

19th April 2021

Nola Morgan - Ohiwa Beach Holiday Park

“Supporting Sustainable Freedom Camping in Aotearoa New Zealand” Discussion paper

Proposal one: **Make it Mandatory for freedom camping in a vehicle to be done in a certified Self contained vehicle.**

Strongly Support

This proposal will improve Tourism outcomes in regions across New Zealand. It will have a positive financial impact on holiday parks, back packers and commercial accommodation providers across New Zealand.

This proposal will also have a positive effect on the environment and decrease pressure on local government infrastructure. I don't believe it is up to the local residents and ratepayers to have the cost of freedom camping lumped on them.

This proposal should also help to attract high value visitors to all areas. Those that are happy to pay their way.

Including the words: “freedom camping is only permitted in a certified self-contained vehicle” may need to be looked at in the Freedom Camping Act.

Proposal Two: **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.**

Strongly Oppose

I think this will just encourage campers in non-certified self-contained vehicles to seek out free sites near toilets which will put pressure on local government and once again those ratepayers. It will also create overcrowding and a negative impact on the environment.

I believe local government will then seek to recover costs from the Government.

This proposal will not improve camper behaviour or regional tourism. It also leads to the perception for visitors that it is ok to freedom camp in a non-self-contained vehicle.

This proposal will have a negative impact on commercial accommodation providers.

Proposal Three: **Improve the regulatory tools for government land managers.**

I strongly support the introduction of a regulatory system for self-contained vehicles.

I believe there is a need for the introduction of a new regularity agency or provide powers to an existing agency (perhaps VTNZ) to provide national oversight of legislated requirements for self-contained vehicles. There may need to be a change from the current standard to a regulation.

I strongly support allowing local councils to enforce the regulation and that there may be an infringement scheme for those vehicles with fraudulently claim to be self-contained.

I believe that the regulation should include vehicle confiscation but that it should be only a last resort with a progressive fine system in place. The confiscation should only be used in the case of multiply fines over a 1 year period.

Proposal four: **Strengthen the requirements for self-contained vehicles.**

Strongly Support

The need to strengthen the requirements for self-containment is necessary.

This standard must be made non voluntary with a government agency taking responsibility for the standard. There will need to be a database or central register of certified self-contained vehicles. This must be accessible by all issuing authorities.

Toilets must be fixed and plumbed into the vehicle to be certified self-contained. A registered plumber must certify this and the toilet cannot be removed from the vehicle.

Once a vehicle has passed its initial certification the other entities should be able to certify it.

There should be a one year grace period in order for current owners to upgrade or dispose of their vehicles.