

## AUCKLAND CATHOLIC TRAMPING CLUB (INC)



10<sup>th</sup> May 2021

Ministry of Business, Innovation and Employment  
15 Stout Street  
PO Box 1473  
Wellington 6140  
Attention: Responsible Camping Submissions

Kia ora,

Re: Freedom Camping Consultation

Auckland Catholic Tramping Club wish to make a submission to the advertised Freedom Camping consultation process.

We are one of 3 tramping clubs based in Auckland that have a club owned bus that is used for club trips. Our club currently has 125 members and has been active in outdoor activities for 75 years. Since the 1960's the club has predominantly made use of the club bus for Sunday, weekend, and longer duration trips, and sometimes hire vehicles.

The bus is able to be converted into a sleeper arrangement for up to 20 people, and is setup thus for weekend trips to allow members to rest during travel, and sleep on arrival at the trip destination, before commencing tramping trips early the next day.

Generally, a weekend trip will consist of:

- (Friday) evening departure from Auckland and drive to or close to the walking start location
- Sleeping in the bus or other transport on the way
- On arrival, continuing to sleep in the bus / other vehicle with some people opting to erect their tent. Given typical driving times from Auckland, we are arriving any time after 10 pm (and further afield arrival between 1am and 3am is possible)
- Walking starts early the next morning, possibly following a short onward travel to move one or more parties from the overnight location to their walk start point.
- The various parties return to the vehicle two or more days' later, and drive home that day

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During travel, frequent stops are made to use the facilities in towns, and on arrival at destination, we park the bus where toilet facilities are available. The bus is not used for 'Freedom camping' as such but is used to facilitate transport to and from tramping tracks.

The usual situation on these trips, is that the bus will be parked up, in a carpark while the members (including the driver/s) head into the bush for a period of 1-3 days, and occasionally the driver will be called upon to move the bus to another point to pick up other tramping groups.

With regards to MBIE's supporting sustainable freedom camping in Aotearoa New Zealand proposals we make the following submissions:

**PROPOSAL 1:** MAKE IT MANDATORY FOR FREEDOM CAMPING IN A VEHICLE TO BE DONE IN A CERTIFIED SELF-CONTAINED VEHICLE

### **Proposal 1 - Pages 17 to 19**

How much do you support the proposal to make it mandatory for vehicle-based freedom campers to use a certified self-contained vehicle?

**Strongly disagree / opposed to this proposal**

Do you support this proposal? - **No**

Are there impacts of this proposal that you are concerned about?  
and ...

How might this proposal impact you?

**This would severely impact on our weekend and longer multi day trip activities OR involve a major expenditure, as the design club bus does not readily lend itself to modification for an onboard toilet. On trips where the club bus is not used, hire vehicles are utilized, and these do not have toilet facilities (usually a 12 seater van as example).**

What things should the Government consider to implement this option?

**Revert to Option 2**

**PROPOSAL 2:** MAKE IT MANDATORY FOR FREEDOM CAMPERS TO STAY IN A VEHICLE THAT IS CERTIFIED SELF-CONTAINED, UNLESS THEY ARE STAYING AT A SITE WITH TOILET FACILITIES

How much do you support the proposal to make it mandatory for freedom campers to stay in vehicles which are certified self-contained, unless they are staying at a site with toilet facilities (excluding public conservation lands and regional parks)?

**Strongly support**

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Do you support this proposal? **Yes**

This proposal still provides scope to better manage freedom camping, but also places the onus on local authorities and DOC to provide suitable facilities at well frequented locations. It is to be noted that quite often the attraction for being there is on adjacent public conservation land administered by DOC, but the road location itself is managed by a local authority. In that scenario it is important that DOC still contributes to the provision and maintenance of suitable roadside facilities.

How might this proposal impact you?

Not significantly since we already use track start destinations with toilet facilities.

What things should the Government consider to implement this option?

Working with local authorities and DOC, establish / continue an ongoing programme of assessing well frequented roadside locations to ensure that:

- Toilets are established
- Toilets are maintained regularly to a useable standard
- Signage at other locations clearly indicates the expectation of vehicle requirements and the penalties for non compliance
- Regular enforcement of the rules for freedom camping locations

**Proposal 2** is the better option than Proposal 1, as it acknowledges that responsible campers will make use of sites with toilet facilities, as we are currently operating.

PROPOSAL 3: Improve the regulatory tools for government land managers.

### **Proposal 3 - Pages 22 to 25**

How much do you support the proposals to improve the regulatory tools for government land managers? **Support**

How might this proposal impact you?

Minimal, so long as daytime visitors don't get confused with overnight ones

PROPOSAL 4: Strengthen the requirements for self-contained vehicles.

### **Proposal 4 - Pages 26-27**

Do you think that the requirements for self-containment should be strengthened?

**Neutral**

This has no impact for most of our members



## **Other Considerations - Page 28**

### **Transition**

Noting the desire by the Minister for quick implementation, it is whatever practical measures achieve that

### **Homelessness**

Option 2 would be the best solution for locations where there are homeless people who cannot be accommodated elsewhere

We look forward to feedback on our submissions.

Yours sincerely,

Mark Ashton

President

Auckland Catholic Tramping Club

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Copy to      Jaine Gedye - Secretary ACTC