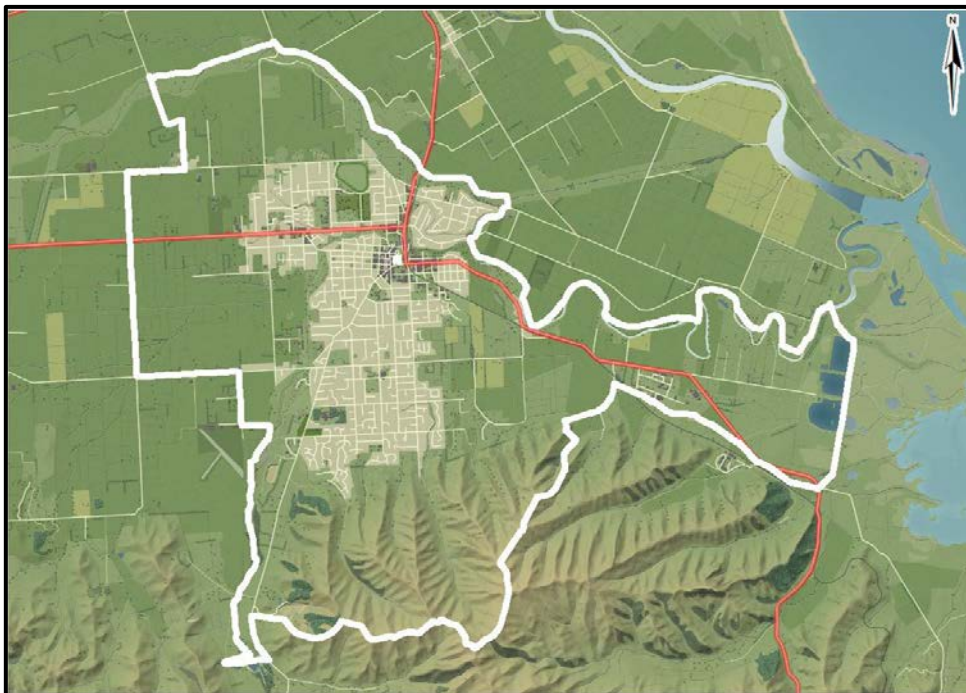
- to protect the area,
- to protect the health and safety of people who may visit the area, and
- to protect access to the area.

24. Blenheim Urban Area

Description

The Blenheim Urban Area encompasses the Southern Wither Hills Farm Park boundary, to the south side of the Co-op Drain to the intersection of Redwood Pass Road and SH 1, from the Riverlands oxidation ponds to the stopbank on the north side of the Ōpaoa (Opawa) River to the bridge at Hammerichs Road, Hammerichs Road to State Highway 6 and east to St Leonards Road, Bells Road to Old Renwick Road, to Aerodrome Road, the area from Middle Renwick Road, Rose Street and Banksia Place to the Westwood shopping complex, New Renwick Road to Aerodrome Road, Green Lane and Rosina Corlett Lane and along the Taylor River through to the Taylor Dam Reserve.

The Area includes the roads (both formed and legal road), Council owned land and Council owned or administered reserve, including sports parks, gardens, neighbourhood parks and river reserve. Note that a separate assessment has been prepared for the Taylor Dam Reserve.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>The Blenheim Urban Area is a modified environment with few areas identified as having significant ecological value. There are areas where natural values are being actively enhanced, particularly along waterways within the Area such as the Taylor Rover.</p>
Cultural and historical values	<p>There are statutory acknowledgements over some parts of the Area, particularly related to the Omaka River and Ōpaoa River. There are also a number of identified items of historic significance such as memorials whose values may be affected by freedom camping near them.</p>
Water quality and water quantity issues	<p>There is some risk to stream or coastal water quality depending on how effluent and waste disposal from vehicles is managed. The potential is for poorly managed disposal reaching waterways through stormwater drains or directly.</p> <p>There is also several Groundwater Protection Areas identified within Blenheim. These areas are locations where land above an aquifer is considered as high risk for contaminants reaching groundwater. There is some risk therefore with inappropriate effluent and waste disposal affecting water quality in these areas, given they are the source of the Blenheim municipal water supply.</p>
Landscape and amenity values	<p>There will likely be an effect on landscape and amenity values from a presence of campervans staying overnight on urban roads or adjacent to parks, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>Use of carparks away from residential areas and parks would have less effect on landscape and amenity values. Use of the Wynen Street carpark in central Blenheim for freedom camping is provided for under the 2020 Bylaw and there has been no concerns identified with this location from effects on the amenity of the area.</p>
Recreation assets	<p>There are many parts of the Area with significant recreation value. These include the Taylor River Reserve, the Wither Hills Farm Park, large sports parks, neighbourhood parks and Marlborough's premier gardens at Pollard Park.</p> <p>The Taylor River Reserve has multiple access points and is a very popular area for walking, running, walking dogs and cycling. Similarly the Wither Hills Farm Park (and associated mountain bike park) on the southern edge of Blenheim is heavily used by walkers, runners and cyclists with car parks at the entry points frequently used, particularly at weekends. There are a number of assets such as carparks, toilet facilities and rubbish bins within these areas.</p> <p>For some locations such as the sports parks (e.g. A & P Park, Lansdowne Park, Athletic Park and Oliver Park), there is formalised sporting activity occurring regularly as well as evening practices. In other areas such as Pollard Park, recreation is more informal with family groups using the Park's assets (picnic tables, barbecue and playground facilities) during the day and after work.</p> <p>There are small and larger neighbourhood parks that have a range of recreational assets for their local communities including playgrounds, seats, picnic tables and in a few cases onsite car-parking.</p> <p>There is potential for freedom camping to affect the recreational assets associated with these areas. There is likely to be greater pressure on toilet and</p>

	waste facilities that have been provided for at a scale for day use only.
Protect health and safety	
Natural hazards	<p>There are parts of the Blenheim Urban Area that have been identified with a flood risk. The most significant of these is the Level 3 risk for the Taylor River Reserve that runs north from the Taylor Dam and through central Blenheim and for the Omaka and Ōpaoa Rivers. There are also areas with either a Level 1 or 2 flood risk.</p> <p>The area of the Wynen Street carpark used for freedom camping is not covered by a flood hazard risk.</p>
Built environment hazards	There are some roads that have been identified as an urban cycle route in the Council's Marlborough Walking and Cycling Strategy 2019-29, e.g. Maxwell Road, Grove Road, Nelson Street. Allowing freedom camping along these routes may conflict with this activity.
Human hazards	There is some risk of inappropriate use of public facilities for food preparation/utensil cleaning or effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>Freedom camping in front of private property on urban roads will likely restrict use of these areas for parking by residents and their visitors. Access to areas of public open space may be restricted for locals and other users with freedom campers occupying available parking space. For example:</p> <ul style="list-style-type: none"> • The Taylor River Reserve has multiple access points, a number of which have car parking facilities that are frequently used both during the day and evenings. • Pollard Park is one of Marlborough's premier parks with extensive gardens, children's playground, picnic and barbecue facilities, public toilets and car parking. While visitors use the park and its facilities, most use occurs by locals, which extends into evenings, particularly during summer months. • The Wither Hills Farm Park has several entry points where there are carparks and some with toilet facilities. The Farm Park (and associated mountain bike park) are very popular with locals and visitors. These carparks are well used at both ends of the day. • The smaller neighbourhood type reserves have limited parking that is generally on-street. <p>Allowing freedom camping into these areas could restrict access for locals and visitors.</p>
Discourage access	There is some risk that freedom camping may discourage access for locals in locations that are popular for recreational activity. This is particularly so where areas are high use such as the Taylor River Reserve, Wither Hills Farm Park, sports parks and Pollard Park.

Summary

Blenheim is the major urban centre for Marlborough and is where most of Marlborough's population resides. State Highway 1 runs through Blenheim connecting Picton and Kaikoura and State Highway 63 extends west from the town to Renwick (and Nelson and the West Coast beyond).

Some areas in the Blenheim Urban Area have previously been trialled for freedom camping under earlier iterations of the Council's freedom camping bylaws when these were being developed. This included Blenheim Railway Station carpark, Wynen Street carpark and A & P Park. Despite these trials, ultimately the 2012 Bylaw did not provide for any areas for freedom camping in Picton given the issues that had arisen with their use and the concerns raised by the community through submission and hearings held on the trials.

Prior to the 2020 Bylaw being adopted, freedom camping at the Wynen Street carpark was provided for under the 2012 Bylaw. Campers were able to stay in a CSC vehicle for a maximum of one night in a four week period within a mapped area. Initially only five vehicles were able to stay at the carpark but subsequently no limit was made apart from vehicles having to be within the defined area. Campers were also restricted to the hours of 6pm to 9am. Those same restrictions were retained in the 2020 Bylaw. Freedom camping in all other parts of the Blenheim Urban Area was prohibited under both the 2012 Bylaw and 2020 Bylaw.

An assessment of the reserves in Blenheim was undertaken for development of the 2012 Bylaw and this assessment was what supported the prohibition for freedom camping in the Blenheim Urban Area. For completeness that assessment has been updated for the review of the 2020 Bylaw and is shown in Table 3.1. The reasons freedom camping was prohibited extended across all three FCA criteria.

In the draft 2020 Bylaw the only Blenheim location for freedom camping was the Wynen Street carpark. This provided approximately 100 ordinary carparks although given that freedom camping vehicles are of varying size there would be a lesser number of carparks available for parking. Several submitters on the draft 2020 Bylaw sought other areas within the Blenheim Urban Area that were more attractive than sealed carparks to be made available for freedom camping. This included Pollard Park, Stadium 2000 carpark, Blenheim Railway Station and Horton Park. For a variety of reasons none of these sites were made available for freedom camping. In summary these were:

- the land was not managed or controlled by the Council so could not be managed under the FCA;
- the area was not available for freedom camping given other uses existing or were planned;
- there would be greater pressure on recreational assets; and
- after-hours users could be affected by freedom camping vehicles.

There are a number of areas of public land that are not available for freedom camping as there are leases or agreements in place or other activity is occurring e.g. Rewi Murray Polo Grounds, College Park, Whitehead Park. Additionally, none of the reserve management plans for reserves within the Blenheim Urban Area make provision for freedom camping.

There are locations in Picton where freedom campers may find it attractive to stay overnight, however given the assessment it is considered more appropriate that camping should occur at one of the recognised holiday park options in the Picton Urban Area (or nearby).

Table 3.1: Blenheim Reserves

Reserve/Park	Assessment	Protect the area	Protect the health and safety of people who may visit the area	To protect access to the area
Athletic Park	Sports park with multiple activities during the week and gates are locked with pedestrian access only from the road. Toilets are locked and only opened when events are run at the Park. Very limited carpark and difficult site to manage with vehicles. Conflicts with park and event users.	✓		✓
Horton Park	Sports park with multiple activities during the week. Open park surrounded on three sides by road, no vehicle access onto the reserve as access would be directly to the playing surface. Conflicts with park and event users. Car parking on road side only.	✓		✓
Rewi Murray Polo park	Sports park with multiple activities during the week. Gates are locked with pedestrian access only from the road. No carpark, no vehicle access onto reserve as access is directly to the playing surface. Conflicts with park and event users.			✓
College Park	Sports park (including hockey turf) with multiple activities during the week. Land leased from Ministry of Education out of school hours. Toilets are locked and only opened when events are run at the Park. Conflicts with day users (school pupils).	✓		✓
Oliver Park	Sports park with multiple activities during the week. Open park surrounded on three sides by road, no vehicle access onto the reserve as access would be directly to the playing surface. Conflict with day users. Car parking on road side only also used by the adjacent school.	✓		✓
Lansdowne Park	Major sports park holding national events and with multiple activities during the week, including netball, rugby, touch rugby and softball. Toilets are locked and only opened when activities occur at the Park. Agreements exist with several sporting groups for dedicated access to areas of the Park, including for car parking. Conflicts with park and event users.	✓		✓
A&P Park	Major events and sports park with multiple activities during the week as well as main site for touring events such as circus's and fairs as well as Farmers Market. Act of Parliament provides exclusivity for local A&P Association to run events with right of management of the Park. Heritage buildings located at the Park. Conflicts with park and event users.	✓		✓
Blackmore Place Reserves	Small neighbourhood park, no carpark, impact on amenity values for residents,			✓

(playground)	restrict/discourage access for local community.			
Burleigh Park (playground)	Road frontage is used as a school bus stop with pupils leaving bikes in bike parks located also on the road frontage. No car parking, no toilet; access is direct onto park playground.	✓		✓
Camborne Green	No toilet, no carpark, pedestrian access only, site is a flood detention area, restrict/discourage access for other users.			✓
Cedar Grove Reserve	Small neighbourhood park, no carpark, impact on amenity values for residents, restrict/discourage access for local community.			✓
Ching Park	Small reserve solely for the protection of multiple heritage trees. No access onto reserve, no toilet or carpark. Vehicle access would jeopardise health of trees.	✓		✓
Clearwater Place Reserve	Small neighbourhood reserves with playground, road on two sides, no toilet, and no carpark. Impact on amenity values for residents, restrict/discourage access for local community.			✓
Covent Gardens Reserve (playground)	Small neighbourhood reserve with playground, road on two sides, small roadside carpark, no toilet, conflicts with day users. Impact on amenity values for residents, restrict/discourage access for local community.			✓
Dillons Point Reserve	Several community activities (Pre-school, pottery club, Menz Shed) already undertaken on the reserve with little available space.			✓
Elmwood Ave Reserve	Small neighbourhood reserve sharing land with water pump station that requires clear access. Provides pedestrian access to connecting reserves and subdivisions, restrict/discourage access for other users. No toilet, no carpark.		✓	✓
Eltham Road Reserve	Small neighbourhood reserve used by Girl Guides. Playground, no off road parking, no toilet. Impact on amenity values for residents, restrict access for local community. Several heritage trees located on the reserve.	✓		✓
Eric Young Reserve	Small neighbourhood reserve that provides pedestrian linkage between two subdivisions. Small neighbourhood park. Impact on amenity values for residents, restrict access for local community. No toilet, no carpark.			✓
Faulkland Drive Reserve	Small neighbourhood park. Impact on amenity values for residents, restrict access for local community. No toilet, no carpark.			✓
Fulton Stream Reserve	Flood retention area and provides pedestrian linkage to neighbouring subdivisions and to local College. Small neighbourhood park, impact on amenity values for residents, restrict access for local community, no toilet, no carpark.	✓		✓

George Powell Reserve (playground)	Flood retention area and provides pedestrian linkage between subdivision and local school. No toilet, small carpark, small neighbourhood park, impact on amenity values for residents, restrict access for local community, restrict/discourage access for other users.	✓		✓
George Young Reserve (playground)	Small neighbourhood reserve sharing land with major town supply water pipe that requires clear access, provides pedestrian linkage between subdivisions, restrict/discourage access for other users. No toilet, no carpark.			✓
Glenhill Heights Reserve	Small reserve providing pedestrian linkage between subdivisions, impact on amenity values for residents, restrict access for local community. No toilet, no carpark.			✓
Harling Park	A large reserve with multiple connections to Council walkways and subdivision. A section is a flood retention area. A small carpark (immediately adjacent to residential properties) otherwise only on road parking. Restrict/discourage access for other users.		✓	✓
Henderson St Reserve (playground)	Small reserve with play equipment and access road to flood retention berms for the Opawa River. No toilet, no carpark, restrict/discourage access for other users.			✓
Hitaua Place Reserve (playground)	Small neighbourhood reserve sharing land with sewer pump station that requires clear access, provides pedestrian access to connecting neighbouring subdivisions, conflict with day users. No toilet, no carpark.			✓
Holdaway Street Reserve (playground)	Small reserve providing pedestrian linkage between subdivisions, impact on amenity values for residents, restrict access for local community. No toilet, no carpark, restrict/discourage access for other users.			✓
Kensington Reserve	Small reserve providing pedestrian linkage between subdivisions, impact on amenity values for residents, restrict access for local community. No toilet, no carpark.			✓
Leafmere Reserve	Small reserve that is a flood detention pond, dug out meters below ground level with no vehicle access. No toilet, no carpark.		✓	✓
Manor Place Reserve	Small reserve providing pedestrian linkage between subdivisions, impact on amenity values for residents, restrict access for local community. No toilet, no carpark			✓
Mark Smith Reserve	Small neighbourhood park, no off-road carpark, impact on amenity values for residents, restrict/discourage access for local community.			
Marshall Place Reserve	Reserve on the low berms of the Taylor River and prone to regular flooding. No		✓	✓

	toilet, no carpark.			
McKendry Park	Historic reserve protection century old orchard, pedestrian access only with linkage to subdivisions, restrict/discourage access for other users, no toilet, no carpark.	✓		✓
Morrington Reserve	Small reserve solely for the protection of multiple heritage trees. No access onto reserve, no toilet or carpark. Vehicle access would jeopardise health of trees.	✓		✓
Murphys Creek Reserve (playground)	No toilet, no carpark, site is a flood detention area and a dog exercise area, restrict/discourage access for other users.		✓	✓
Pollard Park (District Reserve and playground)	Premier park in Marlborough with multiple displays, collections and activities such as flower garden displays, heritage trees, large district playground. Activities occurring well into the evening. Shared car parking with lease holder activities such as croquet, golf and tennis. Impact on amenity values of the Park, restricts and restrict/discourage access for other users.	✓		✓
Quail Stream Carpark	Heavily used especially in early mornings and weekends. Provides access to the Wither Hills Farm Park walkways. Conflicts with day users and can be closed during periods of fire restrictions.			✓
Rata Park (playground)	No vehicle access onto the reserve, provides pedestrian linkage to other subdivisions. No toilet or carpark, restrict/discourage access for other users.			✓
Rema Reserve (playground)	No access onto the reserve, reserve is part of a flood diversion system. Reserve also provides pedestrian linkage to other subdivisions. No toilet, no carpark, restrict/discourage access for other users.		✓	✓
Rifle Range Carpark	Heavily used especially in early mornings and weekends. Provides access to the Wither Hills Farm Park walkways. Conflicts with day users and can be closed during periods of fire restrictions.			✓
Riverlands Reserve	A long, thin strip of land beside State Highway 1. The land carries the sewer line from Blenheim to sewer ponds and has two pump stations on site. Land needs to remain free for maintenance access. Restrictions to access/exit the site due to this section of State Highway 1 being a 100kph zone. No toilet.		✓	✓
Riverlands Hall	A small reserve with a community hall sited on the land that is leased to the nearby school for school activities. Hall is used both day and evening by school and community groups. Conflicts with users, no toilet.			✓
Riverside Park	No vehicle access onto the reserve. Reserve built on Taylor River flood berms and can flood regularly. Is a HUB point for the river walkway system providing pedestrian linkages to the CBD, the Taylor Walkway and other subdivisions. No		✓	✓

	toilet and carparks are within the flood berm.			
Rose Manor Reserve	A medium sized reserve to service a new subdivision. Once developed will contain trees, playground and large areas of open space. No carpark and no toilet.			✓
Seymour Square (District Reserve)	A premier park (with collections of flower garden displays and heritage trees) within the centre of Blenheim with monuments and plaques dedicated to those who fought and lost their lives during WW1 WW2, Vietnam etc. Often used for commemoration services, ANZAC Day and civic functions. No car park and road side parking well used. Restrict/discourage access for other users.	✓		✓
Sheps' Park	QEII owned park, leased to Council for management with that management being a blend of QEII, MDC and previous owner's will. Highly popular with the elderly, impact on amenity values for residents, restrict/discourage access for local community. Gate locked at night to mitigate issues with vandalism.			✓
Simonsen Reserve (Malthouse)	Opawa River Berm with the only public launching ramp for boat access to both the Opawa and Taylor Rivers. Site floods regularly requiring the reserve to be locked in winter to vehicle access. No toilet, no off road carpark. Groundwater protection area in Marlborough Environment Plan.	✓	✓	✓
Snowden Crescent	A reserve that provides community linkage to the Taylor River walkway and CBD with part of the reserve providing access to flooding screens that need cleaning and managing. Impact on amenity values for residents, restrict/discourage access for local community. No toilet, no carpark.			✓
Springlands Green	Small reserve bounded by SH6 and major arterial route on two side and stream on third. No toilet, no carpark, conflicts with day users and potential health and safety issues in close proximity to major roundabout.		✓	✓
Stadium 2000	Major events and sports stadium with multiple activities during the week/weekend and site for national competitions, such as NZ indoor bowls champs, etc. Heavily used carpark especially early mornings, late evenings and weekends with users at the gym, swimming pool and stadium. Carpark is also shared with local cinema. Conflicts with users.			✓
Sutherland Stream	A reserve that is an active floodway system and prone to flooding when raining in the Wither Hills area. Also a popular walking track that is designated as a dog exercise area, Conflicts with users. No toilet.		✓	✓
Taylor River Reserve	A popular reserve that is an active floodway system and prone to flooding when raining in the Wither Hills area. A major walking/cycling track for the Blenheim community and is a designated dog exercise area. Conflict with day users and		✓	✓

	carparks very small.			
Tremorne Avenue	No access onto reserve, no toilet or carpark. Site is a flood detention area.		✓	✓
Whitehead Park	A small sports park that has exclusive lease arrangements with croquet and bowls clubs on site. Conflicts with day users. No toilet.			✓
Wither Hills Mountain Bike car park	Heavily used especially early in mornings and weekends. Providing access to the Wither Hills Mountain Bike Park and to the Wither Hills Farm Park. Conflicts with day users, can be closed during periods of fire restrictions. No toilet.			✓

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
24a.	Blenheim Urban Area	4	4	4	12
24b.	Blenheim Urban Area - Wynen Street carpark	2	1	2	5

The Blenheim Urban Area as described above is considered acceptable for freedom camping at the Wynen Street carpark but is otherwise considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

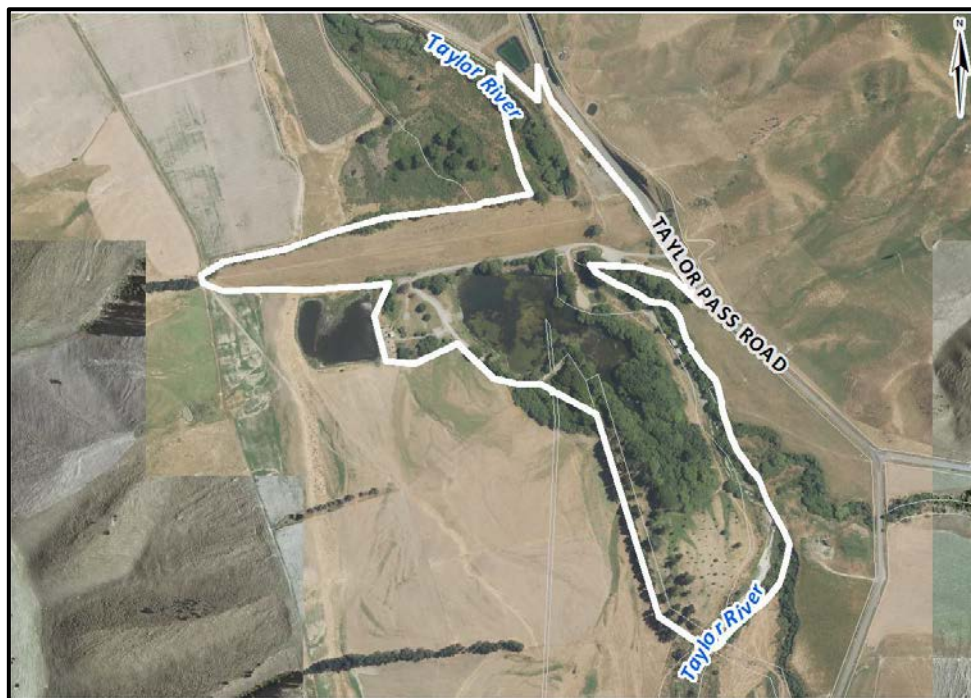
13. Taylor Dam Reserve

Description

The Taylor Dam Reserve on Taylor Pass Road is located to the south west of Blenheim. The area for assessment includes:

- Section 44 Block III, Taylor Pass SD – Local Purpose Reserve (Soil Conservation and River Control)
- Section 45, Block III, Taylor Pass Survey District – Recreation Reserve
- Section 9, Block III, Taylor Pass Survey District – Recreation Reserve

Section 44 is referred to as the upper area of the reserve close to Taylor Pass Road, while Sections 9 and 45 are referred to as the lower areas of the reserve.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are general values associated with aquatic habitats of the Taylor Dam and the Taylor Dam Recreation Reserve Management Plan covering the lower area of the reserve includes policies to enhance biodiversity values. However, there are no specific natural values identified in this Reserve that would be affected by freedom camping.
Cultural and historical values	There are no specific cultural and historical values identified although there is a statutory acknowledgement over the Taylor River being a tributary of the Ōpaoa River.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the Reserve would be difficult without potentially affecting the availability of water for local residents or communities.

Landscape and amenity values	There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this Reserve, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	Recreation assets are located on the lower part of the Reserve with public toilets, a children's playground, car parking and open areas of grass in addition to the lake behind the dam. If freedom camping was permitted on the lower part of the Reserve there would likely be increased use of the public toilets by campers.
Protect health and safety	
Natural hazards	<p>The Reserve is covered by a Level 3 flood risk overlay in the MEP. Level 3 refers to land that suffers deep, fast flowing water in a flood event. It is not considered appropriate for freedom camping to be in the lower area of the reserve given access constraints when in flood.</p> <p>Freedom camping has occurred in the upper area of the reserve which is higher than the area where flooding will occur initially. There is also a process in place to alert visitors when floods are imminent.</p> <p>The potential for fire risk has also been identified as a risk for the Taylor Dam Reserve.</p>
Built environment hazards	No specific risk has been identified.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>There are significant recreational values associated with the Reserve that may be affected by freedom camping. Currently there is a variety of informal recreation activities occurring. Many people enjoy passive activities such as bird watching, picnicking, feeding ducks and generally enjoying the peaceful setting of the reserve, while others are more active; walking, exercising dogs or playing games on the grassy open space. The Reserve is also popular for organised events such as harrier runs/races, mountain biking events and orienteering. Most of these activities take place in the lower part of the reserve adjacent to the lake, although do extend to all parts of the Reserve at times.</p> <p>The Taylor Dam Reserve as a whole is quite large and there are areas where freedom camping could occur without affecting other users to a significant degree. The lower area is where most recreational activities occur and large parts are fenced off in an attempt to prevent vehicle access to the grassed areas. Camping in this area would restrict other users from accessing the Reserve. The upper area is not used as much for day use and therefore freedom camping in this part of the Reserve is less likely to restrict access.</p>
Discourage access	This is an area that receives a lot of recreational use and freedom camping may discourage access for some users, particularly if this were to occur on the lower part of the Reserve.

Summary

Prior to the 2020 Bylaw being adopted, freedom camping at the Taylor Dam Reserve Area was provided for under the 2012 Bylaw. Campers were able to stay in a CSC vehicle for a maximum of two nights in a four week period with a limit of 10 vehicles. However, camping was restricted to an area in the upper or higher part of the reserve closer to Taylor Pass Road with the lower area of the reserve being set aside for day visitors.

The approach for the lower part of the Reserve was continued in the 2020 Bylaw given the recreation use and purpose of the area and the potential for flooding. This lower part is also included within the Taylor Dam Recreation Reserve Management Plan but no provision for camping is included within the Plan. (The upper area of the Reserve is not covered by the Taylor Dam Recreation Reserve Management Plan.)

Given the values at the Taylor Dam Reserve lower level, its popularity for day use and natural hazard risk (particularly from flooding), the current prohibition is still considered appropriate. Use of the upper level carpark for freedom camping is currently occurring and is considered acceptable subject to the CSC and two day stay restriction.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
25a.	Taylor Dam Reserve – upper level	2	3	2	7
25b.	Taylor Dam Reserve – lower level	4	4	4	12

The Taylor Dam Reserve as described above is considered acceptable for freedom camping on the upper area, with restriction, but is considered not acceptable for freedom camping in the lower area in accordance with section 11(2)(a) of the FCA:

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

26. Wairau Plains Area – east of State Highway 1

Description

The Wairau Plains Area – east of State Highway 1 encompasses the roads (both formed and legal), settlements and Council owned or administered land and reserves south of the Wairau River commencing at the State Highway 1 bridge over the Wairau River, then east along the south side of the River and the Wairau Diversion to the coast, then south along the coast to the mouth of the Wairau River and then west to the boundary of the Blenheim Urban Area where it intersects with State Highway 1 north of Blenheim and then north to State Highway 1 bridge.

Note that within this Area there are some sites that have been assessed separately as these were the subject of previous assessments for freedom camping.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are a number of significant natural values in this area, some of which are close to roadsides. Additionally there is a significant natural area at the end of Beacons Road that has the potential to be affected by freedom camping. This is an area that is being used by walkers to access the lower Ōpaoa River for birdwatching, however, there are no facilities located here. Freedom campers have been found at this location although it is currently a prohibited area in the 2020 Bylaw.
Cultural and historical values	<p>The rivers and tributaries in this Area are significant for iwi with statutory acknowledgements being recorded over them. There are also items of historic interest in this area that have been identified in the MEP.</p> <p>There is a Council cemetery located on New Renwick Road (Fairhall) which is Marlborough's largest cemetery. There is also a small church cemetery located on Rapaura Road, although this is not under the control of the Council. There may be some concern from a cultural perspective if parking for freedom camping</p>

	vehicles occurred on roadside adjacent to these cemeteries.
Water quality and water quantity issues	<p>There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water in the Area would be difficult without potentially affecting the availability of water for local residents or communities.</p>
Landscape and amenity values	There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There are two small settlements in this Area (Spring Creek and Grovetown) with residential activity.
Recreation assets	There are few recreational assets generally associated with this Area that are not otherwise captured in other Area assessments. There is a small neighbourhood park in Grovetown and this has no off road parking for freedom camping. No specific risks have been identified.
Protect health and safety	
Natural hazards	<p>Extensive parts of this Area are covered with a flood hazard layer in the MEP. All levels of flood risk exist at different locations. This is potentially a significant risk to manage if freedom campers are spread throughout this Area. While there are general processes in place to broadcast warnings of flood events these will not necessarily reach visitors who may camp at dispersed locations throughout the Area.</p> <p>The July 2021 storm event saw many roads in the Area inundated for a number of days.</p>
Built environment hazards	<p>Many roads in this Area are typical rural roads being generally narrow with no formed parking areas or sealed pull off areas for vehicles. These roads are used extensively for farming and particularly viticulture activities. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict.</p> <p>At Spring Creek there is a large industrial area including shunting yards associated with Kiwi Rail's transport hub. Frequent use of the roads here by large vehicles transporting goods occurs and unless freedom campers are well parked there is potential for conflict.</p>
Human hazards	<p>Large parts of the Area have been developed for viticulture and roads are used extensively for viticulture activities. There may be some concern with freedom camping on roadsides in these areas with spraying activities, the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	<p>Freedom camping in front of private property in the small settlements will likely restrict use of these areas for parking by residents and their visitors. Access to areas of public open space may also be restricted for locals and other users with freedom campers occupying available parking space.</p> <p>The only other location where access may be restricted for visitors or the local community if freedom camping occurred is the Spring Creek Community Hall car park and the Beacons Road Reserve.</p>

Discourage access	Given there are few recognised recreation assets or reserves, there is only a minor risk with access being discouraged in the Area.
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Summary

The Council owns or administers extensive areas of land in this Area that are adjacent to Wairau River and other rivers. These areas are managed as part of the Council's overall response to flood risk which is significant over much of this Area. These lands are in some cases leased for farming or viticulture purposes and so are unavailable for freedom camping. Additionally, there is an exclusive lease over an area of land for equestrian purposes at Bothams Bend Equestrian Park.

In terms of protecting the Area there are some general concerns around impacts on water quality particularly and also on cultural values, natural values and landscape and amenity values. There are also some concerns in relation to freedom camping restricting access for visitors or locals to community assets such as Beacons Road Reserve, Spring Creek Community Hall and also to private property.

There are few other areas of land potentially available for freedom camping in this Area aside from public roads. It is considered there could be a very significant risk for freedom camping on roads in these areas where there would be difficulty in a flood event to ensure people's safety. The recent experience with the July 2021 flood event where large areas of road and land in this Area were inundated for days highlights the significance of this issue in terms of health and safety matters.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
26.	Wairau Plains Area – east of State Highway 1	4	5	4	13

The Wairau Plains Area – east of State Highway 1 as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

27. Ferry Bridge Picnic Area

Description

The Ferry Bridge Picnic Area is located on the east side of the Wairau River extending from the Ferry Bridge to the south east along Wairau Bar Road. The land is legal road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Aquatic and riparian values exist along this margin, which may be threatened by camping.
Cultural and historical values	The Wairau River in general terms has historical and cultural significance. There is also a statutory acknowledgement for iwi over the Wairau River. These values may be affected by overnight camping. There are no specific heritage values identified as being at risk from freedom camping.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the Reserve would be difficult without potentially affecting the availability of water for local residents or communities.
Landscape and amenity values	The Area is a high profile location immediately alongside the Ferry Bridge when heading east from the Spring Creek township. The visual and scenic appeal of the area may be reduced by the presence of campervans.
Recreation assets	The Picnic Area is a very popular location for swimming and picnicking for the local Spring Creek community in particular, although visitors from further afield also use this Picnic Area. Currently there are few recreation assets located here, however enhancement for recreational use through the Council's Small

	Townships Programme (STP) is proposed. These assets may come under increased pressure if the Area is used for freedom camping purposes.
Protect health and safety	
Natural hazards	The Area is covered by a Level 3 flood risk overlay in the MEP. Level 3 refers to land that suffers deep, fast flowing water in a flood event. While there are general processes in place to broadcast warnings of flood events these will not necessarily reach visitors who may camp at all locations. Therefore it is appropriate to limit freedom camping in areas with such a flood risk where there are specific notification and evacuation processes in place.
Built environment hazards	No specific risk has been identified.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	This is an area that is receiving increased interest and use with enhancement works proposed through the Council's STP, including formalising a car park. Freedom camping at this location may restrict access for day users.
Discourage access	This is an area that is receiving increased interest and use with enhancement works proposed through the Council's STP, including formalising a car park. Freedom camping at this location may discourage access for day users.

Summary

There is a high level of use of this Area by the local community for recreational activities given there is no other Council public land in Spring Creek on the eastern side of the state highway. If freedom campers did use this Area it may both restrict and discourage access for day users. When considered in conjunction with the enhancement plans underway through the Council's Small Townships Programme, it is considered freedom camping would result in a significant effect on access to the Area.

The flood risk here is significant. The Spring Creek township is located just to the west of the Picnic Area over the Ferry Bridge and it is conceivable that warnings could be relayed relatively easily. However, the township itself is protected to a higher level than the Picnic Area, which was inundated in the July 2021 floods while the township was not. The more dispersed freedom campers are in the Wairau Plains area the greater will be the difficulty for emergency services in ensuring peoples safety.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
27.	Ferry Bridge Picnic Area	4	4	4	12

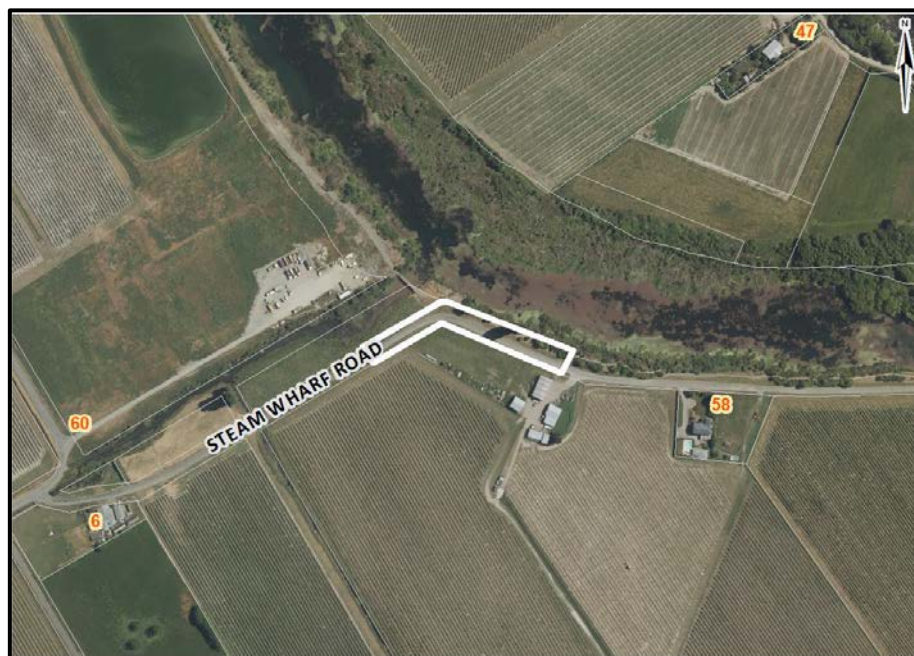
The Ferry Bridge Picnic Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

28. Grovetown Lagoon

Description

Grovetown Lagoon is an area of restored wetland located east of Grovetown township along Steam Wharf Road. The land included at this site comprises legal road, both formed and unformed, and two Local Purpose Reserves – Access and Conservation.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>The Grovetown Lagoon wetlands are an important mahinga kai (food resource) for iwi and are highly valued for the abundance of freshwater foods such as wātakirihi (watercress), kākahi (freshwater mussel) inanga (whitebait), tuna (eel) and patiki (flounder). In addition to providing mahinga kai, harakeke (flax) is harvested at the Lagoon for weaving.</p> <p>Significant enhancement works have been undertaken to improve biodiversity values of the area that may be affected by overnight camping.</p>
Cultural and historical values	Significant cultural values are associated with the site that may be affected by overnight camping.
Water quality and water quantity issues	<p>There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water in the Reserve would be difficult without potentially affecting the availability of water for local residents or communities.</p>
Landscape and amenity values	The Lagoon and parking area is immediately alongside Steam Wharf Road. Visual and scenic appeal of the area may be reduced by the presence of campervans.
Recreation assets	The Lagoon is a popular area for walking, biking, picnicking, kayaking, food gathering and bird watching. With development of tracks around the Lagoon

	edge, installation of a toilet, seats, picnic tables and a bird hide, the Area is being increasingly used by Grovetown locals and visitors from further afield. There may be some effect on recreational assets if the area was made available for freedom camping.
Protect health and safety	
Natural hazards	A low level flood risk has been identified in the MEP for this Area. Otherwise there is no specific risk identified.
Built environment hazards	Parking for visitors to the Lagoon is immediately adjacent to the Lagoon edge on a relatively narrow road. Parking is not suitable for other than small to medium sized vehicles as large vehicles would extend into the roadway.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	This is an area that is receiving increased interest and use with enhancement works and walking tracks. Freedom camping may restrict access for day users.
Discourage access	This is an area that is receiving increased interest and use with enhancement works and walking tracks. Freedom camping may discourage day users from visiting the Area.

Summary

A very significant restoration project has been underway at the Grovetown Lagoon for a number of years after local iwi raised concerns about the health of the Lagoon. From the iwi concerns' Te Whanau Hou Grovetown Lagoon was officially launched in 2002. Te Whanau Hou is the foundation partnership between Ngati Rarua, Ngati Toa, Rangitane, Department of Conservation and the Council. The Society was formalised in December 2005 when Te Whanau Hou Grovetown Lagoon was incorporated. Since that time and as a direct consequence of the restoration works, there has been increased public use of the site with walking routes extending around the Lagoon and ongoing biodiversity enhancement is proposed. The area has significant values for iwi and increasingly the wider community.

There would be a concern that freedom camping may affect the natural values and that to protect the natural habitat, reduce the potential for disturbance that could result from overnight camping as well as ensuring the area is accessible for the wider community for recreation and enjoyment that freedom camping should not occur at this location.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
28.	Grovetown Lagoon	5	3	4	12

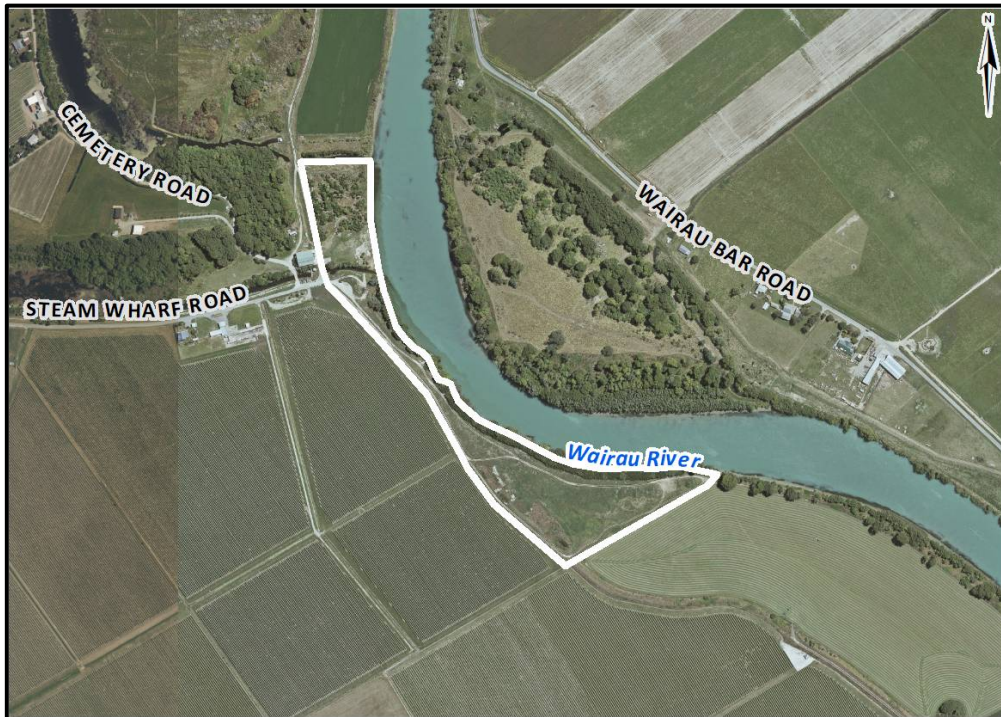
Grovetown Lagoon as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

29. River Reserve on Steam Wharf Road

Description

The River Reserve on Steam Wharf Road (being Lot 3 DP 321467, Local Purposes Reserve (Flood Protection)) is located adjacent to the Wairau Rowing Club premises alongside the Wairau River near Grovetown.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	The Wairau River generally has aquatic and riparian values although there are no specific values identified adjacent to this area of river reserve.
Cultural and historical values	The Wairau River in general terms has historical and cultural significance. There is also a statutory acknowledgement for iwi over the Wairau River. These values may be affected by overnight camping. There are no identified heritage values in this Reserve.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the Reserve would be difficult without potentially affecting the availability of water for local residents or communities.
Landscape and amenity values	Some likely effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	The site is popular for walking, picnicking, kayaking, rowing, food gathering and bird watching. The site forms part of the base for the activities of the Wairau Rowing Club and is used in conjunction with Grovetown Lagoon walkway.

Protect health and safety	
Natural hazards	The Reserve is covered by a Level 3 flood risk overlay in the MEP. Level 3 refers to land that suffers deep, fast flowing water in a flood event. While there are general processes in place to broadcast warnings of flood events these will not necessarily reach visitors who may camp at all locations.
Built environment hazards	No specific risks have been identified.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	This is a popular day use area with access issues being experienced in the past with freedom campers. The use of this Reserve for frequent rowing activities would be restricted if freedom camping were to occur, particularly as there is limited formed car parking. Additionally, this Reserve connects with the Grovetown Lagoon walkway and access to this may also be restricted by freedom camping activity.
Discourage access	This is a popular day use area with access issues being experienced in the past with freedom campers. Some people may be discouraged from using this Reserve, including for rowing activities and the Grovetown Lagoon walkway if freedom camping were to occur.

Summary

The flood risk at this Reserve is significant. The costs and practicality of implementing flood warning systems for this location (and others in areas of high flood risk) are not warranted. The more dispersed freedom campers are in the Wairau Plains area the greater will be the difficulty for emergency services in ensuring peoples safety.

This Reserve has been a problem area for campers in the past particularly due to congestion and access issues as well as adverse environmental effects. If freedom camping were allowed in the Reserve it is likely that access would be compromised by freedom camping, both restricting and discouraging use of the area for rowing activities and related use of the Grovetown Lagoon walkway.

There are also significant cultural values for iwi associated with the Reserve.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
29.	River Reserve on Steam Wharf Road	4	4	4	12

The River Reserve on Steam Wharf Road as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

30. River Reserve on Jones Road

Description

The River Reserve on Jones Road is located adjacent to the Blenheim Rowing Club premises on Jones Road near Grovetown.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There is an area of remnant lowland forest present at this Reserve and some aquatic and riparian values along the margin of the Wairau River.
Cultural and historical values	<p>The Wairau River in general terms has historical and cultural significance. There is also a statutory acknowledgement for iwi over the Wairau River. These values may be affected by overnight camping.</p> <p>There are no identified heritage values in this Reserve.</p>
Water quality and water quantity issues	<p>There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water in the Reserve would be difficult without potentially affecting the availability of water for local residents or communities.</p>
Landscape and amenity values	Some likely effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	The site forms part of the base for the activities of the Blenheim Rowing Club and so receives a lot of use. There are otherwise few recreational assets located at this Reserve.

Protect health and safety	
Natural hazards	The Area is covered by a Level 3 flood risk overlay in the MEP. Level 3 refers to land that suffers deep, fast flowing water in a flood event. While there are general processes in place to broadcast warnings of flood events these will not necessarily reach visitors who may camp at all locations.
Built environment hazards	No specific risk has been identified.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	This is a popular day use area with access issues being experienced in the past with freedom campers. The use of this Reserve for frequent rowing activities would be restricted if freedom camping were to occur, particularly as there is limited formed car parking.
Discourage access	This is a popular day use area with access issues being experienced in the past with freedom campers. Some people may be discouraged from using this Reserve, including for rowing activities if freedom camping were to occur.

Summary

The flood risk at this Reserve is significant. The costs and practicality of implementing flood warning systems for this location (and others in areas of high flood risk) are not warranted. The more dispersed freedom campers are in the Wairau Plains area the greater will be the difficulty for emergency services in ensuring peoples safety.

This Reserve has been a problem area for campers in the past particularly due to congestion and access issues as well as adverse environmental effects. If freedom camping were allowed in the Reserve it is likely that access would be compromised by freedom camping, both restricting and discouraging use of the area for rowing activities and other community use.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
30.	River Reserve on Jones Road	3	4	4	11

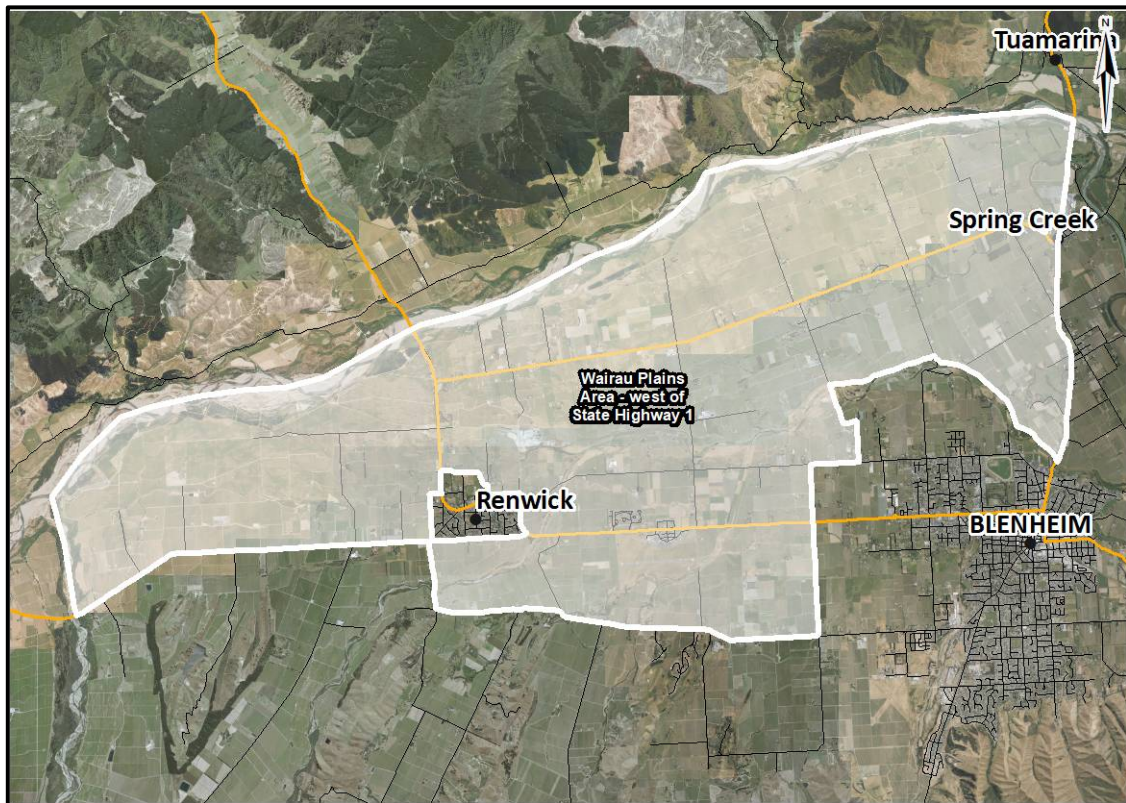
The River Reserve on Jones Road as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

31. Wairau Plains Area – west of State Highway 1

Description

The Wairau Plains Area – west of State Highway 1 encompasses the roads (both formed and legal), settlements and Council owned or administered land and reserves commencing on the south side of the State Highway 1 bridge over the Wairau River, then west along the south side of the River to the confluence with the Waihopai River, along the true right bank of the Waihopai River to State Highway 63, along State Highway 63 to Hawkesbury Road, then south to Dog Point Road, east along New Renwick Road to Bells Road, then following the boundary of the Blenheim Urban Area until it intersects with State Highway north of Blenheim and then north to the State Highway 1 bridge over the Wairau River. The Renwick Urban Area sits within the Wairau Plains Area but is the subject of a separate assessment.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are a number of significant natural values in this Area, some of which are close to roadsides.
Cultural and historical values	The rivers and tributaries in this Area are significant for iwi with statutory acknowledgements being recorded over them. There are also items of historic interest in this area that have been identified in the MEP.
Water quality and water quantity issues	<p>There is an identified Groundwater Protection Area to the north west of Renwick. These areas are locations where land above an aquifer is considered as high risk for contaminants reaching groundwater. There is some risk therefore with inappropriate effluent and waste disposal affecting water quality in this area specifically, given it is the source of drinking water for Renwick. There is also a wider more general risk to water quality from inappropriate effluent and waste disposal that could occur with freedom camping.</p> <p>The ability to supply freedom campers with fresh water in the Area would be</p>

	difficult without potentially affecting the availability of water for local residents or communities.
Landscape and amenity values	There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.
Recreation assets	There are few recreational assets generally associated with this Area that are not otherwise captured in other adjacent Area assessments. A toilet is proposed to be located adjacent to the Renwick Dog Park off State Highway 6/Foxes island Road just north of Renwick. There would be increased use of this asset with freedom camping activity at this location.
Protect health and safety	
Natural hazards	Extensive parts of this Area are covered with a flood hazard layer in the MEP. All levels of flood risk exist at different locations. There are general processes in place to broadcast warnings of flood events however, these may not reach visitors who may camp at dispersed locations throughout the Area. This is potentially a significant risk to manage. The July 2021 storm event saw many roads in the Area inundated for a number of days.
Built environment hazards	Some roads in this Area are typical rural roads being generally narrow with no formed parking areas or sealed pull off areas for vehicles. These roads are used extensively for farming and particularly viticulture activities. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict. However, there may be an opportunity for freedom camping on some of these roads if the road reserve is wide enough, relatively flat and vehicles can safely pull off the road. An extensive area of contaminated land, being the site of an old landfill, is located on Foxes Island Road. Given the extent of contamination and limited land use that can occur here, this land is being use for a dog exercise park.
Human hazards	Large areas of the Wairau Valley Area have been developed for viticulture. Roads are used extensively in this Area for viticulture activities. There may be some concern with freedom camping on roadsides in these areas with the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops. There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	In general it is considered there would be few circumstance where access would be restricted for the local community with freedom camping. Areas where this would be a concern however, are: <ul style="list-style-type: none"> • the roads around the Fairhall Cemetery; • Rapaura Hall Reserve car park; • parking may involve blocking an entranceway or accessway to private property restricting access for others; and

	<ul style="list-style-type: none"> parking associated with the Renwick Dog Park. <p>Freedom camping would be inappropriate in these areas, which need to remain accessible for the local community.</p>
Discourage access	Other than the locations described immediately above, it is unlikely that the local community would be discouraged from accessing the Wairau Plains Area if freedom camping were to occur.

Summary

The Council owns or administers extensive areas of land in this Area that are adjacent to Wairau River and other rivers. These areas are managed as part of the Council's overall response to flood risk which is significant over much of this Area. These lands are in some cases leased for farming or viticulture purposes and so are unavailable for freedom camping.

In addition there are several recreation reserves that are not available given they are the subject of exclusive lease arrangements with sporting groups. This includes Awarua Park in Spring Creek and Rapaura Recreation Reserve on State Highway 43 (Rapaura Road). Other land controlled by the Council able to be used for freedom camping in the Area is very limited other than on roads.

In terms of protecting the Area there are some general concerns around impacts on water quality particularly and also on cultural values and landscape and amenity values. There are also some concerns in relation to freedom camping restricting access for visitors or locals to community assets such the Fairhall Cemetery, Rapaura Hall Reserve car park and the parking area associated with the Renwick Dog Park.

There are health and safety concerns identified relevant to freedom camping in the Area including where roads may be narrow without suitable pull off areas for vehicles, flood risk and the nature of rural activities occurring. The flood risk is potentially a significant issue to manage.

There may be some opportunity to consider freedom camping on roadsides in areas where there are fewer risks in terms of a need to protect the area and to protect the health and safety of those visiting an area. In particular consideration should be given to roads that are straighter with relatively wide berms where vehicles are able to safely pull off and in closer proximity to state highways or major arterial routes. There are several matters that would need to be addressed before freedom camping could be established and these include the following:

- identification of roads that would be suitable;
- consultation with the local community;
- confirmation from Marlborough Roads that these roads are suitable for freedom camping.

If these matters can be satisfied then resource consents would be required to enable the activity (unless a change is made to the MEP rules to enable freedom camping as a permitted activity in the road corridor).

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
31a.	Wairau Plains Area – west of State Highway 1 (whole area)	3	4	3	10
31b.	Wairau Plains Area – west of State Highway 1	2	3	2	7

The Wairau Plains Area – west of State Highway 1 as described above may be considered acceptable for freedom camping in some locations if the matters identified above can be satisfied. Restrictions would still be required in accordance with section 11(2)(a) of the FCA:

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

32. Upper Spring Creek Reserve

Description

The Upper Spring Creek Reserve (Lot 3 DP 11737) is located on Rapaura Road approximately 400 metres west from the intersection with State Highway 1, at Spring Creek.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	Aquatic and riparian values exist along the margin of Spring Creek, which may be threatened by camping.
Cultural and historical values	Spring Creek has historical significance being the location of a flax mill. Information on the history of the area is set out on interpretation panels at the Reserve. Spring Creek is of cultural significance for iwi and a statutory acknowledgement exists over the waterbody.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting stream or coastal water quality. The ability to supply freedom campers with fresh water in the Reserve would be difficult without potentially affecting the availability of water for local residents or communities.
Landscape and amenity values	The Reserve is a high profile location immediately alongside Rapaura Road but is not a large area. Visual and scenic appeal of the area may be reduced by the presence of campervans.
Recreation assets	A walking track passes through the Reserve connecting the adjacent Spring Creek Holiday Park with the Spring Creek township. Use of the Reserve for freedom camping may conflict with those using the walking track. Spring Creek is also a popular fishing river.

Protect health and safety	
Natural hazards	A low level flood hazard layer exists over the Reserve with a Level 3 risk over a small area at the eastern most part of the Reserve. Otherwise there is no other specific risk identified.
Built environment hazards	The Reserve sits immediately alongside Rapaura Road which is a state highway and there is little separation between the parking area and the highway.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	The Reserve provides off road walking access through to Spring Creek from the holiday park. There are interpretation panels about the history of the area so will be an attraction for some people. With limited parking any freedom camping activity is likely to restrict access for other users.
Discourage access	The presence of freedom camping may discourage others from stopping, given the limited area of available parking.

Summary

This reserve has been a problem area for campers in the past. It is a narrow strip of land adjacent to Spring Creek with little separation from the state highway. This area has scenic values as well as providing an access link between the adjacent holiday park with the Spring Creek township. These values may be compromised by freedom camping at this location.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
	Upper Spring Creek Reserve	4	4	4	12

The Upper Spring Creek Reserve as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

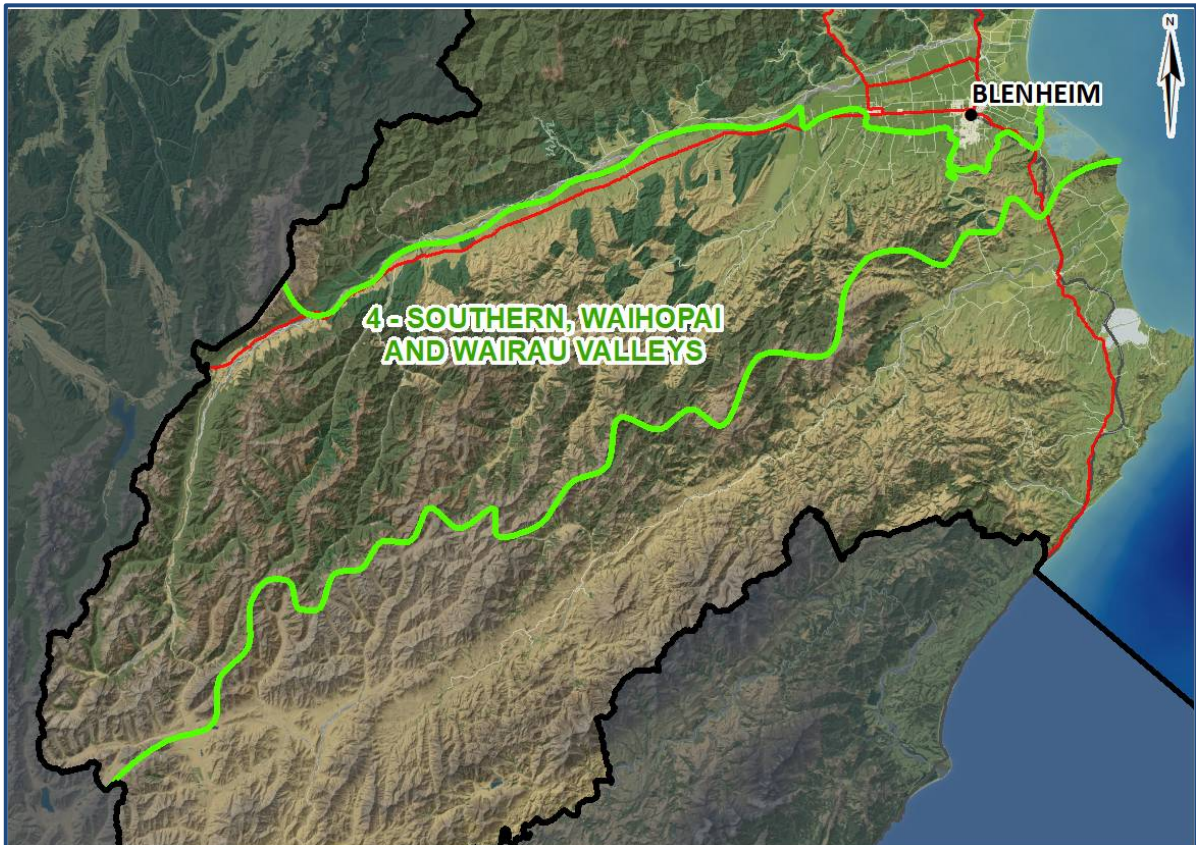
- to protect the area,
- to protect the health and safety of people who may visit the area, and
- to protect access to the area.

Appendix 4 - Southern, Waihopai and Wairau Valleys

Southern, Waihopai and Wairau Valleys

The Southern, Waihopai and Wairau Valleys includes roads, reserves and settlements to the south and west of Blenheim and extending west to include the Wairau Valley (initially south of the Wairau River) and extending west to the Council's westernmost boundary – see map below. The following areas have been assessed:

33. Southern Valleys
34. Waihopai Valleys
35. Wairau Valley



33. Southern Valleys Area

Description

The Southern Valleys Area encompasses the area extending south from the Blenheim Urban Area to the Redwood Pass and Taylor Pass, then west to include the area south of New Renwick Road and Dog Point Road (extending as far as the true right bank of the Omaka River) to include the Benmorven, Brancott and Omaka Valleys. The Area includes roads (both formed and legal), settlements and Council owned or administered land and reserves.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>There are significant natural values in parts of the Southern Valleys Area. The Wairau Lagoon in the eastern part of the Area close to the Redwood Pass Road is identified as a significant wetland and riparian natural character management area in the MEP, as well as being an ecologically significant marine site.</p> <p>There are also significant wetland areas identified in parts of the Area further west.</p>
Cultural and historical values	<p>The Omaka River and its tributaries are significant for iwi with statutory acknowledgements being recorded over them. There are also statutory acknowledgements over the Wairau Lagoon, which is a very significant cultural area for iwi.</p>
Water quality and water quantity issues	<p>There is some chance of inappropriate effluent and waste disposal affecting fresh water or coastal water quality.</p> <p>The ability to supply freedom campers with fresh water would be difficult without potentially affecting the availability of water for local residents or communities or affecting instream ecological values.</p>

Landscape and amenity values	<p>There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There may be some concern with roads being used for freedom camping in the Marlborough Ridge and Fairbourne Drive residential areas as well as other areas such as Benmorven, Redwood Pass and Taylor Pass where there are small lifestyle blocks.</p> <p>The Wairau Lagoon is identified as an outstanding natural feature and landscape in the MEP.</p> <p>The Omaka Valley and Wairau Plains have been identified in the MEP as areas with particular character and amenity values having a long history of intense rural production. Within these environments the MEP directs that activities other than primary production are generally to be avoided. Freedom camping may not fit with this general direction.</p>
Recreation assets	<p>There are few recreational assets present that are not otherwise captured in other adjacent Area assessments. There is a small recreation reserve at the Marlborough Ridge settlement and a parking area associated with the Fairhall Community Hall on New Renwick Road. These assets would likely receive increased use with freedom camping.</p> <p>The Redwood Pass Road is to be used as part of the Whale Trail (a cycling/walking trail from Picton to Kaikoura). Toilet facilities are proposed to support the trail and these would receive increased use with freedom camping along this road.</p>
Protect health and safety	
Natural hazards	<p>Parts of this Area are covered with a Level 2¹ flood hazard layer in the MEP. There are general processes in place to broadcast warnings of flood events however, these may not reach visitors who may camp at dispersed locations. This is potentially a significant risk to manage.</p> <p>Another hazard of concern for the Southern Valleys Area is the fire risk that exists in this dry east Marlborough rural environment. The potential for fires can result from natural hazards in certain weather conditions but can also result from activities undertaken by humans in this area.</p> <p>Some of the roads in the Southern Valleys Area are some distance from a major road. There are only escape routes on the Taylor Pass and Redwood Pass Roads through to the Awatere Valley while for the other long valleys in the Area there are no alternative exits. The fire risk may not be as significant to manage however, in locations closer to the main arterial roads.</p>
Built environment hazards	<p>Some roads in this Area are typical rural roads being generally narrow with no formed parking areas or sealed pull off areas for vehicles. These roads are used extensively for farming and particularly viticulture activities. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict.</p>

¹ The categories of flood risk identified in the MEP are as follows:

Level 1: Land that suffers flooding of shallow, low velocity water in a flood event with an annual recurrence interval of 1 in 50 years.

Level 2: Land that suffers flooding but the depth/velocity of the flooding is not well understood, or cannot easily be expressed relative to natural ground level, in a flood event with an annual recurrence interval of 1 in 50 years, or land within 8 metres of any lake, river or wetland;

Level 3: Land that suffers flooding of deep, fast flowing water in a flood event with an annual recurrence interval of 1 in 50 years, or land in the bed of any lake or river or in any wetland.

	However, there may be an opportunity for freedom camping on some roads if the road reserve is wide enough, relatively flat and vehicles can safely pull off the road. Marlborough Roads have identified that for safety reasons there should be a separation of 4 metres between the formed or sealed road and freedom camping vehicles.
Human hazards	<p>Large areas of the Southern Valleys Area have been developed for viticulture and roads are used extensively to support this activity. There may also be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	<p>There are some circumstances where access would be restricted for visitors or the local community with freedom camping. Areas where this would be a concern however, are:</p> <ul style="list-style-type: none"> • Fairhall Community Hall car park which is used by both the local community as well as parking for Fairhall School located on the north side of New Renwick Road; • the Omaka Valley part of the Renwick Wine trail (an on road cycle route); • where parking on roadsides may involve blocking an entranceway or accessway to private property restricting access for others; and • along the route of the Whale Trail on Redwood Pass Road.
Discourage access	Other than the locations described immediately above, it is unlikely that the local community would be discouraged from accessing the Southern Valleys if freedom camping were to occur.

Summary

There are few areas of Council controlled land in the Southern Valleys Area available for freedom camping, other than on roads. There are a few esplanade areas but these have been set aside for conservation, public access (pedestrian only) or river management purposes. Other reserves are the site of the Fairhall Community Hall (a local purpose reserve) and a recreation reserve at Marlborough Ridge.

In terms of protecting the Area there are some general concerns around impacts on natural values, cultural values and landscape and amenity values. There are significant ecological, cultural and landscape values associated with the Wairau Lagoon while the Omaka Valley and Wairau Plains have character and amenity values such that most activities other than primary production are discouraged from taking place. Freedom camping may not be an appropriate activity in locations where these values are present.

There are health and safety concerns identified relevant to freedom camping in the Area including where roads may be narrow without suitable pull off areas for vehicles, flood risk in some locations and the nature of rural activities occurring. The fire risk is also a significant issue to manage given that many of the roads in the Area do not have alternative escape options in the event of a fire.

There are also some concerns in relation to freedom camping restricting access for visitors or locals to community assets such as the Fairhall Community Hall, the Omaka Valley part of the Renwick Wine trail or along the route of the Whale Trail on Redwood Pass Road.

There may be some opportunity to consider freedom camping on roadsides in areas where there are fewer risks or impacts. In particular, consideration could be given to roads that are straighter with relatively wide berms where vehicles are able to safely pull off and in closer proximity to major arterial routes. (New Renwick Road however, should be avoided as this is a major arterial route linking the western side of the Wairau Plain with and through Blenheim to the

Riverlands Industrial Estate). There are several matters that would need to be addressed before freedom camping could be established and these include the following:

- identification of roads that would be suitable,
- consultation with the local community, and
- confirmation from Marlborough Roads that these roads are suitable for freedom camping.

If these matters can be satisfied then resource consents at identified sites would be required to enable the activity.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
33a.	Southern Valleys	4	4	3	11
33b.	Southern Valleys roads closer to arterial routes (but excluding Redwood Pass Road, Taylor Pass Road, New Renwick Road and Omaka Valley)	2	3	2	7

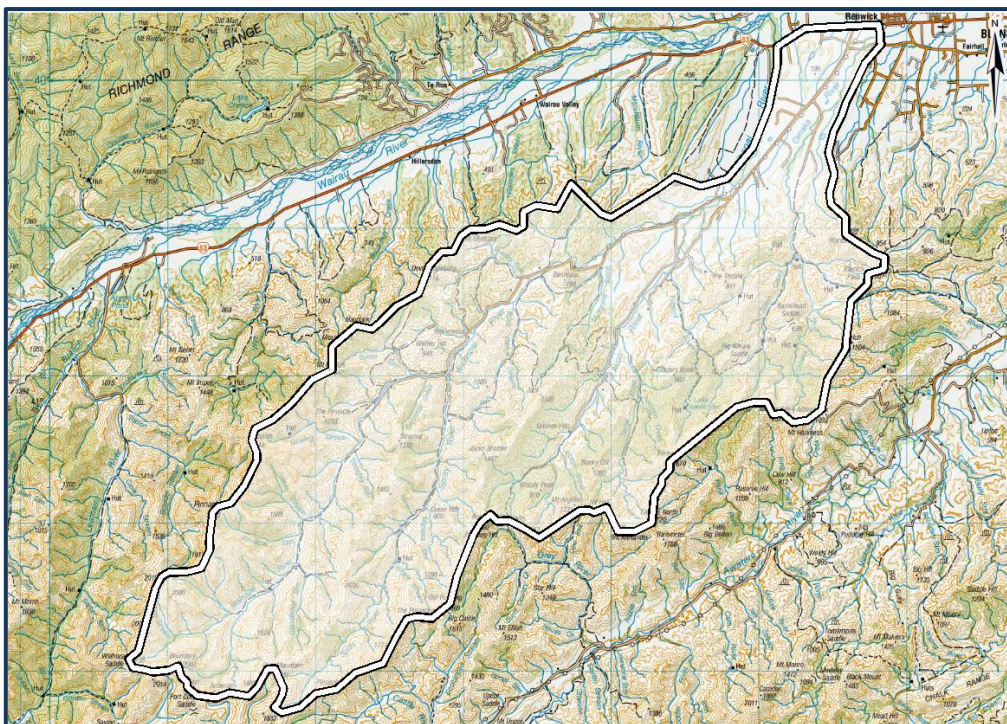
The Southern Valleys Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

34. Waihopai Valley Area

Description

The Waihopai Valley Area extends from west of the true left right bank of the Waihopai River at State Highway 63, along State Highway 63 to Hawkesbury Road, south on Hawkesbury Road to the Omaka River, upstream of the Omaka River and includes the entire Waihopai, Avon and Tyntesfield Valleys. The Area includes roads (both formed and legal) and Council owned or administered land and reserves.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are some areas with significant natural values including significant wetlands close to roadsides while the upper reaches of the Omaka and Avon Rivers have been identified as a riparian natural character management area with very high natural character values.
Cultural and historical values	<p>The Wairau and Omaka Rivers and their tributaries that run through this Area are the subject of statutory acknowledgements.</p> <p>There is a 3.3 kilometre row of approximately 460 Manna gum trees on Waihopai Valley Road that have been identified as notable trees in the MEP. (These trees are located mostly on private land but immediately along the boundary with road reserve.) The trees are an important part of the heritage and character of the area.</p>
Water quality and water quantity issues	<p>There is a small chance of inappropriate effluent and waste disposal affecting fresh water quality.</p> <p>The ability to supply freedom campers with fresh water would be difficult without potentially affecting the availability of water for local residents or communities.</p>
Landscape and amenity values	There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are

	<p>ongoing or if use spreads beyond vehicles. There may be some concern with use of Delta Lake Heights Road being used for freedom camping, which is an area of small rural residential lifestyle blocks.</p> <p>The lower part of the Waihopai Valley Area has been identified in the MEP as an area with particular character and amenity values having a long history of intense rural production. Within this environment the MEP directs that activities other than primary production are generally to be avoided. Freedom camping may not fit with this general direction.</p>
Recreation assets	There are few recreational assets present that are not otherwise captured in other adjacent Area assessments. There are picnic facilities at a small reserve (Lions Reserve) located on Hawkesbury Road by the Hawkesbury River. There would be increased use of these assets with freedom camping activity at this location.
Protect health and safety	
Natural hazards	<p>Parts of this Area are covered with a flood hazard layer in the MEP. For areas around the Waihopai River there is both a Level 2 and 3 hazard risk while for other areas the risk is identified as Level 2. There are general processes in place to broadcast warnings of flood events however, these may not reach visitors who may camp at dispersed locations. This is potentially a significant risk to manage.</p> <p>Another hazard of concern for the Waihopai Valley Area is the fire risk that exists in this dry east Marlborough rural environment. The potential for fires can result from natural hazards in certain weather conditions but can also result from activities undertaken by humans in this area.</p> <p>Some of the roads in the Area are some distance from a main road and there are no alternative exit points from these long valleys. The fire risk may not be as significant to manage however, in locations closer to the main arterial roads.</p>
Built environment hazards	<p>Some roads in this Area are typical rural roads being generally narrow with no formed parking areas or sealed pull off areas for vehicles – this is particularly so further up the valleys. These roads are used extensively for farming, forestry and viticulture activities. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict.</p> <p>However, there may be an opportunity for freedom camping on some roads if the road reserve is wide enough, relatively flat and vehicles can safely pull off the road. Marlborough Roads have identified that for safety reasons there should be a separation of 4 metres between the formed or sealed road and freedom camping vehicles.</p>
Human hazards	<p>Large areas of the Waihopai Valley Area have been developed for viticulture. Roads are used extensively in this Area for viticulture activities. There may also be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	In general it is considered there would be few circumstance where access would be restricted for the local community with freedom camping. Areas where this would be a concern however, are:

	<ul style="list-style-type: none"> the fire station on Shandon Road; and Lions Reserve located on Hawkesbury Road, which has limited facilities and parking established for day use. <p>Freedom camping would be inappropriate in these areas, which need to remain accessible for the local community.</p>
Discourage access	Other than the locations described immediately above, it is unlikely that the local community would be discouraged from accessing the Waihopai Valley Area if freedom camping were to occur.

Summary

There are few areas of Council controlled land in the Southern Valleys Area available for freedom camping, other than on roads. There are a few esplanade areas but these have been set aside for conservation, public access (pedestrian access only) or river management purposes. There is only one other parcel of reserve land in this Area and this is a local purpose reserve set aside for a fire station on Shandon Road. It is not a large area of land and access to this cannot be restricted in any way.

In terms of protecting the Area there are some general concerns around impacts on natural values, cultural values and landscape and amenity values. The Wairau Plains (being the lower part of the Waihopai Valley) has character and amenity values such that most activities other than primary production are discouraged from taking place. Freedom camping may not be an appropriate activity in locations where these values are present.

There are health and safety concerns identified relevant to freedom camping in the Area including where roads may be narrow without suitable pull off areas for vehicles, flood risk in some locations and the nature of rural activities occurring. The fire risk is also a significant issue to manage given that roads in the Area do not have alternative escape options in the event of a fire.

Given there are few community assets within this Area there are only limited concerns in relation to the impact of freedom camping restricting access for visitors or locals community to these assets (fire station and Lions Reserve).

There may be some opportunity to consider freedom camping on roadsides in areas where there are fewer risks or impacts. In particular consideration could be given to roads that are straighter with relatively wide berms where vehicles are able to safely pull off and in closer proximity to major arterial routes. There are several matters that would need to be addressed before freedom camping could be established and these include the following:

- identification of roads that would be suitable,
- consultation with the local community, and
- confirmation from Marlborough Roads that these roads are suitable for freedom camping.

If these matters can be satisfied then resource consents at identified sites would be required to enable the activity.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
34a.	Waihopai Valley	4	4	2	10
34b.	Waihopai Valley roads closer to arterial routes	3	2	2	7

The Waihopai Valley Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

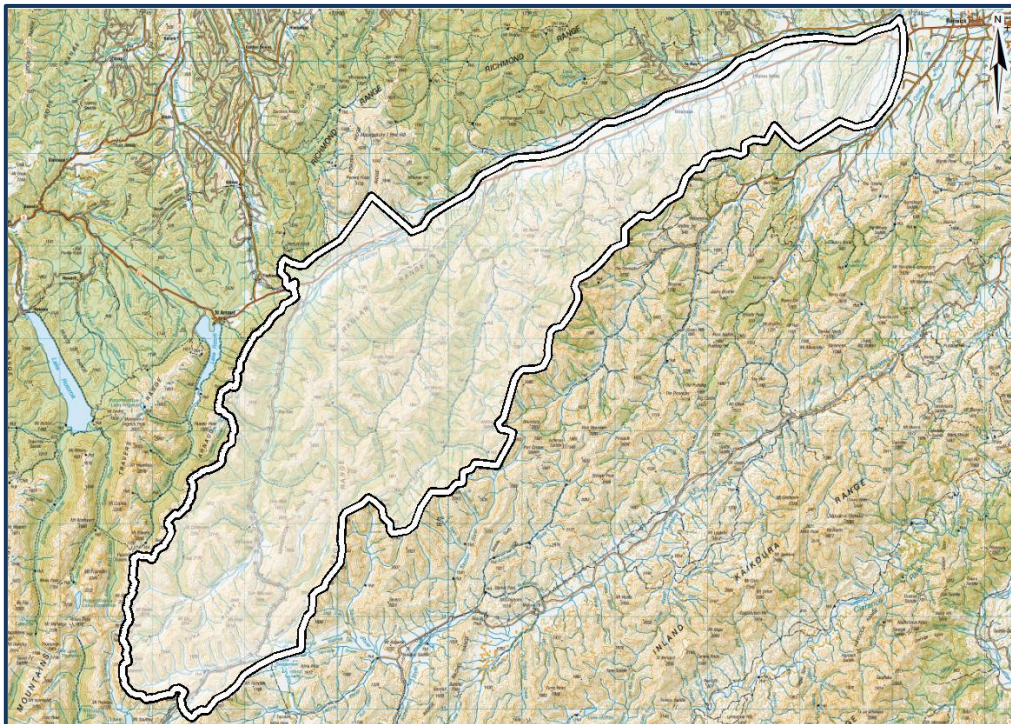
- to protect the area,
- to protect the health and safety of people who may visit the area, and
- to protect access to the area.

35. Wairau Valley Area

Description

The Wairau Valley Area extends west from the Waihopai River and south of the Wairau River to the Wash Bridge and then west on the north side of the Wash Bridge to the district boundary. The Area includes roads (both formed and legal) extending from State Highway 63, the Wairau Valley Township and Council owned or administered land and reserves as follows:

- Section 1 and 2 Town of Wairau Valley – Local Purpose Reserve (site for a community hall)
- Section 13 Block IV Mt Olympus Survey District – Recreation Reserve
- Sections 44, 45 and 46 Block IV Mt Olympus Survey District
- Lots 1 and 2 DP 1416 and Section 5 Block IV Mt Olympus Survey District – Recreation Reserve (Golf Course)
- Sec 1 Block XV Patriarch Survey District – Wash Bridge Recreation Reserve



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are some areas with significant natural values, including significant wetlands close to roadsides in the upper areas of the Valley. The Wye River and areas of the Wairau, Branch and Leatham Rivers have been identified as a riparian natural character management area with very high natural character values.
Cultural and historical values	The Wairau River and its tributaries that run through this Area are the subject of statutory acknowledgements. There are several heritage resources and notable trees in this Area but these are not considered to be in locations where their values would be affected from freedom camping.
Water quality and water quantity issues	There is a small chance of inappropriate effluent and waste disposal affecting fresh water quality. There is a Groundwater Protection Area identified in the MEP located on Keith Colman Lane at the Wairau Valley Township. These areas are locations where

	<p>land above an aquifer is considered as high risk for contaminants reaching groundwater. There is some risk therefore with inappropriate effluent and waste disposal affecting water quality in this area, given it is the source of the Wairau Valley Township water supply.</p> <p>The ability to supply freedom campers with fresh water to the Area would be difficult without potentially affecting the availability of water for local residents or communities.</p>
Landscape and amenity values	<p>There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.</p> <p>The upper area of the Wairau Valley is identified as an outstanding natural feature and landscape in the MEP.</p>
Recreation assets	<p>There are few recreational assets generally associated with this Area. There is a parking area associated with the Wairau Valley Community Hall on Morse Street as well as at the Wairau Valley Golf Course – these areas of land are under the control of the Council. These assets would likely receive increased use with freedom camping.</p>
Protect health and safety	
Natural hazards	<p>Extensive parts of this Area are covered with a flood hazard layer in the MEP. All levels of flood risk exist at different locations along the Wairau River, adjacent to State Highway 63 and around the Wairau Valley Township. This is potentially a significant risk to manage if freedom campers are spread throughout this Area. While there are general processes in place to broadcast warnings of flood events these will not necessarily reach visitors who may camp at dispersed locations throughout the Area.</p> <p>The July 2021 storm event saw many roads in the Area inundated for a number of days.</p>
Built environment hazards	<p>There are relatively fewer local roads in this Area compared with other Areas that have been assessed. There is some legal road adjacent to the Wairau River and extending from State Highway 63 to the river. However, in many cases this legal road has not been formed and for those located immediately beside the river, there is regular flooding.</p> <p>There are roads within the Wairau Valley Township that provide access to residential properties and small lifestyle blocks. The formed roads are generally narrow but are straight.</p> <p>There may be an opportunity for freedom camping alongside roads if the road reserve is wide enough, relatively flat and vehicles can safely pull off the road. However, it is considered these circumstances would be limited given the limited areas of local roads. Marlborough Roads have also identified that for safety reasons there should be a separation of 4 metres between the formed or sealed road and freedom camping vehicles.</p>
Human hazards	<p>Large areas of the Wairau Valley Area have been developed for viticulture. Roads are used extensively in this Area for viticulture activities. There may also be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There is some risk of inappropriate effluent and waste disposal. However, if</p>

	freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>In general it is considered there would be few circumstance where access would be restricted for the local community with freedom camping. Areas where this may be a concern however, are:</p> <ul style="list-style-type: none"> • the community hall on Morse Street; • where parking on roadsides may involve blocking an entranceway or accessway to private property restricting access for others; and • golf course on Morse Street. <p>Freedom camping would be inappropriate in these areas, which need to remain accessible for the local community.</p>
Discourage access	Other than the locations described immediately above, it is unlikely that the local community would be discouraged from accessing the Wairau Valley Area if freedom camping were to occur.

Summary

There are few areas of Council controlled land in the Wairau Valley Area that are potentially available for freedom camping, including roadside.

In terms of protecting the Area there are some general concerns around impacts on natural values, cultural values and landscape and amenity values. There are specific concerns around the Keith Colman Road area where there is an identified Groundwater Protection Area – this being the source of the Wairau Valley Township water supply and needing protection from activities that may affect water quality. There may also be concerns with camping around the Township from an amenity point of view. Freedom camping may not be an appropriate activity in locations where these values are present.

The main health and safety concern identified relevant to freedom camping in the Area is the flood risk that is particularly significant around the margins of the Wairau River and across some roads (including State Highway 63 in parts). The only other issue of concern is related to the nature of rural activities occurring in the area and the effects arising from these including overnight noise from frost fans and harvesting.

Given there are few community assets within this Area there are only limited concerns in relation to the impact of freedom camping restricting access for visitors or locals community to these assets, aside from those located within the Wairau Valley Township. This includes the community hall and the golf course on Morse Street. The golf course operates under a sublease from the Wairau Valley Sports Committee's lease with the Council. Other land in this area is road land that is being used for a community pathway linking the Wairau River and also for a water treatment plant.

One other area of land assessed for its suitability for freedom camping was a recreation reserve located near the Wash Bridge towards Marlborough's most western boundary – see aerial below. The land is immediately adjacent to State Highway 63 and comprises two terraces and it is the upper terrace, away from the Wairau River that may be suitable for freedom camping. Currently it is undeveloped and no formed access to this area exists. Further investigations into this site would be necessary including obtaining permission from NZTA to access the highway, whether there are safety concerns over its location in proximity to a corner on the highway and the costs of forming an appropriate accessway and parking area.



There may be some opportunity to consider freedom camping on roadsides in areas where there are fewer risks or impacts, particularly in areas located away from the Wairau Valley Township. There are several matters that would need to be addressed before freedom camping could be established and these include the following:

- identification of roads that would be suitable,
- consultation with the local community, and
- confirmation from Marlborough Roads that these roads are suitable for freedom camping.

If these matters can be satisfied then resource consents at road locations would be required to enable the activity (although for the Wash Bridge location no resource consent is required given the Open Space 3 zoning of the site).

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
35a.	Wairau Valley Township	4	3	4	11
35b.	Wairau Valley	3	3	1	7

The Wairau Valley Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

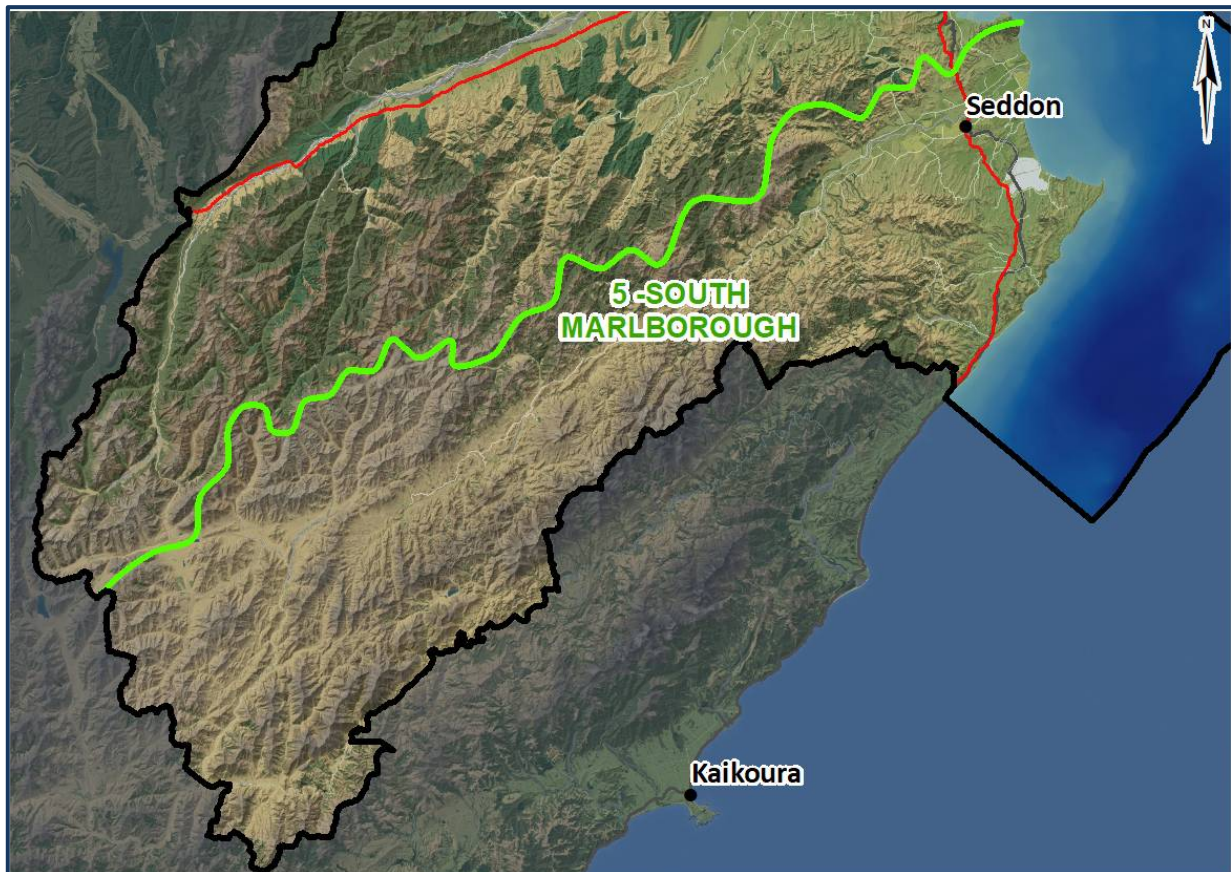
- to protect the area,
- to protect the health and safety of people who may visit the area, and
- to protect access to the area.

Appendix 5 – South Marlborough

South Marlborough

The South Marlborough area includes roads, reserves, towns, townships and settlements within the catchment largely from the hills south of Blenheim and includes the Awatere Valley, Seddon and Ward townships and the Ward/Flaxbourne area – see map below. The following areas, roads and sites have been assessed:

36. Seddon Urban Area
37. Blairich Reserve
38. Awatere Valley Area
39. Marfells Beach Road Area
40. Lake Elterwater Road Reserve
41. Ward Domain
42. Ward Roads Area
43. Lake Grassmere to Waima River Coast Area



36. Seddon Urban Area

Description

The Seddon Urban Area encompasses Wakefield Street across State Highway 1 to the intersection of Marama Road and Foster Street then into Foster Street, including Seddon Domain, connecting into Beaumont Street, encompassing Nursery Lane and Nursery Road back to Beaumont Street and across the railway line to Mills Street to the intersection with Fearon Street and along Fearon Street and Marldene Avenue to the intersection with Wakefield Street and Seaview Road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	No specific risks have been identified.
Cultural and historical values	<p>No specific risk has been identified for iwi cultural values.</p> <p>There is a war memorial located on Mills Street which has considerable significance for the local community. There may be some concern from a cultural perspective if parking for freedom camping vehicles occurred adjacent to this memorial.</p>
Water quality and water quantity values	There is some risk to fresh water quality depending on how effluent and waste disposal from vehicles is managed. The potential is for poorly managed disposal reaching waterways through stormwater drains or directly.
Landscape and amenity values	There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles.

Recreation assets	<p>There is a wide variety of recreational activities occurring within areas of open space in the Seddon Urban Area, particularly on Seddon Domain. The Domain is the largest area of open space where there is formalised sporting activity occurring (rugby, cricket practice wickets) as well as more informal recreation use of the playground, tennis and netball courts, swimming pool and pump track. Part of the Domain is leased for a commercial campground and there is also a substantial community hall with car parking facilities.</p> <p>There would likely be greater pressure on toilet and rubbish facilities that have been provided for at a scale for day use if freedom camping was allowed, although if freedom camping is required to be CSC the added pressure on toilet facilities should be minimised.</p>
Protect health and safety	
Natural hazards	No specific risks have been identified.
Built environment hazards	No specific risks have been identified.
Human hazards	There is some risk of inappropriate use of public facilities for food preparation/utensil cleaning. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	<p>Freedom camping in front of private property on urban roads will likely restrict use of these areas for parking by residents and their visitors. For the few areas of public open space where there is related parking, this is generally set aside for recreational activity (Seddon Domain) or for community use (the war memorial). If these areas are used for freedom camping then this will restrict access for local users or day visitors.</p> <p>The Awatere Community Hall is also located on Seddon Domain and vehicle access for users of this community facility may be restricted by freedom camping.</p>
Discourage access	There is some risk that freedom camping may discourage access in locations that are popular for recreational activity e.g. Seddon Domain.

Summary

Seddon is a small town located to the south of Blenheim on State Highway 1 and there has been use of streets around the township for freedom camping in the past. Issues have occurred with campers not acting responsibly. However, since the area was identified as a prohibited area for freedom camping under earlier bylaws most of these issues have been resolved.

There are limited areas of Council controlled land available for freedom camping within the Seddon Urban Area apart from roadside. Several parcels of Council controlled land just outside the Area are currently leased or are used for community purposes such as the sewage treatment plant and water treatment plant. Other land within the Area is not suitable for freedom camping given its physical constraints (e.g. land immediately above State Highway 1 at the southern entrance to Seddon) or is inappropriate because of other values associated with the land e.g. the war memorial.

Seddon Domain is the largest area of open space land in the Township and there is already a camp ground located on the Domain which is managed through a lease with the local Awatere Community Trust. Given this it is considered inappropriate for the Council to enable freedom camping on the Domain in order to protect remaining land for other uses. The Awatere Community Hall receives use from a range of cultural, social, sporting and recreation groups and it is important that access to this facility is not restricted by freedom camping vehicles.

There is a reserve management plan for Seddon Domain, which is in the process of being reviewed. The existing plan was developed many years ago and does not provide for camping activities.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
36.	Seddon Urban Area	4	2	4	10

The Seddon Urban Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

37. Blairich Reserve

Description

Blairich Reserve (Section 5 Block XVII Taylor Pass Survey District - Recreation Reserve) is located approximately 12 kilometres west of Seddon on the Awatere Valley Road.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are several areas with significant natural values near the Reserve and Blairich River itself has been identified as having significant riparian natural character values. It is not considered that freedom camping would pose a risk to these values.
Cultural and historical values	No specific risk has been identified although the Awatere River is known to have cultural significance for iwi.
Water quality and water quantity values	There is some chance of inappropriate effluent and waste disposal affecting fresh water quality. There are no facilities for the provision of fresh water for freedom campers at this location.
Landscape and amenity values	The Reserve is fairly well vegetated and sightings of freedom camping activity would largely be out of view of those travelling along the Awatere Valley Road. There is likely to be little concern at the impact on landscape and amenity values at this location and no particular amenity or landscape values have been identified in the MEP for this area.
Recreation assets	There is a public toilet located at the Reserve. There may be increased use of this asset with freedom camping occurring at the Reserve, although as freedom camping has previously occurred here this is not considered a significant risk.

	There may be a need for increased maintenance of this facility if freedom camping were to occur again.
Protect health and safety	
Natural hazards	<p>There is an identified flood risk over part of the site. The flooding risk is from the Awatere River, which is immediately adjacent to the reserve. The flood risk is characterised as Level 2¹ in the MEP.</p> <p>Another hazard of concern is the fire risk that exists in this very dry east Marlborough rural environment. The potential for fires can result from natural hazards in certain weather conditions but is more likely to result from activities undertaken by humans in this area. Fire risk was a significant reason why freedom camping was prohibited at the Reserve in the consideration of submissions on the draft 2020 Bylaw.</p>
Built environment hazards	The main Benmore-Haywards line of Transpower runs through part of the Reserve. Other than this there is no specific risk identified.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	No specific risk has been identified.
Discourage access	The Reserve does not receive a lot of use other than the travelling public given its relatively remote location so there is little risk that the local community would be discouraged from accessing the Reserve.

Summary

The 2012 Bylaw enabled freedom camping at Blairich Reserve with the maximum stay limited to two consecutive nights in any four week period. Vehicles did not have to be CSC and camping in a tent was permitted. The draft 2020 Bylaw enabled freedom camping at the Reserve although tenting was no longer permitted and vehicles were required to be CSC. However, on adoption of the 2020 Bylaw, freedom camping at Blairich Reserve became prohibited.

The main reason for prohibiting freedom camping at the Reserve was due to the fire risk that exists in this dry rural location. Fire hazard has become an increasing risk in the dry east Marlborough rural environment. Despite no fires being allowed to be lit at the Reserve, monitoring by Park Rangers has on a number of occasions noted the remnants of overnight fires. The site while being adjacent to the Awatere Valley Road has limited options for an escape route in the event of fire.

In undertaking this current assessment the only significant issue of concern relates to the presence of natural hazards (fire and flood) and thereby the need to protect the health and safety of those who may visit the area. While the hazard risks are no less evident now than when the 2020 Bylaw was adopted, if freedom camping locations are restricted and not widely distributed, there are at least known and limited locations for emergency services to check when hazard events occur.

¹ The categories of flood risk identified in the MEP are as follows:

Level 1: Land that suffers flooding of shallow, low velocity water in a flood event with an annual recurrence interval of 1 in 50 years.

Level 2: Land that suffers flooding but the depth/velocity of the flooding is not well understood, or cannot easily be expressed relative to natural ground level, in a flood event with an annual recurrence interval of 1 in 50 years, or land within 8 metres of any lake, river or wetland;

Level 3: Land that suffers flooding of deep, fast flowing water in a flood event with an annual recurrence interval of 1 in 50 years, or land in the bed of any lake or river or in any wetland.

There are no other issues identified that are significant enough to consider that freedom camping should not be able to take place at Blairich Reserve. The Reserve is zoned as Open Space 3 in the MEP in which freedom camping is a permitted activity if there is a bylaw in place and so no resource consent is required. There is a reserve management plan in place for the Reserve but it makes no provision for camping. Therefore a resolution of the Council under section 44 of the Reserves Act will be required to enable freedom camping to occur.

One other matter for consideration is that during the submission and hearing process for the 2020 Bylaw several submitters commented specifically on use of Blairich Reserve by cycle tourists. The Reserve is located on the way to and from the Molesworth Station, which has become a popular route for cycle tourism. Despite the current approach of freedom camping in Marlborough required to be CSC, this assessment has also considered whether tenting may be appropriate at this site to provide for cycle tourism on this route.

It is not considered there would be any greater health and safety risks from flooding and fire with tenting at the site as from an emergency management response perspective, knowing that people may be camping at the site in an event is what is important as opposed to the nature of the shelter. Neither do any additional concerns arise with a need to consider access to the area.

The only area where there may be additional concerns relates to the potential for increased use of the toilet facility and for inappropriate waste or effluent disposal. Given that tenting previously occurred at the Reserve with no apparent issues (other than fires being lit) it is not considered the additional concerns are significant. Tenting could therefore be reconsidered as being appropriate at the Reserve acknowledging the importance of cycle tourism along the Awatere Valley Road to the Molesworth Station.

The scoring for each of the FCA criteria, including provision for tenting, is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
37.	Blairich Reserve	3	4	1	8

Blairich Reserve as described above is considered acceptable for freedom camping, with restrictions, in accordance with section 11(2)(a) of the FCA:

- to protect the area, and
- to protect the health and safety of people who may visit the area.

38. Awatere Valley Area

Description

The Awatere Valley Area encompasses the area extending east and west from State Highway 1 north of Kaparu Road and Grassmere Road to south of Redwood Pass and Taylor Pass. The Area includes both formed road and legal road but does not include the Seddon Urban Area or Blairich Reserve, which are the subject of separate assessments.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are significant natural areas adjacent to Lake Grassmere, Redwood Pass Road, Taylor Pass Road and Awatere Valley Road. There may be some concern at the potential for impacts on these values from freedom camping.
Cultural and historical values	<p>There are a number of heritage resources located throughout the Awatere Valley Area but it is unlikely that these would be affected by freedom camping. There are few areas with statutory acknowledgements over them. However, the rivers in the Area are known to have cultural significance for iwi.</p> <p>There are two cemeteries in the Area: Taylor Pass Cemetery located on the Awatere Valley Road is a closed cemetery; while the Seddon/Awatere Cemetery on Marama Road is an open cemetery. There may be some concern from a cultural perspective if parking for freedom camping vehicles occurred adjacent to these cemeteries.</p>
Water quality and water quantity values	There is some chance of inappropriate effluent and waste disposal affecting fresh or coastal water quality. There are no facilities for the provision of fresh water for freedom campers in this Area.
Landscape and amenity values	There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. The upper parts of the Awatere Valley have also been identified as an outstanding landscape in the MEP.
Recreation assets	There are few recreation assets in the Area. There are public toilets located along the Awatere Valley Road at the Hodder River. There may be increased use

	of this asset with freedom camping occurring along roads in this area.
Protect health and safety	
Natural hazards	<p>There is a Level 2 flood risk identified in the MEP over and adjacent to the Awatere River up as far as the Medway.</p> <p>A hazard of concern for the Awatere Valley Area is the fire risk that exists in this very dry east Marlborough rural environment. The potential for fires can result from natural hazards in certain weather conditions but is more likely to result from activities undertaken by humans in this area.</p> <p>The Awatere Valley Road is some distance from a main road i.e. State Highway 1 and there are few escape routes in the event of fire. It is also notable that the road through the Molesworth Station further up the Awatere Valley Road does close due to fire risk. The fire risk may not be considered as significant however, in locations closer to State Highway 1.</p> <p>There have been times in significant weather events or earthquakes where slips and drop-outs have occurred along the Awatere Valley Road. Depending on the size of the trigger event the extent of damage can be significant. During the 2016 earthquake the road was closed for many months and in the recent July 2021 storm event the road suffered significant damage with extensive repair works still ongoing. At the time of preparing this assessment the road was still not passable for the public with only residents allowed beyond McRaes Stream.</p>
Built environment hazards	<p>Many of the roads in the Area are unsealed, narrow and winding. This is particularly so the further one travels from State Highway 1. These roads have few areas for vehicles to pull completely off the formed road while staying on the legal road in a safe manner.</p> <p>Some of the roads around the lower parts of the Awatere Valley are straighter without the same issues for roads elsewhere in the Area. There may be an opportunity for freedom camping on some of these roads if the road reserve is wide enough, relatively flat and vehicles can safely pull off the road. Marlborough Roads have identified that for safety reasons there should be a separation of 4 metres between the formed or sealed road and freedom camping vehicles.</p>
Human hazards	<p>Large areas of the Awatere Valley Area have been developed for viticulture, particularly in the mid to lower areas. These roads are used extensively for viticulture activities. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict. Additionally, there may be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	<p>In general it is considered there would be few circumstances where access would be restricted for the local community with freedom camping. Areas where this would be a concern are the roads around the Taylor Pass and Seddon/Awatere cemeteries. Freedom camping would be inappropriate in these areas, which need to remain accessible for the local community.</p> <p>In the upper valley areas as there are limited safe areas for pulling off the road, at times parking may involve blocking an entranceway or accessway restricting</p>

	access for others.
Discourage access	Other than the locations described immediately above, it is unlikely that the local community would be discouraged from accessing the Awatere Valley Area if freedom camping were to occur.

Summary

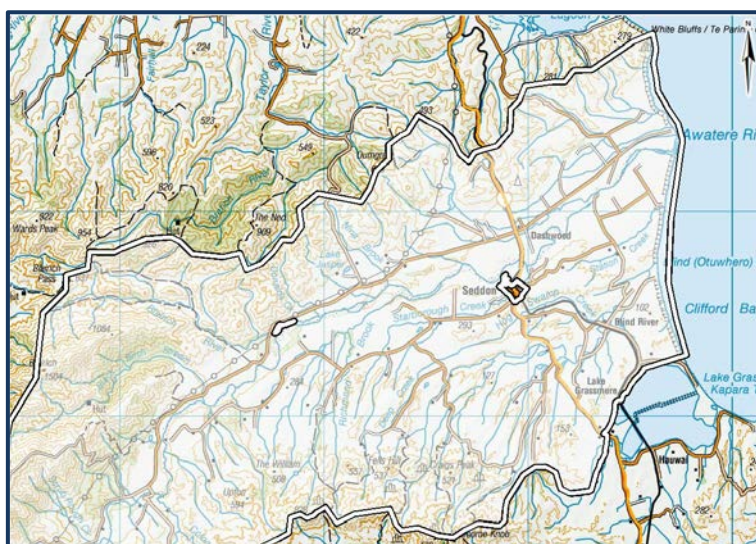
There are few areas of Council controlled land in the Awatere Valley Area available for freedom camping, other than on roads. There are a few esplanade areas but these have been set aside for conservation, public access (for walking) or river management purposes.

In terms of protecting the Area there are some concerns around impacts on water quality and quantity and on landscape and amenity values. There are also minor concerns in relation to use of roadsides from freedom camping restricting access for locals to community assets such as the Taylor Pass and Seddon/Awatere cemeteries. There are otherwise few identified concerns with access being restricted or discouraged by freedom camping.

Fire risk is becoming more evident in eastern areas of New Zealand generally. One of the factors in the Council deciding to prohibit freedom camping on roadsides in the 2020 Bylaw was the potential for fire risk and the ability of emergency management responses to ensure the safety of campers. Given that many of Marlborough’s local roads in rural areas traverse long valleys, there are concerns about adequate escape routes during a fire event for those camping in these locations. Having campers in known locations rather than situated up valley roads means management of people is easier during hazard events. Several submissions on the draft 2020 Bylaw also identified concerns about the potential for accidental fires from campers themselves when using camp stoves.

Other health and safety concerns identified relevant to freedom camping in the Area include the nature of many of the roads, flood risk in some locations and the nature of rural activities occurring. There are some risks for freedom campers in storm events/earthquakes with the roads in some locations subject to slips and drop-outs.

There may be some opportunity to consider freedom camping on roadsides in areas where there are fewer risks in terms of a need to protect the area and to protect the health and safety of those visiting an area. In particular consideration could be given to roads that are straighter with relatively wide berms where vehicles are able to safely pull off and in closer proximity to State Highway 1 – see the map below.



There are several matters that would need to be addressed before freedom camping could be established and these include the following:

- identification of roads that would be suitable;
- consultation with the local community;
- confirmation from Marlborough Roads that these roads are suitable for freedom camping.

If these matters can be satisfied then resource consents would be required to enable the activity.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
38a.	Awatere Valley Area (whole area)	4	4	2	10
38b.	Awatere Valley Area (mid to lower locations)	2	3	2	7

The Awatere Valley Area as described above may be considered acceptable for freedom camping in some locations if the matters identified above can be satisfied. Restrictions would still be required in accordance with section 11(2)(a) of the FCA:

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

39. Marfells Beach Road Area

Description

Marfells Beach Road Area includes the formed road and legal road leading to the camping ground at Marfells Beach, but does not include the camping ground as this is under the control of the Department of Conservation.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are very significant conservation values in places along this stretch of road and these may be threatened by overnight parking. The significant values include dune systems and plant and animal communities. There are also several significant wetland areas adjacent to the road.
Cultural and historical values	There are significant values for iwi along the east Marlborough coastal area generally.
Water quality and water quantity values	There is some chance of inappropriate effluent and waste disposal affecting coastal water quality. There are no facilities for the provision of fresh water for freedom campers in this Area although there are such facilities at the adjacent Department of Conservation camping ground.
Landscape and amenity values	There may be some effect on landscape and amenity values from campervans staying overnight along this road, rather than being contained in the adjacent Department of Conservation camping ground.
Recreation assets	There are no recreation assets along the stretch of road that is the subject of this assessment.
Protect health and safety	
Natural hazards	Other than normal coastal processes occurring at this location, no specific risk has been identified.

Built environment hazards	The roadway leading to the Department of Conservation camping ground is narrow and parking along here, particularly at night, could be hazardous for vehicles needing to enter or leave the campsite.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	Freedom camping along the roadside may make access to the Department of Conservation camping ground more difficult as well as restricting access to the beach for other users.
Discourage access	This coastline is an area of high use, particularly so since the Kaikōura earthquakes have made the coastal beach area more accessible. Freedom camping along this road may discourage some people from accessing the area.

Summary

The Council assessed a request from the Department of Conservation to prohibit freedom camping on an area of road reserve along the Marfells Beach Road, near the camping ground. This request was specifically related to a need to protect the natural environment along this section of road. In particular the area is part of a dune system that is home to significant katipo and pingao populations. Spinifex and rahoulia australis are identified here with potential habitat for the kiwaia moth. Coastal shrubland remnants are also found scattered along the dunes.

(At the time of preparing the assessment the Council is also considering a separate bylaw to control vehicle access along the east Marlborough coast. This is in response to uncontrolled vehicle access to the area causing danger to public safety and public enjoyment of the coast and damaging the environment, ecosystems and impacting the natural processes of recovery following the 2016 Kaikōura earthquake.)

With respect to the Marfells Beach Road Area there are some safety concerns with freedom camping along here and potentially a restriction of access to the Department of Conservation camping ground given the road leading to the campground is narrow. However the most significant concern relates to the natural values that exist in this coastal environment and the need therefore to protect the area.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
39.	Marfells Beach Road	5	3	2	10

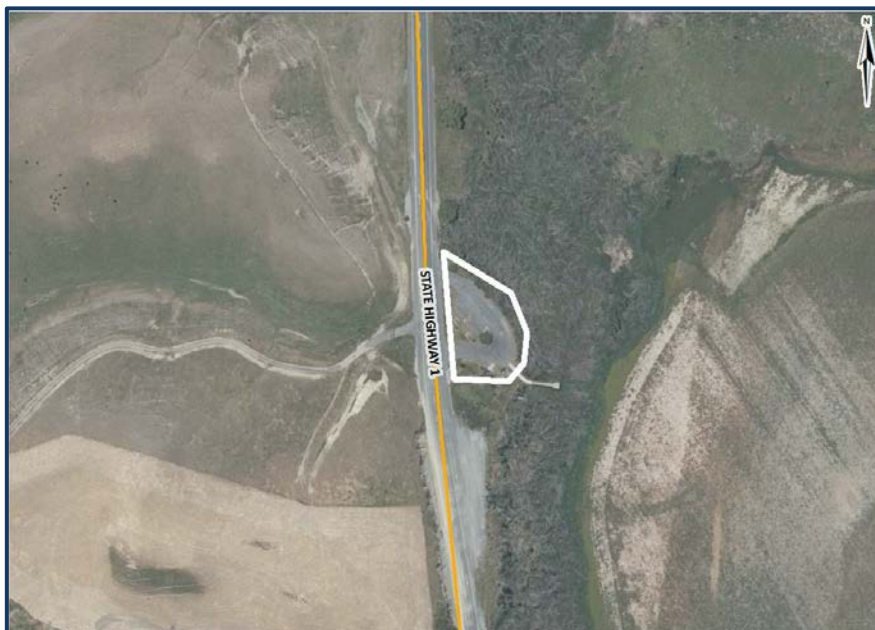
The Marfells Beach Road Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

40. Lake Elterwater Road Reserve

Description

Lake Elterwater Road Reserve is an area of legal road located approximately three kilometres north of Ward Township, adjacent to and east of State Highway 1. This small layby is legal road administered by the New Zealand Transport Agency (NZTA) – Waka Kotahi.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are significant natural values associated with Lake Elterwater, which is immediately adjacent to the area. This has been identified as a significant wetland in the MEP. There may be some loss of natural values associated with the Lake with freedom camping and this had been highlighted in submissions received on the draft 2020 Bylaw.
Cultural and historical values	No specific risks have been identified although Ngati Kuri's iwi environmental management plan has identified a range of values of significance for iwi in the Awatere catchment, which also includes the Lake Elterwater Road Reserve Area.
Water quality and water quantity values	There is some chance of inappropriate effluent and waste disposal affecting water quality. There are no facilities for the provision of fresh water for freedom campers at this location.
Landscape and amenity values	There will likely be some effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. The site is very visible from State Highway 1.
Recreation assets	This Area is a popular layby for travellers with a public toilet facility maintained by the Council. Up until the requirement for freedom camping to be CSC through the 2020 Bylaw, this Area was able to be used by non CSC vehicles and so the toilet facility received a lot of use. This use will likely continue with freedom camping at this location.

Protect health and safety	
Natural hazards	No specific risks have been identified.
Built environment hazards	The site is very close to State Highway 1 with some safety risks for those entering and leaving the site as this is a 100kph stretch of road. However, there are good sight lines for people entering and exiting the site and it is a recognised NZTA rest area.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.
Protect access	
Restrict access	Use of this area for freedom camping, particularly if numbers are high, may restrict other users from accessing the site for day use including use of the public toilets. However, this is not considered to be a significant concern.
Discourage access	High use by freedom campers, as well as making it physically difficult for other users, may also discourage other users from stopping at this site.

Summary

Under the 2012 Bylaw freedom camping was provided for at Lake Elterwater. Freedom camping was restricted to camping in vehicles and a duration of stay of no more than two consecutive nights in any four week period. Vehicles were not required to be CSC.

In preparing the draft 2020 Bylaw it was identified that legal road on which freedom camping had been occurring was state highway and not under the control or management of the Council. For land to be regulated under the FCA, section 6 of the FCA requires land to be under the control of management of the Council. The initial intention was to remove the site from the reviewed bylaw however, in response to a request to consider whether there was a legal way in which the Council could effectively take control of the Lake Elterwater site, a delegation from NZTA under the provisions of the Government Roadway Powers Act 1989 is being pursued. This would enable the Council to have management responsibilities for vehicles parking at the site including for the purposes of camping overnight. On this basis the site was retained in the 2020 Bylaw, with a requirement for vehicles to be CSC.

There are some concerns around the values of the Area particularly in terms of the impact of freedom camping on the natural values of the Lake (this was raised during submissions to the draft 2020 Bylaw), cultural values, water quality and landscape and amenity values. However, if vehicles are required to be CSC the risks to natural values and water quality should be minimised.

The site has previously been considered an appropriate location for freedom camping although it is in close proximity to State Highway 1. Any other health and safety concerns are not considered to be significant.

Improvements at this location are proposed with the Council having received funding assistance through central Government's Tourism Infrastructure Fund to install a new toilet facility.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
40.	Lake Elterwater Road Reserve	3	2	2	7

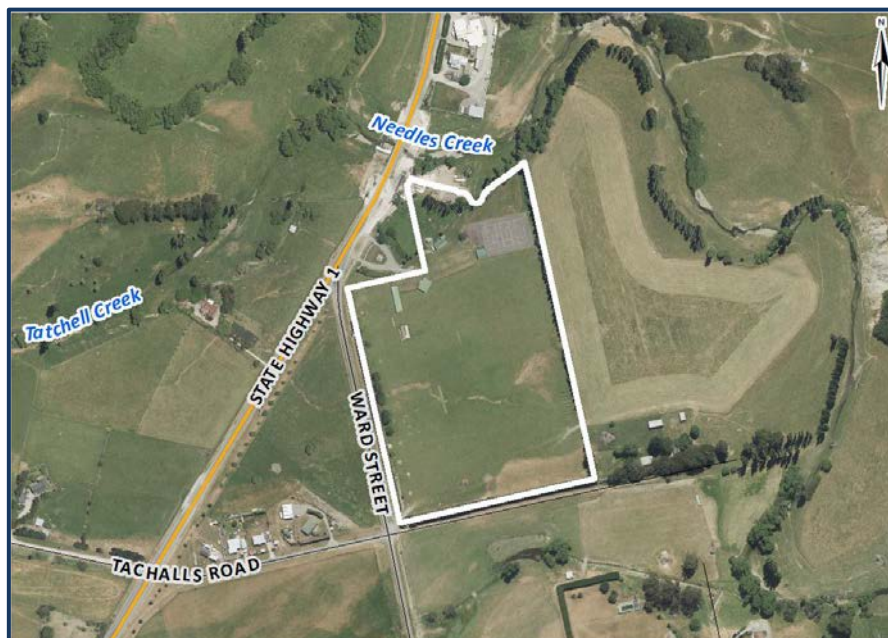
Lake Elterwater Road Reserve as described above is considered acceptable for freedom camping with restriction in accordance with section 11(2)(a) of the FCA:

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

41. Ward Domain

Description

Ward Domain (Sec 10 Blk VI Town Ward - Flaxbourne Recreation Reserve) is located off State Highway 1 at the northern end of the Ward Township.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	No specific risk has been identified.
Cultural and historical values	The Ward Memorial, through which access to the Ward Domain is currently achieved, is of significant cultural value for the local community. The memorial is where ANZAC commemorations are held and a number of submitters to the draft 2020 Bylaw expressed deep concern at the impact that freedom camping would have on the values of the memorial.
Water quality and water quantity values	<p>There is some risk to water quality depending on how effluent and waste disposal from vehicles is managed. The potential is for poorly managed disposal reaching Needles Creek through the piped stormwater system surrounding the carpark.</p> <p>There are no facilities for the provision of fresh water for freedom campers. The potential for freedom campers to access water from the local water scheme, reducing availability for the local community, was highlighted as a concern by submitters on the draft 2020 Bylaw.</p>
Landscape and amenity values	There is some likely effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. The site is very visible from State Highway 1.
Recreation assets	Ward Domain is used for a wide range of recreational activities (including horse riding and eventing) and is home to the annual Flaxbourne A & P Show. There are existing recreational assets on the Domain including public toilets, a children's playground and tennis courts. There may be increased use of these assets with

	freedom camping at the Domain. The public toilet would likely receive increased use and there would be a need for increased maintenance.
Protect health and safety	
Natural hazards	No specific risk has been identified although several submitters to the draft 2020 Bylaw considered there was a flood risk at the Domain carpark. This risk has not been identified in the MEP.
Built environment hazards	Some concern has been expressed that access to Ward Domain is off a 100kph area of State Highway 1 and that this is potentially dangerous for freedom camping vehicles entering and exiting the Domain. However, the concern exists with anyone using this entrance, not just freedom campers. Of note there are plans to shift the entrance to a safer location, which will help to mitigate any risk. Part of the carpark is also a HAIL site given past activities that have occurred at this location. However, it is not considered this is a significant risk for freedom camping.
Human hazards	There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised. There has also been evidence of fires being illegally lit in the carpark area of the Domain. Concern has been expressed about the impact of dogs travelling with freedom campers on stock that are frequently grazed at the Domain. This includes dogs worrying stock as well as biosecurity implications of stock being infected with Ovis caused by untreated dogs roaming free. This has been an issue for the wider Ward community.
Protect access	
Restrict access	There is some risk of access being restricted by freedom camping as well as competition with local community use and the travelling public for use of Ward Domain, particularly the vehicle parking area. Concern has been expressed by the local community at the potential impact of freedom camping on recreational use of the Domain and that access would be restricted if this was allowed to occur.
Discourage access	Ward Domain is used by locals for a variety of recreational activities and is also used by the travelling public, particularly as there are public toilets located here. Some concern has been expressed by locals regarding the safety of children using the Domain with the presence of freedom campers. So it is likely that some will be discouraged from accessing the Domain.

Summary

Through the draft 2020 Bylaw the Council proposed that an area of Ward Domain be set aside for freedom camping. The area of the Domain was in a marked part of the existing formed carpark, subject to vehicles being CSC, limited to 10 vehicles and staying no more than two consecutive nights in a four week period.

The site was not retained in the adopted bylaw given the concerns that had been identified through submissions. These concerns included pollution of waterways, water availability, littering, security concerns, impact of dogs on stock grazing at the Domain, proximity of Ward Memorial to the freedom camping site and community use of the Domain. The Council's decision on submissions acknowledged the importance of the wide range of community uses carried out at the Domain and that this use could be compromised or made more difficult if freedom camping was to occur at the Domain. These concerns are still considered valid in this current assessment.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
41.	Ward Domain	4	3	4	11

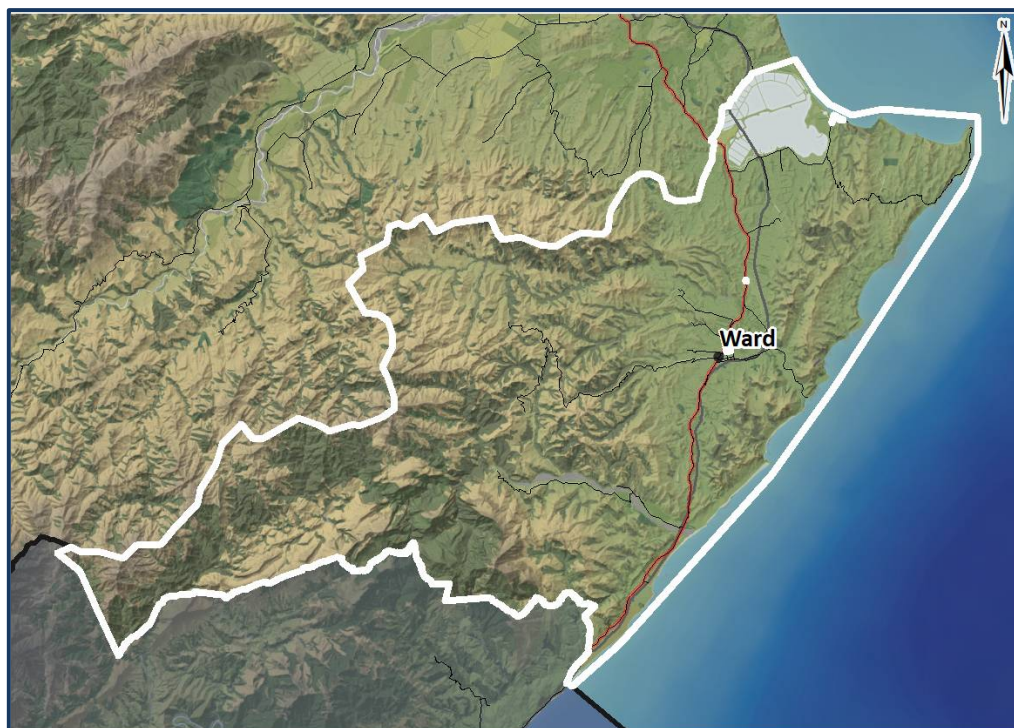
Ward Domain as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

42. Ward Roads Area

Description

The Ward Roads Area includes all roads, both formed and legal (and subsidiary roads), from and including Kaparu Road and Grassmere Road south to the Marlborough District Council boundary. It also includes all roads in the Ward Township but does not include the area of New Zealand Transport Agency controlled road reserve adjacent to Lake Elterwater or an area of Marfells Beach Road. Both of these areas are subject to a separate assessment.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	There are few areas with identified significant natural values that would be affected by freedom camping.
Cultural and historical values	There are no identified heritage sites in the Area and no obvious cultural values for iwi have been identified as at risk. The Ward Cemetery is adjacent to State Highway 1 and Kaka Road while the Ward Memorial is adjacent to State Highway 1 and the Ward Domain. There may be some concern from a cultural perspective if parking for freedom camping vehicles occurred adjacent to the cemetery or memorial.
Water quality and water quantity values	There is some chance of inappropriate effluent and waste disposal affecting fresh or coastal water quality. There are no facilities for the provision of fresh water for freedom campers in this Area.
Landscape and amenity values	There are some areas of outstanding landscape value in the Waima Valley. There may be some effect on landscape and amenity values from a presence of campervans staying overnight in this area, particularly if numbers are high, are ongoing or if use spreads beyond vehicles. There may be some concern from residents within the Ward Township with

	freedom camping occurring around the streets. This was highlighted as a concern by those making submissions on the draft 2020 Bylaw.
Recreation assets	There are no specific recreation assets identified as being at risk from freedom camping in this Area.
Protect health and safety	
Natural hazards	<p>There are areas adjacent to the Waima River that have a Level 3 flood risk in the MEP, with some small areas having a Level 2 flood risk. There is also an area of Level 2 flood risk in the lower part of Grassmere Road close to State Highway 1.</p> <p>Concerns with fire hazard were identified by a number of submitters to the draft 2020 Bylaw. The potential for fires can result from natural hazards in certain weather conditions and the east Marlborough coast is a dry area frequently subject to a very high fire index over the summer months.</p>
Built environment hazards	<p>Many of the roads in the Area, especially away from the Ward Township are unsealed, narrow and winding. These roads have few areas for vehicles to pull completely off the formed road while staying on the legal road in a safe manner. Several submitters to the draft 2020 Bylaw commented on the nature of local roads in the Area being inappropriate for freedom camping citing safety concerns.</p> <p>Marlborough Roads have identified that for safety reasons there should be a separation of 4 metres between the formed or sealed road and freedom camping vehicles.</p>
Human hazards	<p>Some parts of the Ward Roads Area have been developed for viticulture, particularly in areas near State Highway 1 and in the Waima Valley. Roads in these areas are used extensively for viticulture activities. During vintage use of the roads increases significantly and unless freedom campers were parked well off the formed road there is potential for conflict. Additionally, there may be some concern with freedom camping on roadsides in these areas with spraying activity on adjacent vineyard land and the overnight use of frost fighting fans and helicopters to reduce frost impacts on crops.</p> <p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p>
Protect access	
Restrict access	<p>In general it is considered there would be few circumstance where access would be restricted for the local community with freedom camping. Areas where this would be a concern are the roads around the Ward Community Hall, Ward Domain and Ward Cemetery. For Council controlled land around the Ward Community Hall there are proposals to establish a Village Green for the local community as part of the Council's Small Township's programme.</p> <p>Freedom camping would be inappropriate in these areas, which need to remain accessible for the local community.</p>
Discourage access	Other than the locations described immediately above, it is unlikely that the local community would be discouraged from using roads in the Ward Road Area if freedom camping were to occur.

Summary

There are no areas of Council controlled land in the Ward Roads Area that are considered available for freedom camping, other than on roads.

In terms of protecting the Area there are some concerns around impacts on water quality and quantity and on landscape and amenity values. There are also minor concerns in relation to use of roadsides from freedom camping restricting access for locals to community assets such as the Ward Community Hall, Ward Domain and Ward Cemetery.

Fire risk is becoming more evident in eastern areas of New Zealand generally. One of the factors in the Council deciding to prohibit freedom camping on roadsides in the 2020 Bylaw was the potential for fire risk and the ability of emergency management responses to ensure the safety of campers. Given that many of Marlborough's local roads in rural areas traverse long valleys, there are concerns about adequate escape routes during a fire event for those camping in these locations. Having campers in known locations rather than situated up valley roads means management of people is easier during hazard events. Several submissions on the draft 2020 Bylaw also identified concerns about the potential for accidental fires from campers themselves when using camp stoves.

Other health and safety concerns identified relevant to freedom camping in the Area include the nature of many of the roads, flood risk in some locations and the nature of rural activities occurring.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score
42.	Ward Roads	3	4	2	9

The Ward Roads Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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

43. Lake Grassmere to Waima River Coastal Area

Description

The Lake Grassmere to Waima River Coastal Area extends east from Marfells Beach to Cape Campbell and south to the Waima (Ure) River. It includes legal road and the Ward Beach area.



Assessment

Interpretation of criteria	Comments
Protect the area	
Natural values	<p>There are very significant natural values associated with this coast line. More than half of this stretch of this coastline (28.5km of the total 48.5km) is recognised as ecologically significant.</p> <p>There have been concerns about the potential impacts of public vehicle access to the habitats of the coastal environment and the risks that poses to flora and fauna and those coastal ecosystems. Concerns have focused on vehicle use compromising the structure and composition of dune systems and disruption to flora and fauna.</p>
Cultural and historical values	The area is known for its cultural significance to multiple iwi, including statutory claims and other longstanding connections.
Water quality and water quantity values	There is some chance of inappropriate effluent and waste disposal affecting fresh or coastal water quality. There are no facilities for the provision of fresh water for freedom campers in this Area.
Landscape and amenity values	The coastal area extending from Marfells Beach to the Council's southern boundary has been identified in the MEP as an outstanding landscape and an area with high, very high and outstanding natural character values. (Some of these areas are the subject of appeals on the MEP.) There may be some likely effect on landscape and amenity values from a presence of campervans staying overnight in this Area, particularly if numbers are high, are ongoing or if use

	spreads beyond vehicles.
Recreation assets	<p>This is a coastline where recreational use has increased in recent years with the Area becoming more accessible with the 2016 Kaikoura earthquakes resulting in new expanses of beaches being uplifted from the sea. Activities include fishing, walking, horse riding, viewing wildlife and taking photos.</p> <p>However, there are few recreation assets in the Area apart from picnic and toilet facilities at Ward Beach. There may be increased use of these assets with freedom camping and a need for increased maintenance.</p>
Protect health and safety	
Natural hazards	Other than normal coastal processes occurring at this location, no specific risk has been identified.
Built environment hazards	No specific risk has been identified.
Human hazards	<p>There is some risk of inappropriate effluent and waste disposal. However, if freedom camping is required to be CSC these risks should be minimised.</p> <p>There is potentially some risk or conflict with other users of this coastline. Concerns have been raised by the community related to public safety to beach users sharing the beach with quad bikes, motorcycles and 4WD vehicles. This may affect freedom camping activity.</p>
Protect access	
Restrict access	Some areas of the coastline are easily accessible by vehicles including at Ward Beach. Freedom camping at this location in particular would restrict access for day users of this area. Additionally, there is an NZMCA park over site just adjacent to Ward Beach on private land.
Discourage access	Day users may be discouraged from accessing some areas along this coastline if freedom camping occurred.

Summary

This area is currently the subject of a separate investigation into the impacts of motor vehicle access as a consequence of the area being much more accessible after the 2016 Kaikoura earthquake. This may result in a bylaw that would prevent vehicle access, which would effectively prevent freedom camping. However, this area was also the subject of consideration through decisions on the 2020 Bylaw hence its inclusion for assessment.

Submissions on the draft 2020 Bylaw sought a prohibition for freedom camping along the coastline from Lake Grassmere to the Waima River. Reasons for seeking the prohibition were risks to the coastal environment including physical damage to ecology and landscape from parking and camp sites, increased fire risk and sometimes disposal of waste. The Council considered these reasons were consistent with the criteria of the FCA to prohibit freedom camping, particularly in terms of conservation, natural resource and landscape and amenity values. For this current assessment these reasons are still considered relevant.

The scoring for each of the FCA criteria is as follows:

No.	Area name	Score – Protect the area	Score – Protect health and safety	Score – Protect access	Total Score

43.	Lake Grassmere to Waima River Coast	4	3	4	11
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The Lake Grassmere to Waima River Coastal Area as described above is considered not acceptable for freedom camping in accordance with section 11(2)(a) of the FCA:

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